

NEWS AND COMMENT

The NEWS AND COMMENT section includes COMMENT, SOCIETY AFFAIRS, introductions of NEW MEMBERS and WANTS. The first is open to all Members of the Society for comment on any aspect of aviation history, expressions regarding the affairs of the Society and for the running of pertinent, historical news stories. The last is to aid Members in placing requests to obtain or trade material, or to obtain information for a research project. SOCIETY AFFAIRS is prepared by the President to report on Society matters, and NEW MEMBERS is devoted to letting all Members meet the newcomers to the Society and is prepared by the Editor.

Deadlines for placing material in this section are the first day of February, May, August and November. 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, California, 91201.

COMMENT

NAVY FLYING FORTRESS ADDITIONS

Since the appearance of "The Boeing PB-1" in the JOURNAL, Vol 9, No 1, p 42, the author, Major Robert C. Mikesh, has gathered some additional information and corrections, and further comments have been received from two Members. The following information, therefore, should be added to the list of Boeing PB-1Ws:

PB-1W	77244	44-83884	B-17G 95 DL (7/25/45) (N5230V)
	77226	(N7228C)	
	77232	(XB-BOE)	Mexico reg., now returned to U.S.
	77233	(N5237V)	
	77235	(N7227C)	
	77237	(N5236V)	
	77246	(N4710C)	

From M/Sgt Merle Olmsted, RR #1, Frederica, Del. has come the following comments:

"During the late '50s and early '60s there were 8 or 10 PB-1Ws parked at Love Field, Dallas.... 'Hell

Wagon' was N5237W, ex-USN 77233, and N5236V, ex-USN 77237 had been nosed over on delivery to Dallas and all four props and wingtip damaged. The story around there at the time was that Castro had bought all or part of them, but when crews arrived to take over, they were prevented from doing so by federal agents. I believe two of these were among those that went to England for the movie, 'The War Lover', a couple of years ago.

"Another, and possibly more interesting post war B-17 was the one we had out in the Philippines in 1957. It was B-17G-95-VE, serial number 44-85541, but its flight forms listed it as an RB-17G. It arrived at Clark Field in October of 1957, apparently from Taiwan, was painted glossy black and has US insignia on the fuselage only. Radio call number was sometimes 639 and sometimes 531, on the fin. Where the ball turret had been was a large door with padded edges. It flew a number of times on long missions, but was very difficult to maintain, because of the parts problem. We were finally directed to remove the carburetors, windshield and other items for shipment to Wright-Pat. The last time I saw it in August of 1958 in the storage area, it was in bad shape and I don't suppose it ever flew again. If anyone knows of its final resting place, I would like to hear of it."

Mr. George Fuller, Apt 5, 5542 Decelles Ave., Montreal 26, Canada has added a final note on these planes:

"On September 5, 1958 I saw PB-1W, ex-77236, with the Canadian registration CF-JJH at the Oshawa, Ontario base of its owners, Kenting Aviation Limited. It may have been used for spares for Kenting's other two B-17 photographic survey aircraft since the registration listing never appeared in the annual published list of Canadian civil registrations, the Canadian Civil Aircraft Register."

