

Vice Admiral Charles E. Rosendahl Collection

Biographical Information

Charles Emery Rosendahl

Born: Chicago, Illinois, May 15, 1892

Died: Philadelphia Naval Hospital, Pennsylvania, May 14, 1977

Aviation Background:

1909

December 27 - Received letter from Congressman O.W. Gillespie of Texas advising that he would have an appointment to the U.S. Naval Academy to be filled before March 1910; also, that in February he would hold a competitive examination for the appointment.

1910

March 17 - Received letter of March 15, 1910, from Congressman Gillespie advising that he had made the highest grade in the competitive examination and that he had accordingly been given the appointment.

July 9 - Entered U.S. Naval Academy as midshipman.

1914

June 5 - Graduated from U.S. Naval Academy and ordered to armored cruiser USS West Virginia in the Pacific.

June 6 - Commissioned Ensign U.S. Navy

USS West Virginia was decommissioned. Served briefly on USS Oregon and USS St. Louis.

1915

May 14 - Reported for duty aboard cruiser USS Cleveland.

1916

September 15 - Reported aboard recommissioned USS West Virginia, subsequently renamed the USS Huntington.

1917

June 19 - Commissioned Lieutenant (junior grade).

August 31 - Temporarily appointed a Lieutenant.

1918

April 1 - Detached from USS Huntington for destroyer duty.

June 6 - Ordered as Engineer Officer USS McKean (destroyer #90).

1919

July 30 - Detached from USS McKean; proceeded Pacific Coast for further destroyer duty.

1920

February 2 - Reported aboard USS Brooklyn as Gunnery Officer.

January 27 - Appointed temporary Lieutenant Commander.

August - Began fitting out new destroyers, commissioning, and delivering them to Fleet; destroyers included USS Wm. Jones, Yarborough, Marcus, Melvin.

1921

July 11 - Assumed command of active destroyer USS Claxton.

September 13 - Detached from USS Claxton; ordered to duty Naval Academy as Instructor in Department of Electrical Engineering and Physics.

December 21 - Navy Department, Bureau of Navigation Circular Letter No. 64-22 asked for volunteers for rigid airships.

1923

January 15 - Requested rigid airship duty.

April 7 - Reported to U.S. Naval Air Station, Lakehurst, New Jersey for rigid airship duty on 9 April 1923 and designated student naval aviator.

October 6 - Ordered to duty aboard rigid airship USS Shenandoah as mooring officer and navigator.

1924

September - Temporary duty in connection with mooring masts at Fort Worth, San Diego, and Fort Lewis.

October - Aboard Shenandoah's trip to Pacific and return Lakehurst.

November 25 - Acted as ground handling officer at NAS Anacostia for arrival and christening of USS Los Angeles (ZR-3) by Mrs. Calvin Coolidge.

1925

January - Took examination for promotion to Lieutenant Commander.

January 5 - Commissioned Lieutenant Commander.

February - Given temporary duty aboard USS Patoka (airship tender) in Bermuda for mooring USS Los Angeles.

May - Aboard USS Patoka in Puerto Rico mooring airship USS Los Angeles.

September - USS Shenandoah broke up in severe line squall over Ohio. Rosendahl and six companions free ballooned the bow section to earth. As senior surviving officer, Rosendahl took charge of operations at the crash sites. (28 out of 42 survived).

October and November - USS Shenandoah Court of Inquiry in Washington, D.C.

1926

March 9 - Served as Executive Officer USS Los Angeles.

May 10 - Assumed command of USS Los Angeles.

1928

July - Went to Germany for trials of airship Graf Zeppelin; also visited and observed British airship activities.

October - Make first Atlantic crossing by Graf Zeppelin: Friedrichshafen to Lakehurst.

1929

May 9 - Relieved as Commanding Officer airship USS Los Angeles (replaced by Lieutenant Commander Herbert Wiley) and assumed duty as Commander Rigid Airship Training and Experimental Squadron, NAS Lakehurst.

May, June and July - Became Member of Board headed by Rear Admiral Moffett to select Pacific Coast Airship Base site.

August - Made World Flight of Airship Graf Zeppelin.

1930

June 27- Detached from rigid duty and ordered to duty in Bureau of Aeronautics.

July 30 - Went to Montreal for visit of British Airship R-100.

1931

April 21 - Detached from duty to serve in Bureau of Aeronautics; (to duty) chose nucleus crew for airship Akron, and became officer in charge of flight trials.

September 23 - First flight followed by more trial flights including delivery flight to Lakehurst. (Total time 111:37).

October 21 - USS Akron commissioned; assumed command.

1932

June 22 - Relieved as Commanding Officer USS Akron after commanding forty of her seventy-three flights.

June 27 - Left NAS Lakehurst.

June 30 - Met Jean Wilson on train en route to Los Angeles, California.

July 2 - Reported for duty aboard battleship USS West Virginia.

1933

June - Served temporary duty in Washington, D.C. in connection with Congressional hearings on loss of the USS Akron.

July 12 - Reported as Navigator aboard heavy cruiser USS Portland.

1934

June 11 - Assumed command NAS Lakehurst.

October - With Lt. Cdr. Wiley participated in conferences on airworthiness of Macon without permanent tail modifications. On 8-12 flew in Macon fleet exercises.

December 22 - Married Jean Wilson of Los Angeles, California.

1935

February 1 - Commissioned Commander U.S. Navy.

February 12 - Participated in Congressional Hearings on Airships.

March 2, 14, 26 - Testified before Congressional Military Affairs Committee on Airships.

1936

August 20 - September 20 - Flew on Hindenburg: Lakehurst - Frankfurt - Rio do Janeiro - Frankfurt - Lakehurst.

1937

January 29 - February 1 - Appeared before Chairman of General Board [Congressional Military Affairs Committee] regarding airships.

May 6 - In command of NAS Lakehurst when Hindenburg burned; led fire fighting and rescue efforts.

June - Testified in Hindenburg accident investigation. Appeared before Congress in Hearings.

1938

April - Appeared before Senate Naval Affairs Committee in regard to Naval Expansion Bill (LTA).

July - Went to Germany for Count Zeppelin's 100th Anniversary celebration.

August 6 - Relieved of command of NAS Lakehurst.

August 31- Reported to Pearl Harbor as Executive Officer to light cruiser USS Milwaukee.

