

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



MAIL SACK PHOTO PAGE - Along with additional comments on the B-29s of the 20th Air Force have come these excellent nose shots from J. Raymond Pritchard of Emporia, Virginia. The first four show Superforts of the 468th Bomb Group and they are: LADY BE GOOD, serial 42-65227, a B-29-16-M0 (this plane eventually completed 28 missions before V-J Day and destroyed one Japanese aircraft); LITTLE ORGAN ANNIE, serial 42-24893; LASSIE TOO.', serial 42-63460, a B-29-21-BA (just above the front wheel door is written "Crewed by the 'MOUNTAINEER'

L. Mick Yates" with a com liquor drinking mountaineer drawn just behind); MILLION DOLLAR BABY II, serial 42-63532, a B-29-26-BN (with "THE BALD EAGLE" under the pilot's window and "RED RYDER" on the front wheel door).

ASSID TEST II, serial 42-65336, would appear to belong to the 462nd Bomb Group by the tail markings of the B-29s in the background. The unit to which LAZY JANE belonged, however, is unknown, and it is hoped that someone may be able to identify its unit. Do we hear any comments?

combat airplanes.

Nakajima got into the aircraft engine game back in 1924 with the building of a plant at Okikudo, a suburb of Tokyo, to produce Lorraine 450 aero engines under license. The War in China (1937) brought about a need for expansion, and so in 1938 a modern facility was constructed at the village of Musashi, 10 miles west of the Imperial Palace. This facility was again expanded by the addition of the Tama works in 1941. Musashi itself was a one-story steel truss structure covered with wood. The Tama section was of a multi-storied reinforced concrete construction. At the time of the raids, the facility consisted of 7 buildings covering 2,902,000 sq. ft. on 130 acres of ground. Peak employment reached 45,000 employees in May of 1944.

During the period from January 1939 to April 20, 1945, thirteen different engine models were assembled, 9 for the Army and 4 for the Navy, ranging from the 710 hp Ha-5 (Kotobuki) to the 2500 hp Ha-117. Nakajima's engines were based on designs of the Wright Aeronautical Corp. Production amounted to 40,351 engines for the period of January 1939 - August 1945.

A total of 2,838 tons of bombs were dropped on the target of which 269 tons (9.5%) fell within the plant area. 69 tons (2.3%) struck buildings, killing 220 persons and injuring 266.

The first raid of 24 November 1944 used radar technique due to cloud cover and although damage was superficial, it brought about the beginnings of the dispersal program. Some of the heaviest damage was sustained during the Navy raid of 17 February 1945. And although the bombs were of comparatively light weight, the target was hit from relatively low altitudes by the dive bombers and torpedo planes. Production ceased as of 30 April 1945. Incendiary bombs were especially effective against the wooden roofs.

Mauno Salo, 12752 Annette Circle, Garden Grove, Calif.

ATTACK DATA FOR TARGET NO. 357 (MUSASHI)

Date:	Duration:	Unit:	Altitude:	A/C On Target:	Bomb Tonnage:
24 Nov	1312-1532	20th	27,000 to 32,000	24	79 tons HE 33 tons IB
3 Dec	0503-0630	20th	16,000 to 33,000	59	99 tons HE 43 tons IB
27 Dec	1342-1503	20th	28,800 to 33,800	39	41 tons HE 64 tons IB
9 Jan	1513-1535	20th	29,500 to 34,440	18	168 x 500 lb HE
17 Feb		Navy		63	133 x 100# 19 x 250# 65 x 500#
2 Apr	0301-0443	20th	5,830 to 7,960	115	4076 X 500 lb HE
7 Apr	1100-	20th	11,500 to 15,650	101	520 X 2000 lb HE
12 Apr	1208-1221	20th	12,000 to 17,500	93	470 X 2000 lb HE
8 Aug	1727-1744	20th	19,500 to 22,450	50	234 X 2000 lb HE

(Under Bomb Tonnage, HE stands for High Explosive bombs, IB for Incendiary Bombs. It is also to be noted that the United States Strategic Bombing Survey Report, "The Japanese Aircraft Industry", shows that on 8 August 1945 60 aircraft attacked and dropped 280 tons of HE.)