PRESIDENTIAL CURTISS CONDOR

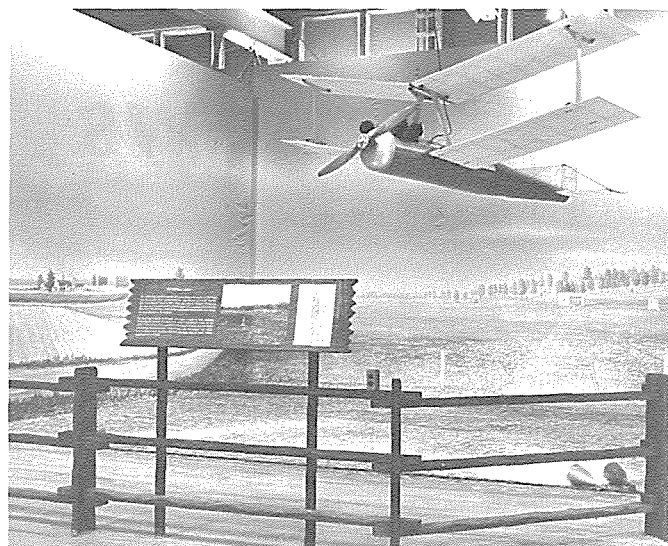
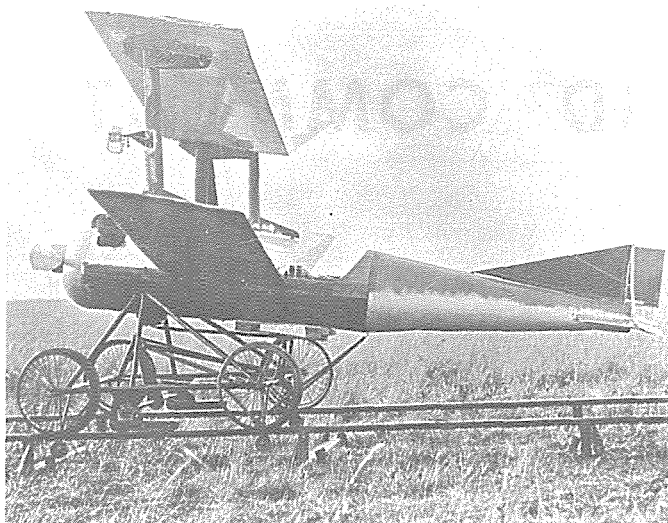
In the JOURNAL (Volume 8, No 2) there is an item on which I may be able to lightly elaborate. I refer to the article entitled, "Presidential Aircraft" by Major Robert C. Mikesh, and in particular to the Curtiss Con-



Nose of the Boeing PB-1W N5237W, ex-USN 77233, when it was at Love Field, Dallas about 1960. (Photo - Olmsted)



The Boeing B-17G-95-VE, 639, painted glossy black with padded opening where ball turret was. (Photo - Olmsted)



At left above, in 1918, is the forebear of today's intercontinental ballistic missiles. Designated the Aerial Torpedo, it was the invention of three great men--Charles Kettering, Orville Wright and Elmer Sperry. Affectionately dubbed the Kettering "Bug", it was developed during 1917-18 for the U. S. Army Signal Corps by the Dayton-Wright Company of Dayton, Ohio.

The "Bug" had a wing span of 17' $3\frac{1}{2}$ ", length of 12' 6", height of 4' 8", weighed 350 lbs empty and was to cost \$1000 per item on mass production. It was powered by a small four cylinder air-cooled de Palma engine of 40 hp and carried 180 lbs of high-explosive at a speed of 55 mph over a maximum range of 40 miles. The Bug was launched from a dolly running along a light weight track and was pulled into the air by the thrust of its propeller. It was guided to a target by a system of pre-set vacuum-pneumatic and electrical controls. When the target was reached, a special control closed an electrical circuit which shut off the engine and fired detonators which released the wings, thus causing the machine to plunge earthward to the target and explode on impact like a bomb.

Although final tests were successful, the war ended before any Bugs could enter combat. Following the armistice, the some 25 completed Bugs were given over to the Air Service for extensive tests at Arcadia Field, Florida. These tests were far from successful, primarily due to the inexperience of the launching crews. Although continuance of the project was urged, scarcity of funds brought "guided missile" development to a close for over twenty years.

To record this opening step in guided missiles, the Air Force Museum, Wright-Patterson Air Force Base, Ohio, on 14 March 1964, unveiled a full sized reproduction of the Bug (above right) as it flew from South Field, Dayton during October 1918.

(Photos - United States Air Force)

dor YC-30 text on page 92.

At the time this airplane was built by the Curtiss Wright Airplane Co., at Robertson, Missouri, I was the chief engineer of this C.W. subsidiary. This airplane was fitted out specifically for the use of President F. D. Roosevelt. While I cannot after 30 years recall much of the interior detail, I do specifically remember that we built a folding ramp for the accommodation of the President's wheel-chair.