1940

May 23 - Reported to Office of Secretary of The Navy Charles Edison for duty in airship evaluations.

May 29 - Reported for duty in office of Assistant Secretary of the Navy.

September - Became senior member of Board to investigate site for non-rigid airship station Southern Florida.

July 13 - Commissioned as Captain U.S. Navy.

November - Inspected airship station sites in Virginia and North Carolina.

1941

February 25 - Detached from duty to serve in office of Assistant Secretary of the Navy and then to duty in Office of Chief of Naval Operations, under Director of Fleet Training, for airship training and blimp base selection.

1942

April 23 - Detached from duty to serve in office of Naval Operations and then to duty in (BuAer) Bureau of Aeronautics (blimp production, base selection and training).

August 16 - Detached from BuAer; reported to duty in command USS Minneapolis.

November 30 - USS Minneapolis hit by torpedoes from Japanese destroyer near Guadalcanal; kept afloat and reached Tulagi harbor; awarded Navy Cross.

1943

April 1 - Detached from duty of USS Minneapolis; served temporary duty in Navy Department pending establishment of "Airship Training Command."

May 15 - Reported at NAS Lakehurst and assumed duty as Chief of Naval Airship Training Command.

May 26 - Given temporary appointment as Rear Admiral (all promotions at this time were "temporary").

September 10 - Given additional duty related to Deputy Chief of Naval Operations (Air). About this time, title was changed to Chief of Naval Airship Training and Experimentation.

1944

June - Orders from Cominch (Adm. King) to inspect all LTA activities in the American theatre.

September 15 - Made "upper half" of list of Rear Admirals.

1946

June 5 - Last LTA Flight-Total LTA time 6422.1.

November 1 - Retired and advanced to Vice Admiral.

1947 - 1952

Aeronautical consultant and a Vice-President of Flettner Aircraft Corporation, New York.

1953 - 1960

January 26 - Named Executive Director of the National Air Transport Co-ordinating Committee, an industry-wide group set up to study air transport problems in the greater New York area after three airplane crashes in Elizabeth, New Jersey during 1952. Also involved with noise problems during introduction of early jet transports.

1960

Retired to Toms River to write and to organize Lighter-Than-Air Museum Association at Lakehurst. Navy conditionally deeded land to the LTA Museum Association, but because the group was unsuccessful in raising building funds, the land reverted to NAS Lakehurst.

1977

May, Decided to donate collection to the University of Texas and asked Jean Rosendahl to fulfill his request.

HONORS

- * Fellow of the Institute of the Aeronautical Sciences, now AIAA.
- * Elder Statesman of Aviation, National Aeronautic Association.
- * Winner of 3 Harmon International Awards, Aeronaut Class.
- * Who's Who in World Aviation, 1955.
- * Executive Director, National Air Transport Coordinating Committee, 1953 - 1961.
- * Advisory Committee and Trustee of Clifford B. Harmon Trust.
- * Frank M. Hawks Award.
- * Past President and Life Honorary Member, Wings Club of New York.
- * Honorary Member and Past President, John Ericcson Society of New York.
- * Founder and Member of Army-Navy Country Club, Washington, D.C.
- * Fifty-year "Gold Card" member of American Legion, Past Commander and member of its Air Service, Post 501.
- * Member: Adventurers' Club, Quiet Birdmen, International Order of Characters, and Explorers' Club.

MEDALS

* Awarded Legion of Merit, later withdrawn in favor of Distinguished Service Medal.

* Distinguished Flying Cross.

* Navy Cross.

* Mexican Service Medal.

* Victory Medal, Escort Clasp.

* American Defense Service Medal, Fleet Clasp.

* Asiatic - Pacific Campaign Medal.

* American Campaign Medal.

* World War II Victory Medal.

HONORARY DEGREES

* Doctor of Science in Aeronautics from Tampa University.

* Doctor of Laws from Rider College.

Significant dates of Minneapolis cruise:

August 16, 1942 Detached BUaer to Minneapolis.

August 23, 1942 Reported to CincPac-Pearl.

August 24-28, 1942 Enroute with Under SecNav James Forrestal to find Minneapolis. Aboard his flying boat. Captain Lewis Strauss, USNR, Frank Folsom (now RCA), RAdm. Robert E. Thomas (CEC, Ch of BuDocks), John Gingrich.

Stopped at Palmyra; Canton Island, Suva (Fiji Islands); Noumea (New Caledonia).

August 28, 1942 Reported to Com. So. Pac. and So. Pac. Force. Quartered aboard transport flagship of RAdm. Kelly Turner.

September 1-6, 1942 Aboard transport Hunter Liggett (coast guard crew) and flagship of Commodore Reifsnider, Cmdr. Transport Divisions, South Pacific.

September 6, 1942 At Tongatabu; reported aboard Minneapolis as relief for Captain - later VAdm. Frank J. Lowry.

September 8, 1942 Assumed command of Minneapolis.

September 9, 1942 Sailed to join in reinforcement of Marines on Guadalcanal.

September 18, 1942 Effected reinforcement.

September 21, 1942 Arrived Espiritu Santo.

September 28, 1942 - Under RAdm. C.H. Wright, Minn. headed Task

October 2, 1942 Force to land Marines at Funafuti, Ellice Islands.

October 5, 1942 Above operation completed and returned to Espiritu Santo.

Rudder trouble had developed during above operation, necessitating dry-docking for correction.

RAdm. Wright shifted flag to Cruiser Chester (Tom Shock, Skipper).

October 11, 1942 Departed Espiritu Santo for Pearl Harbor.

October 18, 1942 Back injury while inspecting ship.

October 20, 1942 Arrived at Nav Hospital Pearl for herniated intervertebral disc.

November 16, 1942 Departed Pearl enroute Espiritu Santo in company with BB North Carolina - Gunnery exercises en route. RAdm. Wright joined just before sailing.

November 23, 1942 Arrived Espiritu Santo.

November 29, 1942 Task Force 67 organized under RAdm. Wright to intercept Japanese force off Guadalcanal.

November 30, 1942 Battle of Tassafaronga. Torpedoed - Lost 80 feet of bow and three of four boilers.

December 1, 1942 Reached Tulagi. Temporary repairs, etc. Bobolink.

December 16, 1942 Arrived Espiritu Santo - 6 knots ave. speed - went alongside repair ship Rigel.