THOSE B-29 SERIAL NUMBERS - ADDENDA

In reference to the B-29-BW/BA production note accompanying my B-29 serial list in the JOURNAL, Fall Issue, 1962, a corrected set of acceptance figures for

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the Superfortress has now come to light. These figures are shown in the following table which totals up to 3,960 articles, the same total as the serial list.

Year	B0	BW	BN	BA	M0	Total
1942	3					3
1943		87		4	1	92
1944		722	139	201	99	1161
1945		825	918	463	436	2642
1946			62			62
Total	3	1634	1119	668	536	3960

John Wible, 6626 Gaston Avenue, Dallas 14, Texas

BOEING STRATOLINE DETAILS

The story of the Boeing Stratoliners in the JOURNAL, Spring, 1963, was a fine documentary article. In reply to Mr. Schepler's request, the following may be of interest.

The engine nacelles, the cowls and engine mounts were made to Boeing engineering design but were fabricated on a sub-contract to Vega Airplane Company, a Lockheed Subsidiary, at Burbank, California.

I was assigned as service engineer to this project after the engine cowls were installed on the planes and the planes placed in service with TWA. Considerable difficulty was experienced with these engine cowls in the way of mechanical failure. In fact, the whole engine cowl installation failed to perform as it should and much major modification was made in the basic design. This engine nacelle was the same type as that used on the B-17C bombardment airplane.

The primary cause was traced to excess engine vibration, difficulties in engine synchronization, and failure of certain structural components, all sufficient to keep these airplanes grounded and preventing completion of airline schedules.

A continuous log of the parts failure and the parts replacement was one of my duties as service engineer for the Vega Airplane Company. The main trouble seemed to be in the electrically operated engine cowl flaps. After each flight, many parts had to be replaced and the service discrepancies were numerous. Structural failure of parts accounted for a large percentage of the discrepancies, necessitating a redesign by Vega Airplane Company. Apparently, in the mad rush to produce these airplanes, and the B-17C, no stress analysis had been made. For example, it was found that in a dive, the engine cowl ring distorted and elongated the engine cowl support ring, thus causing flap failure in operation. The electric motors that actuated the flaps would then fail and the whole engine cowl would not cool properly. Finally, after extensive redesign of parts, the whole configuration was made operative for air transport use. These obvious failures were corrected in the B-17D.

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

FORD TRIMOTOR TOUR ROUTE

The air tour of the Ford Trimotor N9683 has been tentatively established by American Airlines (Ref. JOURNAL, Vol. 7, No. 4, Winter 1962). Changes may be made, and American Airlines will keep us posted on such changes. Since this information was not available in March, we can only give the schedule from July on.

July 30 - At Detroit for a few days in commemoration of Henry Ford's birthdate. Stops at O'Hare International Airport to and from Detroit.

Aug. 31 to Sept 3 - At Antique Airplane Association

Fly-in, Ottumwa, Iowa.
 Sept. 6 - El Paso, Texas.
 Sept. 7 - Enroute to San Diego with stop at Tucson.
 Sept. 8 - San Diego.
 Sept. 9 - Los Angeles.
 Mid-Sept. - (date not fixed) At San Francisco for dedication of new terminal.

Robert G. Hufford, 4908 Wortser Ave., Sherman Oaks, Cal.