George A. Page, Jr., Rt. 1, Taylor Rd, Reynoldsburg, O.

AIR EXPRESS ADDITIONS

With regard to the very nicely written and well put together article, "Barrel-Nosed Cigars" (JOURNAL, Vol 9, No 1) by Richard Sanders Allen, I'd like to add what little data I do have and make a few corrections.

Referring to the transcontinental flights of Capt. Frank Monroe Hawks and his Lockheed Air Express "Texaco No. 5" the first coast to coast hop was made on February 3/4, not 4/5 as Mr. Allen suggests. The time of this flight was 18 hours, 21 minutes, 59 seconds. On this first flight, New York to Los Angeles, 475 gallons of fuel was carried. This included 100 gallons in the wing tanks plus 375 gallons carried in 75 five-gallon tins. After having crossed the continent in record time, the "Texaco No. 5" went into the Lockheed workshops where fuel tanks to hold 450 gallons of fuel were fitted in the fuselage. Coupled with the already installed wing tanks, this gave the sleek-appearing craft a total fuel capacity of 550 gallons. The official times of the

second and third coast to coast hops were: 19 hours, 10 minutes, 32.6 seconds and 17 hours, 38 minutes, 16.6 seconds. Hawks was attending the 1930 Miami Air Races when the "Texaco No. 5" was wrecked.

Next in line for comment is speed king, Col. Roscoe Turner's Lockheed Air Express. Here I'd just like to mention that this plane was also known as the "Reno Express." The 23 hour transcontinental flight in which Turner piloted Governors James Rolph and Fred Balzer between Washington, D. C. and Los Angeles was made on May 1, 1932. Turner's time in the 1930 Los Angeles-Chicago Derby was 9 hours, 58 minutes, 41 seconds. For the race Turner was issued race number 25.

Russel Flehinger, 214 Parker Road, Hamburg, New York

FIRST PARACHUTE LANDING FROM AN AIRPLANE

Parachute landings today are pretty much routine. In fact, almost every weekend a whole group of people participate in sky-diving from all sorts of airplanes throughout the United States. It was not so back in 1912.

In St. Louis, Missouri, on March 1, 1912, for the first time in the history of aviation, a brave and dedicated aeronaut, Captain Albert Berry, U. S. Army, leaped from an airplane flying over the Jefferson Army Barracks. The leap was witnessed by hundreds of soldiers on the parade grounds. When the aeronaut landed, the soldiers cheered wildly and, surrounding him, bore Capt. Berry on their shoulders to the office of Colonel Leonard Wood, Commanding Officer.

Capt. Berry had been flown aloft from Kimloch Field, St. Louis in a two passenger biplane piloted by Anthony Janus. Beneath the fuselage in a specially constructed case was a large parachute similar to those used in balloon ascensions. Soldiers at the parade grounds heard the sound of the airplane as it flew over the area, and they saw Capt. Berry climb out of the fuselage to the underside of the plane, cling for a moment, and then climb onto a trapeze bar attached to the parachute.

Pilot Janus steadied the airplane. Capt. Berry gave a quick pull on a rip cord, and aeronaut and parachute plunged toward the earth. The biplane, freed of this weight, momentarily climbed upward and then steadied itself. The parachute popped open after a fall of several hundred feet, and the rapidity of the descent was checked when the chute opened. Amid the crowd of cheering troopers, the first airplane parachutist landed safely on the parade ground.

By his daring, skill and courage, Capt. Berry proved the parachute to be a practical device. Yet the irony of it was that many brave airmen would lose their lives during WW I for the failure of their governments to provide parachutes for leaping from a burning plane. Willis L. Nye, 1719 Grove Way, Hayward, California

ORIGINAL FARMAN FLYING IN CALIFORNIA

Frank Tallman is flying his completely original 1914 Maurice Farman Shorthorn pusher biplane occasionally at Orange County Airport, Santa Ana, California, where the Talmantz Air Museum is located. The Wolseley built Renault, fan air cooled 80 hp V-8 engine, #788, still cackles smartly and turns the big nine foot prop at a snappy 1,000 plus.