January 7, 1943 Minneapolis left Espiritu Santo for Pearl. Pensacola, several DD and a minesweeper 185 miles out, had to turn back in tow off Vireo.

January 9, 1943 Reached Espiritu Santo; alongside Rigel, then Vestal.

February 12, 1943 Sailed for Pearl, with old tanker Gulf Queen and 2 DD.

March 2, 1943 Arrived Pearl Harbor.

April 1, 1943 Detached - returned U.S.

December 12, 1942 About sunset - sailed for Espiritu 2 DD and tug Navaho.

As U.S.S. Shenandoah Navigator and Mooring Officer

9/19/1923 11 Hr. 32 Min. - Over N.J. and Eastern Pa. - First long test flight of ZR-1.

10/1&2/1923 20 Hr. 5 Min. - Flight to St. Louis for Pulitzer Air Race.

10/2&3/1923 20 Hr. - Return to Lakehurst from St. Louis.

10/10/1923 14 Hr. 32 Min. - Test flight over eastern seaboard.

12/18&19/1923 5 Hr. 23 Min. - Test flight over eastern seaboard.

1/13/1924 4 Hr. - Test mooring at high mast.

1/16/1924 4 Hr. - Test mooring at high mast just before the Shenandoah was torn away by a 67 MPH gust, drifting helplessly for hours before being nursed back to Lakehurst for repairs.

6/4/1924 23 Hr. 31 Min. - Test flight over eastern seaboard and to Albany, N.Y. and return.

6/24&25/1924 9 Hr. 15 Min. - Test flight over N.J.

6/28/1924 5 Hr. 13 Min. - Lakehurst, Atlantic City, Philadelphia, Lakehurst.

8/9/1924 5 Hr. - First mooring on U.S.S. Patoka mast.

8/15-17/1924 39 Hr. 23 Min. - Scouting flight with fleet over Atlantic.

10/8&9/1924 10 Hr. 41 Min. - At mast Ft. Worth Helium Plant.

10/9&10/1924 39 Hr. 14 Min. - Ft. Worth to San Diego on U.S. perimeter flight.

10/11-13/1924 53 Hr. - At mast on Kearney Mesa, San Diego.

10/18&19/1924 16 Hr. 55 Min. - At mast Camp Louis, Washington.

10/19-21/1924 47 Hr. 35 Min. - Camp Lewis to San Diego.

10/21&22/1924 23 Hr. 27 Min. - At mast on Kearney Mesa, San Diego.

10/22-24/1924 39 Hr. 29 Min. - San Diego to Ft. Worth.

10/24/1924 8 Hr. 6 Min. - At mast Ft. Worth Helium Plant.

10/24&25/1924 37 Hr. 22 Min. - Ft. Worth to Lakehurst.

6/26/1925 3 Hr. 51 Min. - At mast at Lakehurst.

9 Hr. 2 Min. - Test flight to Bayonne, N.Y. City and New Jersey coast - first flight after an eight month maintenance lay-up.

7/2&3/1925 26 Hr. 5 Min. - Lakehurst, Bar Harbor and moored to U.S.S. Patoka.

7/4&5/1925 18 Hr. 5 Min. - Return to Lakehurst.

7/13-30/1925 174 Hr. 41 Min. - Sixteen flights of varying durations, towing targets, scouting with the fleet, and mooring to the U.S.S. Patoka at Newport, R.I., and at Hampton Roads, Va.

8/14-22/1925 38 Hr. 20 Min. - Six flights of varying durations, parachuting, movie work, mooring to the U.S.S. Patoka off Newport, R.I., and tests of towing by the Patoka.

9/1-3/1925 37 Hr. 20 Min. - Flight to Midwest - Shenandoah crashed near Ava, Ohio about 5:45 a.m., 9/3/1925.

As U.S.S. Los Angeles Navigator and Mooring Officer

11/25/1924 3 Hr. 55 Min. - Mooring at Washington for christening, return to Lakehurst.

1/15/1925 5 Hr. - Mooring to U.S.S. Patoka mast at Baltimore.

4/22/1925 8 Hr. - Mooring to U.S.S. Patoka mast at Bermuda.

5/7-10/1925 51 Hr. 31 Min. - Puerto Rico flight and moored to U.S.S. Patoka.

6/2&3/1925 11 Hr. 30 Min. - At mast on U.S.S. Patoka at Annapolis and return to Lakehurst.

As U.S.S. Los Angeles Executive Officer

4/13-30/1926 38 Hr. 30 Min. - Twelve local training flights ranging from 41

& 5/7/1926 Min. to 7 Hr. 57 Min.

As U.S.S. Los Angeles Commander

5/13/1926 10 Hr. 2 Min. - Over New Jersey and eastern Pennsylvania.

7/16/1926 to 351 Hr. 34 Min. - Thirty-nine flights ranging from 1 Hr. 10

12/3/1926 Min. to 24 Hr. for crew training, radio compass station calibration and flight tests for NACA (now NASA). Most were along the eastern seaboard, but Oct. 14-16, the Los Angeles flew to Ford Airport, Dearborn, Michigan, and return, the intended destination of the Shenandoah on her ill-fated flight.

4/12/1927 to 124 Hr. 29 Min. - After a five month lay-up for replacement of

6/11/1927 helium cells and purification of helium, 22 tests and crew training flights were made, ranging from 1 Hr. 22 Min. to 24 Hr., including the unsuccessful search for Nungesser and Coli.

8/25/1927 8 Hr. 58 Min. - Test and crew training flight after a two and a half month lay-up for instrument and water recovery apparatus changes. After mooring to the high mast on return, the Los Angeles was caught by a gusty wind shift and pirouetted around the high mast, standing vertically momentarily, sustaining only minor damage.

9/2/1927 to 423 Hr. 24 Min. - Twenty-eight flights ranging from 4 Hr. 23

12/28/1927 Min. to 31 Hr. 40 Min. duration for tests, training, and mooring to new low experimental mast. Included were tests of an improved in-flight water recovery system and an unsuccessful search flight of 31 Hr. 40 Min. December 26-28, attempting to find Frances Grayson and her airplane "Dawn." No trace of this airplane attempting a trans-Atlantic flight has ever been found.

1/27/1928 15 Hr. 16 Min. - First landing on a Navy aircraft carrier was made on the U.S.S. Saratoga off Newport, R.I.