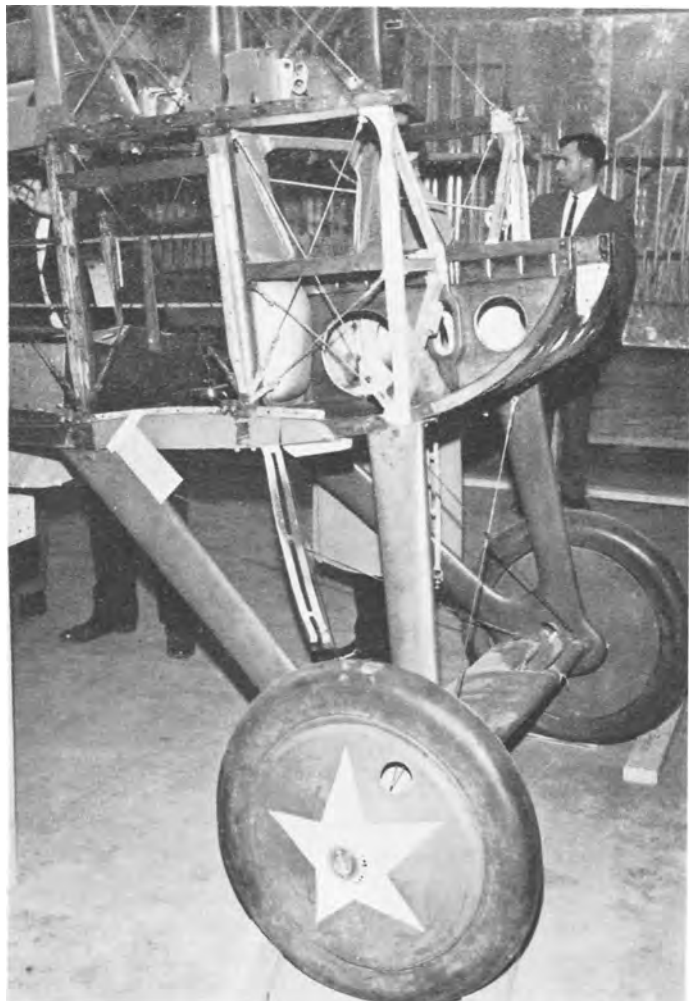
THE FIRST FIGHTER WING UNIT HISTORICAL MUSEUM

The First Fighter Wing is the oldest and perhaps best known organization in the United States Air Force. Originally formed in May 1918 as the First Pursuit Group it included the 27th, 94th, 95th and 147th Aero Squadrons and flew Nieuport 28 C.1's and later the Spad XIII. The Group shot down 201 enemy aircraft in World War One and included some of this country's most famous aces including Lufberry, Luke and Rickenbacker. During the colorful between-the-war years the First Pursuit Group flew Curtiss P-6 "Hawks", Boeing P-12s, Seversky P-35s and Curtiss P-36s. During the Second World War the Group served in the European Theatre flying Lockheed P-38s and accounted for 435 enemy aircraft destroyed. Presently based at Selfridge Air Force Base, Michigan, and now designated the First Fighter Wing, they currently fly the Convair F-106A "Delta Dart".
 In order to preserve the Wing's past history,

spanning aviation from the stick and wire era to the supersonic missile platform, the First Fighter Wing Unit Historical Museum was formed in June 1962. Located at Selfridge AFB in Building 25, the museum is open from 7:45 AM to 4:45 PM on weekdays only. Captain Samuel M. Eppley, the capable and energetic director of the museum, has been attempting to accumulate photographs, mementos, or any historical material relating to the Wing or to the previous organizations. The Museum would be pleased to receive any such material that A.A.H.S. Members may care to donate to the cause.

The museum's major acquisition has been a Spad that is presently being rebuilt to flying condition with the aid of volunteer help. This Spad VII was obtained from the Air Force Museum and was originally accepted by the Signal Corps in March 1918, and carries A.C. Serial Number 18-3730. It is powered by a Wright E-2, serial number 95031; of 180 hp. The Spad will be restored to flying condition so that it can be used for aerial exhibitions and it is expected that the rebuilding project will be completed by the end of 1963. Eventually the museum hopes to acquire other aircraft to put on display that will represent the various types of airplanes flown by the Wing in the past. Among other types used by the Wing were the Eberhardt SE5E, Boeing MB-3A, Curtiss P-1 and P-3 Hawks and Republic P-43.

Robert F. Pauley, 111 Highland Avenue, Apartment 111 Highland Park 3, Michigan.