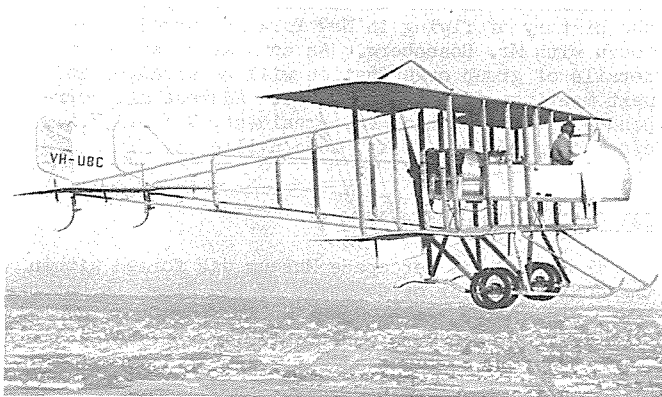
On my December 1963 visit, the large ship lifted off nicely in about 150 feet at 35 mph with Frank up forward and myself in the rear tandem seat. Take off weight is 1900 lbs for this vintage craft. Take off must be into the wind as the rudders are outside the prop blast and do not take effect until flying speed is attained.

The Shorthorn climbs about 200 feet per minute and reaches a top speed of 50 mph quickly after leveling off. Control pressures appeared similar to a truck with the power steering unit out and liberal movements of the stick and rudder produced lazy but delightful results.

The landing glide angle is of the flat rock type but when you are landing at 35 mph it is not too hairy. As a matter of fact the 20 minute flight, 2,000 feet above the hills south of the airport in the Farman, is one of my most enjoyable flight memories.

This airplane was licensed G-AUBC in England when built in 1914. It then went to Australia where it was licensed VH-UBC and flown until 1926 before being stored intact.

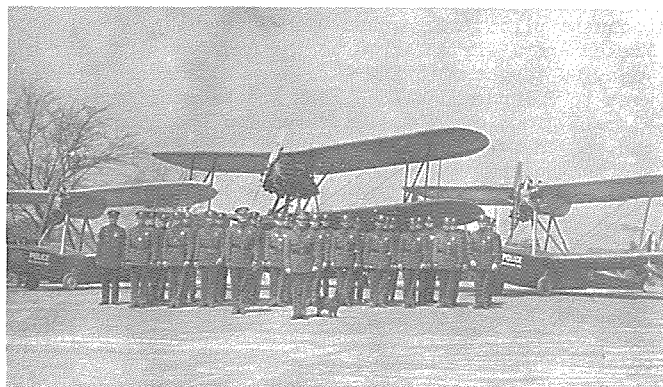
Before leaving the old eras, John Schildberg of Greenfield, Iowa, found a complete front elevator Curtiss



Frank Tallman's Farman Shorthorn. (Photo - E. D. Weeks)

SUMMER - 1964

Pusher home built and will restore it. I noticed the Roberts 4 x 50, 2 cycle engine was #143. The wheels are 20 x 2 and the brass radiator is an ElArco. Arthur Kline of Mineola, Iowa was the original pilot-builder. E. D. Weeks, 4000 N.W. 100th St., Des Moines 22, Iowa



SAVOIA MARCHETTI S-56s WITH NYPD

The JOURNAL, Vol 7, No 4, ran a column headed "Rare Birds" and devoted some space and a photograph to the Savoia Marchetti S-56 amphibian in the shape of an aircraft called, "The Pioneer." The photo was apparently circa 1933-1934.

To round out that bit of interesting information, here is an equally rare bird, specifically, a pair of them (above) in service with the New York Police Department. The photograph was taken in 1929 at North Beach, Queens, the site of LaGuardia Airport, and there appears to be a Keystone "Commuter" in the center.