2/11&12/1928 16 Hr. 8 Min. - Test flights of new equipment and mooring to low portable mast with tail wheel to permit weathervaning.

2/26&27/1928 38 Hr. 24 Min. - Non-stop flight Lakehurst-New York-Panama.

2/28&29/1928 37 Hr. 48 Min. - Sightseeing over Panama, then proceeding to Guantanamo Bay and an overnight mooring to the U.S.S.

3/1--3/1928 51 Hr. 58 Min. - Returning to Lakehurst against high head-wings.

3/3/1928 2 Hr. 18 Min. - Emergency takeoff and flight due to severe wind shift encountered on landing at Lakehurst.

5/23/1928 to 87 Hr. 37 Min. - Eight flights for crew training, mooring tests

7/2/1928 to experimental mast and ground radio facilities checks.

10/30&31/1928 10 Hr. 13 Min. - NACA tests and crew training.

1/8-15/1929 148 Hr. 38 Min. - Flight to Florida, mooring to the U.S.S. Patoka and return to Lakehurst.

3/1&2/1929 12 Hr. 54 Min. - Training for Washington Parade flight.

3/2-4/1929 26 Hr. 57 Min. - Three moorings at experimental mast.

3/4/1929 10 Hr. 45 Min. - Flight to Washington and return. Parade over capitol.

3/25-29/1929 34 Hr. 22 Min. - Radio range alignment and NACA test flight over east coast.

5/8&9/1929 9 Hr. 35 Min. - Radio range alignment and training.

9/11/1929 to 128 Hr. 44 Min. - Nine flights instructing Lt. Cdr. Wiley in

12/10/1929 flight and at experimental mast while doing radio range alignment checks along east coast.

1/20-26/1930 85 Hr. 19 Min. - Four flights and mooring at experimental mast for instructional and radio range alignment checks.

3/31/1930 10 Hr. 2 Min. - Instructional flight with Lt. Cder. Clarke.

7 Hr. 7 Min. - at experimental mobile mast with Lt. Cdr. Wiley.

4/23/1930 to 92 Hr. 24 Min. - Seven instructional flights with Lt. Cdr.

9/23/1930 Clarke. Also testing new devices for installation in the U.S.S. Akron and mechanical handling methods for Akron.

1/22/1931 to 40 Hr. 19 Min. - Two instructional and U.S.S. Akron

5/27&28/1931 equipment test flights with Lt. Cdr. Clarke, and an

instructional and test flight with Cdr. Dresel testing water recovery equipment to be used on Akron.

As U.S.S. Akron Commander

9/23&24/1932 7 Hr. 41 Min. - First two test flights of U.S.S. Akron. Controls were found to be overbalanced requiring modification of the servos.

10/6-13/1932 42 Hr. 19 Min. - Four test flights in Akron-Cleveland-Detroit-Toledo and Akron-Cleveland-Pittsburgh areas.

10/16-18/1932 48 Hr. 21 Min. - Akron-Cincinnati-St. Louis-Chicago-Milwaukee-Akron.

10/21&22/1932 13 Hr. 16 Min. - Delivery flight, Akron to Lakehurst.

11/2-24/1932 110 Hr. 12 Min. - Seven flights for test and training, first of which included news media representatives, including radio broadcast.

12/3-17/1932 92 Hr. - Three training and test flights including a 46 Hr. 32 Min. endurance flight to Mobile, Alabama and return via the Mississippi and Ohio Valleys.

1/4&5/1932 19 Hr. 55 Min. - Two test and training flights.

1/9-12/1932 62 Hr. 13 Min. - Scouting with the fleet over the Atlantic off South Carolina and Florida, en route to the scouting area, the U.S.S. Akron picked up eight tons of ice but still handled well.

1/16&17/1932 19 Hr. 35 Min. - Three training flights, including mooring to the U.S.S. Patoka mast at Plantation Flats.

2/22/1932 U.S.S. Akron damaged during undocking at Lakehurst and laid for repairs until April 28, 1932.

5/8-11/1932 88 Hr. 3 Min. - Transcontinental flight Lakehurst to San Diego via Norfolk, New Orleans, El Paso and Phoenix.

5/12&13/1932 31 Hr. 27 Min. - San Diego to Sunnyvale - fog requiring holding in Bay Area for nearly twelve hours.

5/17/1932 3 Hr. 41 Min. - Flight to and mooring on the U.S.S. Patoka mast in San Francisco Bay.

5/17-25/1932 98 Hr. 14 Min. - Flights down San Joaquin Valley, up Sacramento Valley, to Portland, Seattle, Bellingham, and return to Sunnyvale.

6/1-4/1932 75 Hr. 29 Min. - Scouting with the fleet.

6/6/1932 3 Hr. 5 Min. - Press flight.

6/9/1932 2 Hr. 56 Min. - Local training flight.

6/11-13/1932 53 Hr. 21 Min. - Sunnyvale to Parris Island.

6/15/1932 9 Hr. 8 Min. - Parris Island to Lakehurst. Command of U.S.S. Akron turned over to Cdr. Dresel at Lakehurst.

As a U.S.S. Macon Observer - Cdr. Wiley as Commander

10/8-11/1934 69 Hr. 36 Min. - Scouting exercise with Sparrowhawks and spy basket.

10/12/1934 6 Hr. 6 Min. - Sparrowhawk hook-ons for media.

As a Graf Zeppelin Watch Officer and Observer

9/18-28/1928 25 Hr. 45 Min. - First four test flights of the Graf Zeppelin.

10/11-15/1928 111 Hr. 44 Min. - The Graf Zeppelin's first trans-Atlantic flight - Friedrichshafen to Lakehurst.

Around the World

8/7-9/1929 55 Hr. 24 Min. - Lakehurst to Friedrichshafen

8/15-19/1929 101 Hr. 24 Min. - Friedrichshafen to Tokyo

8/23-26/1929 79 Hr. 59 Min. - Tokyo to Los Angeles

8/27-29/1929 51 Hr. 13 Min. - Los Angeles to Lakehurst

Note: On all of these flights Rosendahl stood regular watches serving as a regular ship's officer. Dr. Hugo Eckener was the dirigible's commander.

As a Hindenburg Watch Officer and Observer

8/20-22/1936 43 Hr. 49 Min. - Lakehurst to Frankfurt - Lehmann as commander.

