

NEWS AND COMMENT

COMMENT

SOUTH PACIFIC RELICS OF WW II

Earlier this year, I was able to visit many places in the Solomon Islands and New Guinea and spent quite a lot of time looking for aircraft relics. Most readily accessible aircraft in the New Hebrides have been salvaged long ago, but four wrecked fighters on the beach near Port Havannah are reputed to have come from CV-2, Lexington, before she went down in the Coral Sea. Little remains in the way of aircraft relics on Guadalcanal though there is plenty of wreckage from many a/c. Only a Navy PV-1 is still fairly complete, the engines have gone, nose areas are burnt out and all equipment is missing—c/n 5357, serial BuNo 34802, code "92".

Further north, around Rabaul, New Britain, there are several wrecked Zeros with olive green upper surfaces, pale blue lower surfaces and yellow leading edges, and also a Ki 46 (Dinah) with its tail unit blown off and the top of the fuselage missing—serial is 1291 and color scheme is dark blue upper, pale blue lower, yellow wing and tail leading edges. In shallow water off Lakunai airfield there is a Kawanishi H8K-2 (Emily) complete but with fuselage broken in two behind the wing.

At Kavieng, New Ireland, the two Zeros mentioned by Sgt. Crow (JOURNAL, Summer 1964, Vol 9, No 2, p 143) are battered but restorable. Both are olive green and pale blue with yellow wing leading edges, white fuselage band and white hinomaru outline. Perhaps more interesting is a biplane floatplane in a swamp off Buka Strip, probably an F1M (Pete). At Wewak, New Guinea, there is a wrecked Kawasaki Ki 61 (Tony) in heavy bush and, according to a surveyor, a fairly complete Jap bomber at Worn Point airfield (probably a Betty).

Many aircraft remain in and around Madang, the most unusual being some RAAF Beauforts. A9-84, A9-701 and A9-516 are very badly damaged, but A9-483, NA-E of 100 Squadron, is only moderately so for restoration purposes. Colors are dark green/dark earth upper, matt black lower and white codes. At another airfield there are 8 Ki 43s (Oscars), pieces of wrecked Ki 21s (Sally) and a Ki 61, a burnt out Ki 45 (Nick) and a complete Ki45, and the center section of a Ki 46 (Dinah) serialized 1262 (same colors as 1291 at Rabaul). There is even the fuselage

of a Junkers W.34, VH-UKW at the edge of the airfield.

Most of the Oscars had bright green upper surfaces, pale blue lower surfaces, white hinomaru outline and fuselage band and yellow leading edges, but fin markings varied—yellow V outlined with red, red V with white outline, etc. One had an orange fin with three silver V's. The complete Nick, serialized 484, was wearing dark green and pale blue stipple camouflage, with pale blue lower surfaces. This was a late model aircraft delivered in Jan 1945 according to its identification plate. Also in the Madang area is a B-17G with its back broken in a belly landing, four A-20s near Saidor (stripped) and 2 more inland from Madang (one with its left wing torn off, the other complete).

The Nadzab-Lae area has been cleaned up by scrap collectors, and only a few fuselage frames from AT-6s, CG-4s and an L-2 remain, plus a C-47 fuselage, a burnt-out Vengeance (A27-83 of RAAF 24 Squadron) and a wrecked B-25. Near Wau there is a B-17E on a mountain north of the Blackcat Gap; still with its yellow serial 19234, on the fin, and particularly interesting because of its over-all dark grey camouflage with RAF fin flashes and type A1 roundels!

There are many wrecks around Port Moresby, the most complete being a P-38G or J on the beach and a razorback P-47 in a swamp. Others include a B-26 tail section, P-38G (42-12857), P-47D (42-22501), C-47A (42-23959), P-39D and another P-39, B-24, B-25H with armor-plated lower surfaces and a P-40.

The a/c Sgt. Crow mentions at Ballale and Nila in the Shortland Islands are mainly Navy types and apart from the ubiquitous Zeros include Bettys. Mitsubishi C5M (Babs), A6M2-N (Rufe), Aichi D3A (Val), E13A (Jake) and Nakajima B5N (Kate). I couldn't locate many Sallys apart from a couple of wrecks at Dagua and two at Awar which I did not see (possibly Bettys), but there are reputed to be some in the Aitape area, plus a more or less complete B-24 at Tadjii.

For restoration purposes, some of the wrecks around Madang would be easy to handle because of good roads and port facilities in the area, whereas the Shortland Islands are very isolated and have no large ports even though the wider selection of aircraft probably makes this area more rewarding.