Spad 7 being rebuilt at Selfridge AFB for display in the First Fighter Wing Unit Historical Museum.
 Photo - Robert F. Pauley)



One of the display panels at the First Fighter Wing Unit Historical Museum at Selfridge AFB.
 (Photo - Robert F. Pauley)

ROBERT H. GODDARD 1963 ESSAY COMPETITION ANNOUNCED

The National Rocket Club announced that entries in the Robert H. Goddard Essay Award competition, open to any U. S. citizen, are invited. The competition has for the winner a trophy and a prize of \$200, and will be closed November 1st.

Essays may treat with any significant aspect of the historical development of rocketry and astronautics, either bringing new information to light or casting new light on events or individuals influencing rocketry or astronautics in the United States. Essays should not exceed 5,000 words and should be fully documented, and evidence of U. S. citizenship submitted.

For further details write to the National Rocket Club, Suite 32, 1745 K Street, N.W., Washington 6, D.C.

NEW ADVERTISING SERVICE OFFERED

I have started a magazine called "The Aerospace Advertiser" which is aimed at Aerospace Enthusiasts the world over, who have something to trade, buy or sell, or who require research information, aircraft parts, historical documents, etc. This publication is not intended to replace or compete with any existing Group or Society magazine, but to supplement such organizations with a service intended to become international.

As our name implies, the prime object of this magazine is to provide advertising space for anyone who wants to buy or sell anything at all connected with aviation, astronautics or other allied topics. Furthermore, we are offering space at the lowest possible rates, thus enabling the medium of advertising to be available to all; ranging from the private flyer to the amateur enthusiast and from the business executive to the aerospace historian.

We are offering advertisements rates of \$.50 per 24 word minimum with further blocks of 24 words at \$.40 each. Copies of the first issue are now available at \$.20, post free.

A. C. Newman, Childs, Kevington, Nr. Orpington, Kent, England.

BLIMP TRAINING

During WWII training in blimps paralleled that of the "heavier than air" training. The officers, or I should say, cadets were sent to three months of college for intensive study. This was in conjunction with flight training in which Piper "Cubs" were used. On completion of this the candidates were then sent to a pre-flight school, which entailed more intensive studying and a rugged physical program which included the well-known obstacle course.

At this point in training the cadets, known as V-5 Training Program" had to decide whether to go into heavier-than-air or lighter-than-air (blimps, to the layman).

Lakehurst Naval Air Station was the training station on the East Coast and Moffett Field, California on the West Coast. At Lakehurst again it was more intensive studying and of course flight training in lighter-than-air. L1 and L4 blimps were used. These were small training non-rigid airships. On these one man "flew" both elevator and rudder. On the K-ships, which were the ones used for patrol and on convoy escort, one man flew the elevator and one the rudder. These K-ships were some 270 feet long, and their top speed was 72 knots.

At the end of training at Lakehurst, the cadet, now a brand new ensign, was assigned to a squadron. What a relief! In a squadron, the patrol and convoy escort were the main objectives. In my opinion there was no better vehicle built than a blimp for this type

of patrol work. The visibility from the car (or gondola) was excellent. A normal patrol average about 10 hours and an escort average 15 hours. I was on a 22 hour escort patrol, but I believe the record is a 33 hour patrol. There were enough squadrons to cover the coastline all the way from Halifax, Nova Scotia to Rio in Brazil, of which I've been to every one.

The patrol, I remember most is one out of South Weymouth one very dark night. We were to fly at 50 feet all night long as a 75 ship convoy was leaving Boston Harbor and enemy subs were reported in the area. Two other blimps were assigned the same area, but were flying between 250 and 500 foot altitude. None of our own subs were to be in the area. Trying to fly at 50 feet on a black night was most tiring. Just before dawn we picked up a contact on the "M A D" gear. On going in on a bomb run this sub surfaced and, at the last minute before we dropped our bombs (four 350 pounders), the sub gave us the code of the day. Would my face have been red, to put it mildly.

The ground crew consisted of 35 to 50 men. It was the job of the pilot to bring the blimp in as slowly as possible and the ground handling officer directed the ground crew in the handling of the blimp mooring lines. The ground crew, after stopping the blimp with the mooring lines, held fast. The mooring mast was then brought into position and the nose cone of the blimp attached.