8/27-30/1936 87 Hr. 59 Min. - Frankfurt to Rio de Janeiro - Pruss as commander.

9/4-8/1936 109 Hr. 53 Min. - Rio de Janeiro to Friedrichshafen - Pruss as commander.

9/16/1936 3 Hr. 14 Min. - Friedrichshafen to Frankfurt - Pruss as commander.

9/17-20/1936 62 Hr. 55 Min. - Frankfurt to Lakehurst - Lehmann as commander.

Note: Rosendahl stood regular watches on these flights.

Other LTA flights: Though most of his LTA flights were in rigid airships, Rosendahl also flew extensively in free ballooning the bow of the Shenandoah to a safe landing 9/3/1925. He also commanded and participated in hundreds of flights in the ZMC-2 metal clad dirigible, in TC, G, J, K, L, and M type Navy blimps, and in various civil Goodyear blimps. He also used both civil and military airplanes in his extensive travels.

Photographs

Box 1-8: Personal

The chronology of CER's personal photographs begins with a high school photograph (1907-1909) of him and spans the intervening years of his life up to 1977. Of the eight boxes in this sub series, the first four are in chronological order while the remaining four are in subject categories with an interval chronological sequence. Box 1 covers CER's early and Naval Academy years, first ship duty aboard the USS Shenandoah, USS Los Angeles, Commanding Officer of Lakehurst, USS Akron Christening, USS Macon, Hindenburg arrival, photographs of his wife Jean, and Navy portraits.

The photographs in Box 2 portray events relating to K type airships, blimps built by Goodyear and used by the Navy in WW-II, at NAS Lakehurst and other Naval Stations. Along with these commissioning are photographs of the inspection in Brazil, Brazilian officers award of wings, CER's retirement presentations, portraits, and CER and Jean at home.

Boxes 3 and 4 vary from 1 and 2 in that subject categories are included within the chronology of 1940-1977. Some categories are airship transfers, awards, clubs and societies, dinners, CER's retirement, NATTC, public relations, and Flag Point, which was the name of the Rosendahls' home.

Box 5 contains picture-postcards, photos of Wing Club events, and prints of Fiji Island.

Box 6 focuses on the Rosendahls' Norwegian Elkhounds which they bred and raised; the sire was a gift to "Rosey."

In Box 7 are photographs of three of CER's friends. The Commander Bolam photographs chronicle part (10/27/1948 - 8/12/1952) of his Naval career--from his first division (n.d.) through training at Lakehurst to command at NAS Weeksville, North Carolina. Karl Lange's photos and memory book were occasioned by his retirement from Goodyear, which was celebrated at the University Club in Akron, Ohio. The celebration of Peter E. Wiberg's 90th birthday on October 15, 1948 is recorded in nine personal photographs.

Admiral Rosendahl first visited Germany with Jean in 1938 to commemorate the 100th birthday of Count Zeppelin. Rosey and his wife later made approximately six other trips which are documented in Box 8 of the personal photographs.

Box 1**Photographs - Personal: 1910-1939**

- 1 Register: Personal photographic collection
- 2 Pre-1920 photographs: Naval Academy, 1st ship, personal, swimming, golf, Naval friends, and Mid-shipman cruise
- 3 Scrapbook: Naval Academy, U.S.S. West Virginia, U.S.S. Cleveland, and private log beginning 7/4/1914
- 4-5 Personal/Naval, Panama, Germany
- 6 Dr. Arnstein, T.W.G. Settle, P.W. Litchfield
- 7-8 Akron christening
- 9-10 Admiral G. Moffett, cotton cord test
- 11-12 Captain Lehman; Rep. Scott, Calif; U.S.S. Los Angeles
- 13-14 Public Relations Radio, Film, Dr. Arnstein, P.W. Litchfield
- 15-16 Macon and Akron, Personal
- 17-18 Hindenburg, N.A.S. Lakehurst (5/6/1937), visitors to station (8/7/1937)
- 19 Rosendahl and Wiley, Rosendahl and group on board an airship in the mid-1930
- 20-27 Portraits
- 28 Sign with initials WOR 11/16/1937, mail carrier
- 29 Jean and Rosendahl
- 30 Lockheed Model 18: Lodestar (C-60)

Box 2**Photographs - Personal: 1940-1946**

- 1-2 Royal Air Force; Lt., U.S.N.; Shanghai 10/1940
- 3-5 K-2 commissioning; Lt. Eppes, commissioning N.A.S. Elizabeth City; Assist. Secretary, U.S.N. Gates

- 6-9 Judy Garland; ZP2N, ZPNI airships, K-X commissioning
- 10-12 N.A.S. South Weymouth, commissioning Sqd. No. 23, cadet graduation, wings presentation, Lt. Irwin, Rosendahl, Lt. Patzig. Also, pictures of Rosendahl on tour of inspection at base with other Naval officers and a marine officer. (Names of officers are noted on back of photo).
- 13-16 Conference at Goodyear, Akron Municipal Airport, Ohio; N.A.S. Santa Ana, California
- 17-19 Official Inspection in Brazil, Inspection Party, Blimp Sqd. No. 14
- 20-23 Captain Lange; N.A.T.E.C.; Humm Lab, Brazilian Naval Officers wings, Air Medal Award
- 24-27 Retirement presentation silver bowl, ladle, S.A.E. meeting, N.A.S. Lakehurst last review
- 28-29 L.T.A. Pilots first annual meeting, Blimp Ron, Boca Chica 10/7/1949
- 30-31 Hangar 1, Field Inspection, Reception
- 32-41 Cdr. Hoch, N.A.S. Lakehurst; WWII (early 1940's), official duties and gatherings, Admiral King, American Airlines News Bureau
- 42-46 Rosendahl portrait, Harry Bruno, and Wiley Brown
- 47-53 Entertainment at the officers' Club, Jean and Rosendahl at home

Box 3

Photographs - Personal: 1940-1950

- 1-4 World premier of "This Man's Navy," Goodyear Blimp entering Naval Reserve, Honorary Tydol Pilot
- 5-7 Launch of Mobil Flying Red Horse, dirigible discharge to Ford Motor Co., launching of airship
- 8-10 Navy Cross, Frank Hawks Memorial Trophy, Distinguished Military Cross, distinguished flying cross
- 11-16 Lighter-than-air achievement awards, Wingfoot Society, James Ericsson Society, Peary Artic Club, The Propeller Club, Poor Richard Club.
- 17-19 Dinners, Naval officers and wives, Early Birds, Roy Howard
- 20-21 Retirement, Jean Rosendahl and cornholder, aircraft interior