E. C. Darby, 46 Beach Rd, Birkdale, Auckland, N.5, New Zealand.



Nakajima Ki 43 at Alexishafen. (Darby - 31 Dec 1963)



Boeing B-17E, 41-9234, at Wau. (Darby - 23 Jan 1964)



In the JOURNAL'S search for rare photos, the shot at left has been sent in by Randal B. Hathway, 158 Babbitt Road, Thomaston, Connecticut. It was taken by Mr. Carl M. Wilcox of Harwinton, Connecticut at the South Boston Navy Yard sometime in 1928 and shows the name being applied to the Fokker FRIENDSHIP. It was in this aircraft, piloted by Bill Schultz and with Lou Gordon as mechanic, that Amelia Earhart became the first woman to cross the Atlantic Ocean--June 18-19, 1928 from Newfoundland to Wales--after flight preparations were made at Boston. Mr. Wilcox believes that Amelia Earhart is in the group of people at the left side of the picture.

EARLY CIVIL AIRCRAFT REGISTRATIONS

While browsing through some back issues of Air Pictorial, I came across Mr. W. T. Larkins' interesting article, "U. S. Civil Registrations--The Story of Their Evolution" (Part 1-Vol XVI, No 4, April 1954). This article recalled the following bulletin (Bulletin No. 36 Aircraft and Pilots Register Airworthiness Certificates dated Aug. 9, 1922) which was found in the National Archives in Ottawa. The information contained in it may be of interest to those Members who have made a study of the early United States National Aircraft Underwriters Association register:

Nationality and Registration Mark	Name	Type	Use
N-ABCY	Triangle Airways Chicago, Ill.	MF-Boat	Commercial
N- <u>ABCZ</u>	Ross W. Judson Muskegon, Mich.	Loening Air Yacht	Private

Airworthiness Certificates - Temporary - 30 Days:

Certificate No. N.Y.1., issued July 7th, 1922. Leoning Air Yacht, Serial No. 2, U. L. marking N-ABCU. Rated safe load 900 lbs., seating not more than 5 persons. Owner, Vincent Astor, 23 W. 26th St., N.Y. City.

Certificate No. Chicago 1., issued August 8th, 1922. MF Boat, Serial No. 5501 U. L. marking N-ABCY. Rated safe load 540 lbs., seating not more than 3 persons. Owner, Triangle Airways, Chicago, Ill.

If Mr. Larkins has not been able to trace any aircraft beyond the Weaver Waco N-ABCW, this information should be of some help. The use of underlined registrations for aircraft in the "private" category is of note: this was the Canadian practice from 1920 on.

J. R. Ellis, 380 Brock St., #6, Peterborough, Ontario.

JOURNAL CORRECTIONS AND ADDITIONS

Vol 9, No 2, p 141: On the 11th line of the second column, the serial number 44-85541 should read: 44-85531 for the B-17G-95-VE.

Vol 9, No 3, Cover: Mr. J. R. Ellis points out that the aircraft on the cover is actually a Canadian Vickers PBV-1 Canso A. This particular aircraft, CF-PQL, was owned by the Province of Quebec and was c/n CV-417. It served with the RCAF from 1945 bearing the serial 11084 until declared surplus in the early 1960s.

Vol 9 No 3, p 172: Through a printer's error the photos

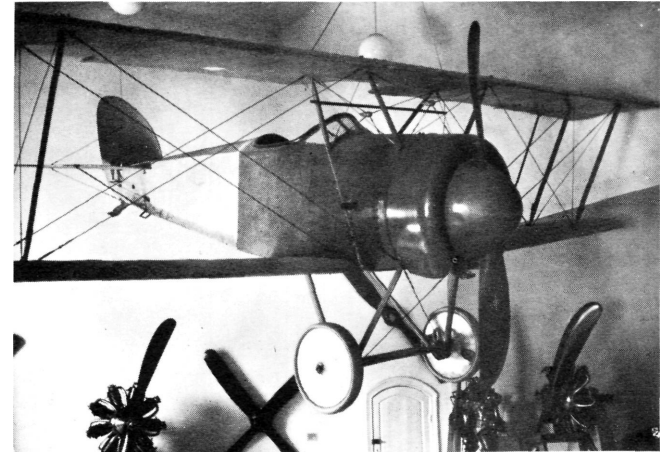
at the top of each column were transposed and should be in the opposite column.