Roy D. Schickedanz, 1458 Lincoln Avenue
Calumet City, Illinois

BEARCAT JETTISONABLE WING TIPS

In view of the comments concerning F8F breakaway wing tips that appeared in the JOURNAL following Frank Geene's article, "The Wildcat Story", Winter, 1961, the following may prove of interest. This notice appeared in the June, 1949 issue of Naval Aviation News.

"A unique feature of the F8F Bearcat, the jettisonable wing tips, is being abandoned.

"When the fighter was first introduced, it came out with about three feet of each wing tip designed so that it would pull off if the pilot exceeded operating G restrictions by a significant amount during violent maneuvers. The wing tips came off all right, but sometimes only one would break off. This led to a momentary uncontrollable roll and subsequently made it a little difficult to fly the airplane.

"Later, a dual-jettison feature, consisting of a detonating cap and length of prima-cord was put in each wing tip. (F8F Change #27). It was installed so that if one tip failed the cap and prima-cord would be fired on the other tip, thereby weakening it so it also would fail. A number of pilots have made landings safely in Bearcats with the tips off, although a bit 'hot' because of reduced wing area.

"Difficulties were met with maintenance of the jettisonable wing tip, coupled with the mental hazard of having an explosive charge in the wing. After slightly more than four years of service experience it was decided the disadvantages outweighed the good points of jettisoning. Change #90 was issued directing operating activities to remove the charge and increase the riveting on wing tips of all F8F's."

Allan G. Blue, 11305 Mitscher St., Kensington, Maryland

PASSING OF SOUTH POLE PILOT NOTED

The following is quoted from an AP dispatch appearing in the Bridgeport, Connecticut POST of November 23, 1962, and datelined--Hartford.

"Harold June, 67, a pilot for Rear Admiral Richard E. Byrd on the first airplane flight over the South Pole,

died yesterday at Hartford hospital. He resided in Windsor.

"June made the initial flight over the Pole in 1929 with Byrd and Bernt Balchen. He also was a member of the second Byrd expedition to Antarctica in 1933-35.

"On the first flight, June was second pilot to Balchen, and also the radio mechanic. On the second expedition he was chief pilot and transportation officer, making several exploratory trips through Antarctica by tractor and sled as well as by plane.

"For his first Antarctic expedition he was awarded a special gold Congressional medal and the Distinguished Flying Cross with citation. For the second he was awarded in 1937 a special silver Congressional medal. A peak in Antarctica bears his name.

"When he came home from the second trip in 1935 he said, 'Never again.' ' But the next year he was considered to head his own expedition. It never materialized.

"June, a native of Stamford, was one of the early aviators who flew 'with the seat of their pants'. With little formal technical education, he became one of the top fliers and aviation technicians of his day. He was a Navy test pilot between the two Byrd expeditions.

"He joined the naval service almost by accident. When Harold S. Vanderbilt turned over his yacht VAGRANT to the Navy in 1917, June was her chief engineer. He and all the members of the ship's crew were sworn into Navy service.

"After flight training, he finally became chief aviation pilot, the highest rank that could be attained by an enlisted man.

"June retired from the Navy in 1947 as a Lieutenant, having logged over 21,987 hours of pilot time, the longest record at that time. He joined the Kaman Aircraft inspection department in 1951 and was employed there at the time of his death."

William D. Feeney, Monroe, Connecticut.

NEW MEMBERS

Dan S. ABBOTT, 15325 Tropic Court, San Leandro, Calif. My interest in aviation stems from three generations in aviation. Main interest lies in World War I period and am currently working on detailed drawings of Fokker D VII, Albatross DV and DVa. Also compiling unit histories of the German Air Service.

A. N. ALLRED, 4809 Via El Sereno, Torrance, Calif. I've recently retired from the USAF as Lt. Col. with nearly 4000 hours. Started flying in 1941 on PT-19, years at Wright Field as experimental test pilot. Later had many years working on space and satellite programs.