- 22-28 New York Airways, La Guardia Airport pioneer, General M. Taylor, Sikorsky Aircraft, Airship Sqd. No. 2, Gov. Meynor of New Jersey, Official Portrait, Astronauts Dinner in Mass.
- 29-35 Harmon Trophy, American Legion Air Service Post No. 501, Wingfoot Achievement Award, Frank M. Hawks Memorial, Federation Aeronautique Internationale Day
- 36-39 Mugs OX Roast, N.A.T.C.C.
- 40-42 Ocean County Center Comm., public relations events

Box 4

Photographs - Personal: 1960-1970

- 1-5 Air Reserve, ZP 752, Last airship flight at N.A.S., Lakehurst, Zeppelheim, Germany; FRA Branch 124, Silver Wings of Peace, Harmon Trophy, Armstrong Circle Theater, Vice Admiral W.H. Leary
- 6-10 Publicity photographs, Lotos Club Dinner, Military Order of World Wars, Ocean County Bureau of Public Relations, Township of Dover
- 11-13 Navy League Dinner, Last photographs of Rosendahl, Toms River, Mrs. Rosendahl and Arthur Godfrey, John M. Melberg photos of an airship model
- 14-16 The first official Zeppelin Commemoratives, L.T.A., the Airship Association
- 17-24 Resolution and Silver bowl given at Flag Point, Birthday, N.A.S. Lakehurst, Ocean County Dedication, Old Painting of CER, Publicity photos, Capt. Tom Horan's retirement, review of Naval School
- 25-28 Famous Individuals

Box 5

Personal: Postcards & Wings Club

- 1 Postcards, 1915-1970's
- 2-12 Wings Club
- 13 Fiji Island

Box 6

Photographs - Personal: Elkhounds

1-7 Rosendahl's Norwegian Elkhounds, 19 -1940's

Box 7

Photographs - Personal: Friends

- 1 U.S.S. Cleveland, Bolam's First Division, Activities at N.A.S. Weeksville
- 2 N.A.S. Lakehurst 10/27/1948 - 12/20/1949
- 3-4 N.A.S. Weeksville 12/19/1950 - 8/12/1952
- 5-6 Rear Admiral Karl L. Lange Memory Book and photographs
- 7 Birthday dinner for Peter Wiberg of John Ericsson Society
- 8 Ceremony at a monument

Box 8

Photographs - Personal: Trips to Germany

- 1 1938 Trip
- 2 1955 Trip
- 3 Trips in the 1960's
- 4 1963 and 1965 trips
- 5 1965 Admiral Rosendahl Street photographs, negatives, and slides
- 6 1967 Trip
- 7 Zeppelheim

Box 9-16: Rigid Airships: US

Boxes 9-12: USS Shenandoah

The photographs of the USS Shenandoah, the first of the US Navy's rigid airships, portray its parts, construction, flight, and crew. Patterned after the German Zeppelin airship L49 (LZ96), which had been forced down and captured over France in 1917, the American airship was originally called ZR-1 and later "Daughter of the Stars." After construction at the Naval Aircraft Factory in Philadelphia, the parts for the rigid were shipped to NAS Lakehurst for assembly. Photographs in boxes 10-11 are from the Naval Aircraft Factory, Books I and II respectively. Box 12 also includes airship parts listed in an index from Goodyear.

On September 4, 1923, the Shenandoah flew its maiden voyage. Photographs, which arrived in a scrapbook, depicting maneuvers, training, and moorings, are found in box 9. When ZR-1 encountered a storm on September 3, 1925, Commander Zachary Lansdowne and navigating officer C.E. Rosendahl attempted to no avail to save the aircraft. The airship broke into three parts. Whereas CER and six crew members free ballooned to safety and twenty-two others descended safely, the fourteen remaining airship men, including Lansdowne, died in the wreckage. Photographs in Box 9 depict the wreckage as well as portray the survivors.

Box 13: USS Los Angeles

Mrs. Grace Coolidge's christening of ZR-3, the USS Los Angeles, is documented in Box 13 of the photographs. Others in the single box of ZR-3 photographs include the commissioning, the crew, Canal Zone trip, and maneuvers. This airship was delivered to the US under a reparations agreement with Germany after WW-I. On March 9, 1926, Rosendahl became Executive Officer, and on May 10, he assumed command of USS Los Angeles. On May 9, 1929, CER was relieved as Commanding Officer by Lt. Cdr. Herbert Wiley.

Box 14-15: USS Akron

Photographs of the USS Akron depict the ringlaying ceremony at Goodyear Zeppelin Corporation in Akron, Ohio. As indicated by the airship's name, Akron was the construction location where Goodyear took the photos of construction. Other photographers whose works are included are F.W. Tupper, Jack Woods, and Dr. W.B. Klemperer. Activities chronicled in this group, consisting of 2 MS boxes, are moorings, landings, and taking off. These photographs show not only the wreckage of the USS Akron (ZRS-4), but also the survivors of the crash. Rear Admiral Herbert V. Wiley, with whom CER corresponded, was the only officer to survive the crash on April 4, 1933, in which 73 of 77 men aboard died.

The manuscripts, it might be noted, contain articles by CER about the USS Akron and USS Macon.

Box 16: USS Macon

Construction photographs are also found in the 1/2 size MS box of the USS Macon, ZRS-5. These prints, which span the years 1931-1935, reflect activities such as Mrs. Moffet's naming of the airship, hook-on in flight as well as arrivals and departures from various Naval Air Stations. As

commanding officer of the Macon, Admiral Wiley again escaped death when the dirigible fell into the sea on February 12, 1935.

Boxes 17-19: Rigid Airships: Germany

Box 17: Graf Zeppelin

Soliciting contributions from the German public and government, Dr. Hugo Eckener was responsible in large measure for the construction of the Graf Zeppelin, LZ 127. Eckener's motivation was based upon his conviction that the airship was a viable form of passenger transportation. Between 1928 and 1929, the LZ 127 flew fifty long-distance flights. Admiral Rosendahl was aboard the first westward flight of the Graf Zeppelin. One of the more famous flights, which occurred in 1929, was the circumnavigation of the globe. Among the sixty-three passengers were C.E. Rosendahl (by invitation of Eckener), Lady Drummond-Hay, and the polar explorer Sir Hubert Wilkins.