Vol 9, No 1, Rear Cover & Vol 9 No 2, pp 134-35: The Uruguayan Waco (9/l) shown as Model WHD was actually a Model JHD; six of these (c/n 4710-715) went to Uruguay painted Uruguayan Green. The Cuban Waco (9/2) shown as Model S2HD was actually Model S3HD-A, c/n 3954, and was silver with yellow wings, tail and cowl. Aircraft supplied to Nicaragua were one WHD-A, c/n 3837, and three WHD, c/n 4716-718, finished with gun metal gray.

FROM SWEDEN WITH LOVE

This past summer this writer took a trip to Europe and had the opportunity of meeting A.A.H.S. Members in several countries on the Continent, namely, Switzerland, Denmark and Sweden which in turn proved to be both interesting and enlightening. In fact, the trip really got off the ground on the flight from Chicago to Zurich via SWISSAIR'S DC-8, HB-IDB, piloted by Member Dick Schilliger (Flight Captain). I found that aviation and its history is being pursued with great vigor, that the private collections viewed leave one with a twinge of envy, and that artifacts are being hunted down and attempts made to place them in proper places.

In southern Sweden I was taken to a museum that had an interesting room devoted to the efforts of one Enoch Thulin (pronounced Too-lean), an aviation entrepreneur with great fortitude during the difficult years of WW I



The Enoch Thulin NA Fighter (1918) at the Museum, Landskrona, Sweden. (Photo - Mauno A. Salo)

in a neutral country. This gent had FAI Certificate No. 1314 and constructed a multi-building factory of some 376,530 sq. ft. for the purpose of building "aeroplanes" and their engines. At its height, some 800 persons were employed, producing 100 aircraft and 600 engines, 575 of which were rotaries ranging from 50 to 135 hp engines based on Gnome and Le Rhone designs, the majority being sold to the Dutch army. A small number of water-cooled engines were built resembling the Mercedes. This Thulin works had an aerodynamics laboratory devoted to chemistry and metallurgy plus a wind tunnel of which there is a model present at the museum today, along with some hardwood wedge and flying wing shapes that were tested in 1916! As I recall, there are nine engines present, all but one being rotaries of Thulin manufacture. Included are numerous specimens of beautifully carved scimitar-shaped propellers and propeller blanks. The center "attraction" of course, is the sole example of the Thulin NA fighter with Type G Thulin rotary engine of 135 hp.

Another item of interest is the question of interned aircraft. There seems to be a misconception that more were interned in Switzerland during WW II than any other country. This is not true inasmuch as 305 airplanes landed or crashed in Sweden. The following breakdown will help tell the story:

U. S.	British	German
68 B-17	20 Lancaster	21 Fi-156
59 B-24	18 Mosquito	13 Ju-52/3m
10 P-51 (x)	7 Halifax	12 Bf 109
1 P-38J	2 Skua	8 Ju 88
1 F-8 (DH 98)	1 Whitley I	7 FW 190
139	1 C/C Liberator	6 He 111
	1 Swordfish	4 Bestmann
	1 Hampden	4 Ju 34
	1 Hudson	4 Bf 110
	1 Sterling	3 Ar 95
	1 Spitfire	3 Ar 96
	1 Wellington	3 FW 189
	1 Mustang II	2 FW 196
	56	2 Do 17
		2 Do 24
		2 FW 58
(x) Two P-51s were secretly absorbed by the RSAF for test purposes. One was P-51B, 43-6365 and was given the identity no. 26001		2 Fok C.10
		2 Fok C.5E
		1 Bv 138
		1 FW 200
		1 He 50
		1 He 59
		1 He 60
(y) Not included in the total.		1 Hs 126
		1 Ju 87B
		(y) 1 Macchi 202
		1 Bf 108
		1 Me 210
		1 Siebol 204
		110

Now a word to you Germanophiles.... What happened to the German aircraft? They were handed over to the Russians by a decision of the Armistice Commission. Mauno A. Salo, 12752 Annette Circle, Garden Grove, California

SOMMERICH SLIDE COLLECTION AVAILABLE

As most A.A.H.S. Members are aware, Major Eugene M. Sommerich, Charter Member of the A.A.H.S. and a long time photo collector, died a year ago last summer. After taking inventory of his collection to determine its size and composition, his wife Eve, sold the black and white negs and 8 x 10 photos to Member Peter M. Bowers.

A complete and separate collection of 35 mm color slides is still available, however, and Mrs. Sommerich would like to dispose of it to clear up the estate.