Robert M. Leventhal, 6726 Royer Ave., Canoga Park, Cal.

LOOKING FOR A ZERO?

From the Honolulu Star-Bulletin of 23 March 1964 comes word that there is still hope for the aviation "nut" who likes to rebuild old airplanes, especially Japanese WW II types. Some collectors have been under the impression there wasn't a Zero left anywhere, but now the U. S. Air Force reports that for the man with everything, but not a Zero, there is hope.

A Zero of unknown condition has been reported as located on an abandoned airstrip between Madang and Awar, New Guinea. And at Kavieng, New Ireland, an aviation enthusiast is rebuilding a Zero out of two damaged ones he recently found. Meanwhile, other Japanese wartime aircraft, like the Betty, Sally and Val are plentiful. The Air Force reports there are about 60 of them on Ballale Island in the Solomon's Shortland group alone, varying in condition from "complete wrecks" to "reasonable condition."

Before forming a Zero safari to the South Pacific, one had best get permission first from the Rabaul Shipping Service, Rabaul, Territory of Papua, New Guinea. They have the salvage rights.

Sgt. James V. Crow, HHB DivArty, APO 25, San Francisco.

PASSING OF FAMOUS FLIERS NOTED

The Kansas City Star, 11 January 1964, noted that "Louis Edward Gordon, 62, best known as the co-pilot on the 1928 flight in which Amelia Earhart became the first woman to fly the Atlantic, died today at the North Kansas City Memorial Hospital." Mr. Gordon had been an inspector for Trans World Airlines for the last 23 years and was the last survivor of the three making the 1928 oceanic flight.

Robin Higham, Ph.D., 2828 Nevada St., Manhattan, Kansas

The New York Times, 6 December 1963 reported, "Cedric Errol Fauntleroy, an aviator in WW I with the French and Americans and with the Poles in the Polish-Russian War of 1919-21, died Nov. 27 in Tucson, Arizona. He was 71 years old and in recent years he raised race horses in Tucson." Mr. Fauntleroy had entered the French Foreign Legion, become a French ambulance driver and later became a pilot joining the Lafayette Flying Corps of the French Army. Transferred to the American Army Air Service, he fought with the 94th Aero Squadron. In 1919 he went to Poland and helped form and became commander of, a small group of U. S. fliers called the Kosciusko Squadron, named for Thaddeus Kosciusko, the Pole who fought in the American Revolution. William E. Stone, P.O. Box 709, Meridian, Miss.

The New York Times, 7 February 1964, reported that on 5 February, in Glendale, California, "Matilde Moisant, one of America's pioneer women aviators, died in Glendale Sanitarium." In 1911, Miss Moisant (see the JOURNAL, Vol 8 No 1) became the second woman in the U.S. to earn a pilot's license.

On 24 September 1911 she "astounded" New Yorkers by ascending to 1,200 feet in a Bleriot monoplane at Nassau Blvd. airfield, Long Island. William D. Feeny, RFD #6, Elm Street, Monroe, Conn.

SOCIETY AFFAIRS

COL. KIMBROUGH BROWN TO SPEAK AT FIFTH ANNUAL MEETING

The Fifth Annual Meeting of the American Aviation Historical Society will be held in Los Angeles at the California Museum of Science and Industry on July 18th, it was announced by William A. Riley, Vice-President, recently. The well known aero historian, Lt. Col. Kimbrough S. Brown, will be the guest speaker. Col. Brown is noted for his research into WW I history and has written or collaborated on several books on the subject. Until very recently, he was Director of the U. S. Air Force Central Museum at Wright-Patterson AFB, Ohio.

As usual, the regular business to come before the Members will be the election of Directors for the ensuing year, plus brief reports from the officers and committees. Refreshments will be served, and all Members are cordially invited to be present.