Another famous passenger, who later played a role in the US's entry into WW-II, was Ryunosuke Kusaka of Japan. Kusaka, along with other Japanese military officers, was later credited with planning the attack on Pearl Harbor. After the war CER renewed his friendship with Kusaka through his correspondence which sought information about the attack. Photographs of Kusaka, as well as correspondence between the two, are found with the Pearl Harbor Manuscript, where CER arranged them.

Whereas the photographs documenting the Around the World Flight are found in Box 17, additional printed materials, such as wine lists and dinner menus, are located in a box in memorabilia. Although most items in Box 17 pertain to the 1929 flight, the first three folders contain published photographs of LZ 127. The last four folders contain photographs of German airship personages with the exception of P.W. Litchfield, President of Goodyear. Identifications are more specific on the folders than inventory, but the researcher is advised to seek verification for some photographs.

Additional photographs of the Graf Zeppelin appear in Box 19, which contains what the Archives staff has termed "miniature photographs" or "miniatures." The Staff was unable to identify positively whether some of these were taken during circumnavigation. Box 19 also has postcards and other photographs of the "queen of the skies." Information about the numerous flights of LZ 127, particularly the Polar Flight, can be found in the Clara Adams Collection, Box 11. Among her German airship books was one entitled Zeppelin-Weltfahrten, Books I and II, which includes miniature photographs. For the few photographs in the collection of the Graf Zeppelin II, LZ 130, a researcher should note the Klemperer ones in Box 19. Any other photographs of German airships, their operations of hangars, are in this box with the exception of those of the Hindenburg, LZ 129.

Box 18: Hindenburg

Box 18 contains the Hindenburg, LZ 129, photographs, most of which were taken on the day of disaster, May 6, 1937. After passing the Empire State Building at 3:30 p.m., the airship headed towards Lakehurst, where commanding officer C.E. Rosendahl awaited it. Shortly after the landing ropes were moored at 9:25 p.m., a flame shot up from topside, just ahead of the top vertical fin, and within forty seconds the conflagration was over. A total of 13 passengers and 22 crew members (one ground crew) died, whereas 23 passengers and 39 crew members survived the inferno. Some died later in the hospital as did Ernst Lehman. The photographs by various photographers document the disaster as well as the wreckage and ceremonies following the disaster. The last two folders contain published photos of construction. The collection houses an incomplete transcript (copy) of the investigation as well as Hermann Goering's letter thanking Jean Rosendahl for her kindness to the German disaster victims.

Box 20: Rigid Airships: Great Britain and other Countries

Box 20 houses British airship photographs as well as two pieces of correspondence from J.G. Struthers and a confidential report from R.H. Leigh. It also includes a document compiled by Struthers, RAF, classified secret, dated April 1918 and entitled Notes on Aids to Submarine Hunting. Folders 1-9 contain materials on British airships which include Turner and Drinkwater photographs. Materials in folders 10-17 were removed from a scrapbook labeled British airships (R series). The final section has photographs of airships from various countries that embarked upon Polar Expeditions: F 19, F 26, and F 27. Some of the dirigibles depicted in the prints are French and Italian.

ADDENDUM:

OFFICIAL MILITARY VISITS TO FOREIGN COUNTRIES

During the summer of 1928, CER studied the construction of airships at Cardington, England and Tempelhof, Staaken, and Friedrichshafen, Germany. At Friedrichshafen he participated in the trials of the airship Graf Zeppelin. As US Naval Observer, he made the first westward crossing of the North Atlantic in that ship in October 1928. In August 1929 he had additional duty in preparation of the world flight from Lakehurst of the Graf Zeppelin. In addition, he was a

Naval Observer on several crossings of the airship Hindenburg.

Box 9

Photographs - U.S.S. Shenandoah

- 1 N.A.S. Lakehurst, crew, model, airship on field, & painting, Cap. Zackery Landsdowne (10/6/23)
- 2 Lt. Cdr. Zackery Landsdowne & Mrs. Landsdowne, & Cdr. F. McCrary (1923)
- 3 Secy. U.S.N. Curtis D. Wilbor (1923-1925)

- 4 Publicity photographs (1/6/24)
- 5 N.A.S. Lakehurst (12/1923)
- 6 Hanger and Airship (1921)
- 7 Being un-housed by ground crew
- 8 Gangway and high mast
- 9 High mooring mast (1923/1925)
- 10 Hanger photographs
- 11 Moored on ground
- 12 Landing and Negatives
- 13 In Flight
- 14 Moored to mast of U.S.S.
- 15-17 (Under construction) Naval Aircraft Factory
- 18-22 (Under construction) N.A.S. Lakehurst
- 23 (Construction of interior of gas cell) N.A.S. Lakehurst
- 24 (Under construction) N.A.S. Lakehurst
- 25 Bow during repairs
- 26 Damaged tail section repair
- 27 Survivors and wreckage
- 28 Wreckage and Negatives
- 29-30 Instruction Manual Airship Gears and Clutches
- 31 At high mast
- 32 Reproductions, Clements, Photos, Crew, High Mast
- 33 Photographed by Clements, Postcards

Box 10

**Photographs - U.S.S. Shenandoah
(Naval Aircraft Factory - I) ZR-1**

- 1 Builders of Airship Transportation Truck
- 2 Flying Suit, Army Seat Pack Type Parachute, Instrument Panel, Wheel
- 3 Channel Flattening Press, Wire Loops for ZR-1, Hand Tool Assortment, Girder Lattices
- 4 Duralumin Rivets, Lattice Crevice
- 5 Hull Cradle Keel
- 6 Airship Channel Drilling & Pitching Machine, Compressed Air Hand
- 7 Frame 100
- 8 Quarter Frame Assembly
- 9 Main Transverse Girders, Longitudinal Girders
- 10 Frame Bending Formers, Former for Jointing King Post Main Beam, Former for Mitering and Jointing King Post Members, Motor Frame Formers, Engine Frame, Box Girder Former, King Post Girder
- 11 Girder: Side view to longitudinal girder
- 12 Girder Joints
- 13 Girder washing tank, Girder spraying machine, Valve maneuvering girder, Trunk and control leads girder
- 14 Girders: methods of packing
- 15 A - Joint, Mockup joints
- 16-18 Mockup joints
- 19 Air brush Operation, Air gun
- 20 Airship terminals (test), Airship terminals (after test), Defected aluminum sheet tank heads, Gasoline tank heads