There are approximately 4,000 mounted slides, all top quality as to exposure and composition. They cover the four general areas of post-WW II U. S. Military, Civil, Homebuilt and Antique aircraft, with such items as WW I replicas and midget racers included. Not knowing the details of the subject, Mrs. Sommerich sent a representative batch to Pete for evaluation, and he has declared them to be absolutely tops.

Further general information is available from Pete at 13826 Des Moines Way South, Seattle 68, Washington. The slides are not indexed or even filed alphabetically, so it cannot be said if particular aircraft are available. The collection is offered for sale as a unit only. Because of its over-all value and the number of slides involved, it is suggested that the purchase of this collection would be a good buy for a partnership or syndicate of people having interests in different types of aircraft.

Offers can be made directly to: Mrs. E. M. Sommerich, 5520 Olentangy Drive, Dayton, Ohio 45431.

SOCIETY AFFAIRS

REGIONAL HISTORICAL MEETINGS

When there is an appeal to a person to work for a cause which he holds in high esteem he will nearly always get in and do so, a truism of avocations as well as religion and politics. For the most of us who read the JOURNAL aviation history in one form or another is our avocation. At the end of this, our ninth year of publication, are we yet accomplishing our primary purpose, the recording, preservation and dissemination of the knowledge of history of aviation? To what extent have we created a "society", or association, if you will, rather than a name of a publishing group? What is needed to identify the Members with their Society? In other words, why work harder at it?

In nine years we have published thirty-six issues of the JOURNAL, some 2800 pages and over 3600 photographs of recorded data, representing untold hours of research. Editorials begun in 1961 have expounded to the Members the why and how we could do much more as an organization than as individuals, and the urgent need to do so is greater today because the years are running out for the many persons who were eye-witnesses to the making of aviation history in the last sixty years.

To be sure, we have accomplished much on these fronts; the formation of local organizations, obtaining of new Members, continuing the splendid cooperation between Members on research projects, establishment of museum projects and so on. However, considerable thought has been given by our Directors to additional means for identification of the individual Member with organized activities but without the establishment of an A.A.H.S. chapter system with attendant dues apportionments, headquarters, officer organization, etc.

The Board of Directors has evolved and discussed the following plan. It is proposed that the pattern established by the Central States Aero Historians during the past two years should be projected to various other regions. You will recall that the Miami Valley Aero Historical Society, with the Ohio Chapter of Cross & Cockade and the Wingfoot Lighter-Than-Air Society staged an extremely entertaining and productive program at Dayton in June, with motion pictures, guest speakers, tour of the Air Force Museum, and even a skit. The subjects ranged from early ballooning to modern aviation, an exposition, if you please, of local research efforts.

As announced in the Fall 1964 JOURNAL the next Central States Meeting will be held on the weekend before Memorial Day, the 21st-23rd of May. Again, it will be cooperatively sponsored. The main theme will be military

and naval aviation between the wars and certain papers have already been firmed up for presentation. However, additional program items are still needed, and Members in that area who have material for the program should get in touch with Regional Vice President Robert L. Cavanagh at 3890 Villanova Drive, Kettering 29, Ohio. One film in particular, is needed, motion pictures of the Curtiss Sparrowhawks in flight or hook-on to Akron and Macon.

This will be followed in July by a Regional Meeting in Southern California with pioneer aviators as the main theme and a portion of the program dedicated to the Early Birds. Initial discussions have been held with veterans' organizations and others concerning the program for a three day meeting.

In October the gathering will be at Bradley Field, Hartford, Conn. It is believed that the Connecticut Aeronautical Historical Association will be nearer to moving into its planned quarters at that time and the results of "Operation Find It" can be assessed. The suggested theme is, quite naturally, New England Pioneer Aviators.

In December 1965 San Francisco will be host to the American Historical Association/Pacific Coast Branch. Preliminary arrangements for participation in joint meetings with the AHA/PCB and the A.A.H.S. have been made. The purposed theme is Commerce and Aviation in the West.

Beyond that, suggestions have been made for quarterly regional meetings sponsored by the local historical groups in Washington, D. C, Dallas/Ft. Worth and Chicago. The plan is to continue each of them on an annual basis, once started, and to enlarge by bringing into being new groups in different areas. This inter-society cooperation will be of benefit to all in both its fraternal aspects and the discovery of new facets of aviation history. The various papers presented will provide additional sources of material for the JOURNAL, as well as those of the other participating organizations. James J. Sloan

REDISCOVERING- LOCAL HISTORY

In the State of Connecticut a program called "Operation Find It" has been launched among the schools to dig into the attic trunks for material that depicts aviation in any manner; airplane remnants, photographs, books and periodicals, aviator uniforms, war souvenirs, autographs, letters and personal effects of famous aviators, or whatever. The idea is to salvage and review all such material in the light of its historical importance before it inadvertently is destroyed through ignorance of its value.