INTERNATIONAL PLASTIC MODELER'S SOCIETY

Early in 1963 the "British Plastic Modeler's Society" was established in the United Kingdom. In October 1963 the name was changed to the International Plastic Modeler's Society and overseas branches were authorized. The objectives of the Society are: 1) to help spread interest in the hobby of modeling, 2) to hold annual exhibitions of modeler's work, 3) to publish a newsheet at regular intervals, 4) to form area sections, 5) to form a correspondence section linked with the publication, and 6) to arrange for lectures, film shows, discussions, etc.

IPMS currently has branches in the U.K., Poland, Czechoslovakia, Australia, Japan, Scandinavia and the United States, with Canada being a part of the latter. Annual dues are \$4.00, and membership may be accomplished through James H. Sage, 3813 Durango Drive, Dallas, Texas, 75220.

The IPMS newsheets currently run some 16 pages and are filled with considerable interesting comment on plastic modeling, aircraft markings, late offerings by the model companies and Society news. On occasion special articles are prepared and mailed out to members. One such gives step-by-step instructions for an Albacross D-II conversion, including two pages of text,

drawings and photos of the finished product--an admirable piece of work by Ed Ligeza. Also, IPMS has made available to its members a four page Color Guide to Japanese Aircraft 1941-45. This includes a details chart, drawings of standard color patterns and a page of twenty "color squares" accurately depicting the color tones used by Japanese aircraft. The Color Guide is quickly becoming a collector's item.

Beyond regular activities, IPMS is arranging for items of unusual interest to modelers to be made available to members at reduced prices and is negotiating to supply photographs from the National Archives.

CHICAGOLAND AREA HAS MEETING OF AERO HISTORIANS

The Illinois Institute of Technology was host to approximately fifty aero historians on Saturday, May 2. The meeting was held in Alumni Hall through the courtesy of Colonel Moore, USAF, Officer in Charge, ROTC. The doors opened at 10:00 a.m. and the members started arriving shortly thereafter, bringing with them their display items, relics, books and photographs and over 100 plastic models.

The meeting began shortly after lunch with a short welcome speech by Captain Darby, USAF. Bob Kopitzke then introduced the guest speaker, General Wilson V. Newhall, ANG, retired. The General talked about his start in aviation during World War I, experiences in the National Air Races, some of the problems that were encountered and some of the humor, and the new problems in the ANG during the period of transition from piston aircraft to jet aircraft.

The second speaker was Frank McCormick, ex-USN pilot. His talk was on Naval Aviation, how aircraft carrier squadrons and air groups are set-up, and carrier operations. This was followed by motion pictures, the "Memphis Belle", "The Air Force Story 1923-1930", "Air Force Scrapbook 1907-1957" and "Tall Man Five Five".

A committee was formed to set up a meeting for September, to elect officers and to form a Chicago Area Historical Group.

NEW YORK STATE HISTORICAL ASSOCIATION FORMED

On Friday, April 24th last, a group of A.A.H.S. Members and guests founded the New York Aviation Historical Association of Albany. This announcement was made by Member Irv Rosenberg, who serves as temporary president of the Association. He stated, "With the rich history of flying in this State, this organization was long overdue. In reading the past issues of the JOURNAL it was gratifying to see that many others feel as we do. Due to that, and the fact that the Connecticut Aeronautical Historical Association is doing such wonderful work, we decided to take this giant step."

Much work is to be done in organizing the Association and all Members or others interested in preserving the history of flying in New York are urged to get in touch with Mr. Rosenberg. As soon as possible, the details of group organization will be arranged and the next meetings will be announced. Address all correspondence to Irv Rosenberg, President, N.Y.S.A.H.A., c/o Tholl, 22 Krug Court, Loudonville, N. Y.

SAN DIEGO AEROSPACE MUSEUM

The San Diego Aerospace Museum was formed within the Junior Chamber of Commerce of San Diego in October 1960. It soon became a separate organization under the direction of Captain N.R. Richardson, USN, Chairman of the Board, Preston M. Fleet, President, and J. Rodgers Magee, Secretary.

The Museum was organized in 1961 and the master plan under which it finally got moving was adopted in