Donald L. ANDERSON, 204 Du Bois St., San Rafael, Calif. I have held a Commercial, S.E.L. & S. rating since 1950. In 1962 served as president of the San Francisco Bay Area Chapter of N.A.A. Was in the U.S. Marine Corps in WW II and flew commercially for a short time after in Seattle. Interested in early airline history, history of bush flying and glider aircraft in America.

Carlton L. APOLLONIO, Glen Heights, Chapel Hill, North Carolina. I have been flying since 1948 and hold a private (single-engine, land) certificate. Am a member of EAA and hope to start construction of a light airplane this Fall. Have about 500 aviation books with primary interest in commercial and civil aviation 1903-1938.

James W. ASH, R 1 Box 91, Ixonia, Wise. I started flying in 1941, served in the AAF in WW II, then laid off for many years due to family responsibilities. Started flying again in 1962. Actively interested in collecting and restoring antique aircraft such as

Travel Air.

Arthur ASHLEY, Route 3, Box 51, Guilford College, N.C. I enlisted in Army Air Service as a mechanic in 1925 and trained on DH-4s, MB3s, VE-7s, etc. Later assigned to Brooks Field, Texas until discharged in 1928. With the depression my aviation career was limited to barnstorming or whatever I could find. First pilot license in 1940. I have over 1000 items, pictures, newspaper clippings, non-fiction books and other aviation material dating back to 1925.

George E. ATKINS, 1414 Ruffner Road, Alexandria, Va. I learned to fly in an OX5 Lincoln Page aircraft in 1935. Worked on early DC-3s at Douglas. Retired from the USAF in 1959 and am presently employed in building parts for Minuteman Missile as a junior engineer.

Henry L. "Hank" AYRES, 28411 Stirrup Road, Route 23, San Pedro, Calif. I soloed in a clipped wing Travel Air with an OX-5 when 16. Joined the RAF and flew with 133 Squadron at Biggin Hill in Kent. Later transferred to the 4th Fighter Group, 8th Air Force. Shot down over Holland and was a POW for 14 months. Main interests are WW I and WW II aircraft, books and photos.

Greg. R. BANFIELD, 6 Rees Ave., Belmore, N.S.W. Australia.

Klas-Goran BASK, Box 982, Norsju, Sweden. I am studying for an aeronautical engineer's exam. and am actively interested in the history of Swedish aviation, particularly military. Member of Swedish Aviation Historical Society since its beginning.

E. Wayne BASTIAN, 8528 Colbath Ave., Panorama City, Cal. I am deeply interested in model aircraft, have spent 6 years in the Air Force and 8 years, 1943-49, with Lockheed Aircraft in engineering.

Bill BEAVERS, 108 Myrtle, Bakersfield, Calif. I plan to enter the USAF soon and have been interested in aviation for many years. I have concentrated my historical interest on collecting data on the P-61 Black Widow night fighter of WW II for the purposes of a history.

Maurice BEYOT, 3 Avenue Jean Baptiste Clement, Boulogne/Seine, France. My interest is in U. S. AAF aircraft and equipment of World War II as I have myself seen most of them during the French campaign.

BLACKBUSHE AVIATION GROUP, Room No. 6, Terminal Bldg., Blackbushe Airport, Camberley, Surrey, England. We specialize in the histories of aircraft companies such as Boeing, Convair, Lockheed, Republic, etc. and are cooperating with the airport management in compiling an aviation historical library.

Steve M. BLAKE, 2230 E. Center St., Anaheim, California. I have centered my interests on combat fighter planes, pilots and units of the Second World War, and specialize on fighter aces. Besides collecting written material, I have also contacted a large number of WW II combat pilots and intelligence officers from whom I have gathered valuable information.

George C. BLEZINGER, 4242 East 31st St., Tucson, Ariz. I have a long time interest in all phases of aviation, modeling, photography and some flying. Have a large book, magazine and 1/72 scale model collection, all dating back over the last 20 years.

Charles BLIVEN, 2259 Wilshire Parkway, Wayne, Michigan. I am an aeronautical engineer currently working at the Ford Motor Company.

Gerard BLUM, Cite Universitaire, Boulevard des Arceaux,