The program is sponsored by the 9315th Air Force Reserve Squadron and is aided by the 28 Civil Air Patrol Squadrons throughout the state. It has received support by local and state levels of civic and government agencies, as well. Once an item has been found and permission given by the owner to donate it, the CAP senior officers collect and deliver it to a collection depot.

To provide incentives for the "treasure hunt" more than a thousand prizes have been donated by the state's industries and firms, to be awarded at the close of the school year. Dr. Paul A. Garber, Chief Curator, National Air Museum, Lt. Col. William F. Curry, Director of the Air Force Central Museum and Harvey H. Lippincott, President of the Connecticut Aeronautical Historical Association will serve as a panel to select category winners for the awards of prizes ranging up to a Piper Cherokee airplane.

The prime mover in "Operation Find It" has been Capt. William J. O'Dwyer of the 9315th AFRS and C.A.H.A. The C.A.H.A. will ultimately receive the aviation material for its museum at Bradley Field.

A.A.H.S. Members can take renewed interest in finding similar material in our own bailiwicks. That there is much to be found has been demonstrated already in

Connecticut; many airplane engines, propellers, instruments, books and magazines, and even the frame of a WW I Standard E-1 biplane has been turned up.

An area of historical activity receiving more attention recently, is that of tape recorded interviews, and a project is currently under way to compile a list of all the oral history recordings among the Members of the A.A.H.S. William W. Clark of Los Angeles, who has himself made many recordings of the speeches by famous aviation personalities, is working at this. All of those who have similar tapes in their collections are urged to send, not the tape itself, but a description, to Bill. The description should contain the names of those being interviewed, date, length of recording, speed and track, and a brief account of the subject matter covered. His address is 1225 Westgate, Los Angeles, California, 90025.

NEGATIVE LENDING LIBRARY

A supplement to the catalog of negatives in the A.A.H.S. negative lending library has been made available, according to Roger Besecker. The supplement contains several hundred recently donated negative numbers. A copy may be obtained from Roger at 1349 North Wahneta, Allentown, Pa., for 15 cents in coin or stamps, or 10 cents and a self-addressed No. 10 envelope. The entire catalog is available at 50 cents, including supplement.

NEW MEMBERS

Bill ANDERSON, 334 Manzanita, Ventura, Calif. Interested in all phases of aviation, primarily aviation photography, both aerial and ground.

Major Ross J. ANKEN, 510 Piper Dr., Madison, Wis. 53711 Been serving with USAF for 23 years, not as pilot, and is interested in model building.

William F. BELL, 500 Barrywood Dr., Nashville, Tenn. Served as aerial photographer with Navy Hurricane Hunters", collects books on military aviation history.

Rodney BENSON, Rt 8, Box 30A, Morgantown, W. Va. Mainly interested in WW II and hopes to be Navy pilot.

J. Roger BENTLEY, 805 Malta Lane, Silver Spring, Md. Has made exhaustive study of airline livery colors and markings; has 808 scale models representing almost 400 airline companies of every type.

Noah L. BEUCH, 16616 Holton St., La Puente, Calif. Served in Officers Training LTA, 1919-22 and in Naval Aviation during WW II. In missiles for past 15 years.

Lt. J. Ward BOYCE, 9 Calle el Haleon, Camarillo, Calif. Interested in history of military aviation, all nations, and has collection of uniforms/flight gear, 1914-1964.

Earl W. BRACKEN, 1084 Ross Ave., St. Paul, Minn. 55106 Model builder for several years and interested in aircraft from WW II to the present.

James T. BRADY, 4512 Johnson St. Hollywood, Fla. 33021 With 64th Airdrome Squadron during WW II with 8th and 9th Air Forces. With Pan American Airways since 1951.

Donald F. BROWN, 23 Long Lane, Levittown, N.Y. 11756 Collector of books, engine manuals, drawings, etc. covering aviation history for the past 35 years.

James O. BUTLER, 9721 Deerfield Pl., Willoughby, Ohio. Has built all types of models, currently very interested in racing planes and WW H. Past President of Chapter 118 (Painesville), Experimental Aircraft Assoc.