- 21 Power car, Control car forward section, Steps leading to Gangway
- 22 Fin section
- 23 Allison reduction and reverse gear
- 24 Observation Platform
- 25 Bow Cap

Box 11

Photographs - U.S.S. Shenandoah

Naval Aircraft Factory - II, ZR-1 (Construction)

- 1 Steps leading to Gangway, power cars, control car
- 2-3 Engine frame
- 4 Mockup joint
- 5 Observation platform
- 6 Allison reduction and reversed gears
- 7 Bow Cap, Showing assembly
- 8 Fin section
- 9 Quarter frame assembly
- 10 Exhaust manifold
- 11-15 Mockup joint
- 16 H joint, frame 40, inside view, outside view
- 17-21 Mockup joints
- 22 Trunk and control leads girders
- 23 Joint of main transverse girder with main longitude (parallel body)
- 24-27 A joint
- 28 Mockup A joints, view to longitudinal girders

29 Racing balloon, parachute dummy, in flight racing balloon

Box 12

Photographs - U.S.S. Shenandoah

- 1 Airship parts
- 2 Tools, fabric, and skinlayers, Goodyear Tire and Rubber Company
- 3 Air washing room, Goodyear Tire and Rubber Company
- 4 Testing glycerine solution, Rat Proof Store, Goodyear Tire and Rubber Company
- 5 Skin-laying tables, Goodyear Tire and Rubber Company
- 6 Washing skins, inspecting and scraping skins, grading
- 7 Half of cell end "drying", being vanished, testing
- 8 Skinning, closing seams, joining panels
- 9 Varnished body section, raising section to roof
- 10 Complete cell in packing case
- 11 Airship parts: ropes
- 12 Airship parts
- 13 Airship: interior tying ropes to skin
- 14 Vents, brushing skins
- 15 Balloon: baskets
- 16 Airship: Envelopes
- 17 Airship parts: folding skins, cutting fabrics
- 18-19 Airship parts
- 20 Airship parts: Instructions, care and operation of Allison airship gears and clutches (1 of 2)
- 21 Airship parts: Instructions, care and operation of Allison airship gears and clutches (2 of 2)
- 22 Gears: naval yard

Box 13

Photographs - U.S.S. Los Angeles

- 1 Register
- 2 Crew, Dr. Hugo Eckner, interior accommodation
- 3 Hanger, ground crew, airborne, low mast
- 4 High mast, taking off, airborne, U.S.S. Patoka
- 5 USS Los Angeles and Graf Zeppelin, J-4, J-3, VO-1 practice hook-on
- 6 L.A. at high mast, postcards
- 8 Christening & Rosendahl aboard control car
- 9 USS Los Angeles: Diagram of parts airship model
- 10 USS Los Angeles
- 11 Interior gangway, engine cars
- 12 Canal zone Panama
- 13 U.S.S. Patoka moorings
- 14 In flight over several cities
- 15 In flight landing, in hanger and on field
- 16 Glider used/attached to U.S.S. L.A. and on ground
- 17 Vought plane, hooked on to U.S.S. L.A. and flight from airship
- 18-19 Vought aircraft with U.S.S. L.A. and racing balloons, parachute training
- 20 The L.A. being towed and secured
- 21 Ground mast, in hanger and outside
- 22 Moored to stub mast
- 23-24 High mast mooring

- 25 Aircraft carrier
- 26 With aircraft carrier, U.S.S. Saratoga
- 27 Aerial photographs of canal zone
- 28 Parallel with high mast (Mooring)
- 29 Observation car and airbreak grappling hook to U.S.S. Patoka cable
- 30 Fin lattices and joints
- 31 List of officers and men

Box 14

Photographs - U.S.S. Akron

- 1 Ringlaying ceremony, Mrs. Herbert Hoover, Commissioning
- 2 Crew official photograph
- 3 Model/sectioned, Airship/section exposed
- 4 Spots on bomb rack (Sectional view)
- 5 Dr. Arnstein and Lt. Settle inspect girders and engine test stand Mr. Goodyear Plant
- 6 Interior, enlisted men on/off duty
- 7 Rosendahl aboard airship with Adm. Moffett
- 8 Control car and crew
- 9 Tests, 207 people carried on rigid airship N.A.S. Lakehurst
- 10 C.M. Cowart caught on the mooring lines
- 11 Tail surface
- 12 Taxi wheels, hoop ups
- 14 Moored to sub mast
- 15 Ground mooring mast, N.A.S. Lakehurst

- 16 Ground mooring mast, Akron, Ohio
- 17 Airship in flight over Goodyear Plant
- 18 In flight/over Akron/and over New York City, San Francisco
- 19 N-2Y-1 (plane) taking off and landing on airship
- 20 Moored to U.S.S. Patoka
- 21 Goodyear Plant
- 22 Damage to fin
- 24 Under constructions, main frames, Akron Ohio
- 25 Under construction, workmen outside shell on mockup joints

Box 15

Photographs - U.S.S. Akron

- 1 Under construction, rings being assembled
- 2 Under construction, workmen in interior
- 3 Under construction, raising the stern section
- 4 Under construction, nose cap being attached to hull
- 5 Under construction, hull, exterior completed, covering exterior
- 6 Under construction, covering airship, hull, nose to stern
- 7 Under construction, nose of airship from outside hanger
- 8 Under construction, placement of horizontal fins
- 9 Under construction, first inflation test
- 10 Under construction, control car placement
- 11 F.W. Tupper photographs, N.A.S. Lakehurst
- 12 Photographs from Goodyear files, Mrs. Herbert Hoover at Christening ceremonies

- 13 Jack Woods, staff photographer of San Francisco, examiner
- 14 Dr. W.B. Klemperer Collection
- 15 Reflection photograph in hanger
- 16 Unusual photographs
- 17 Postcards; Century of Progress, Chicago
- 18 Index to photographs
- 19-23 Book No. 1 Goodyear Corp. Photos Construction (See enclosed index for No. and Reference)
- 24 List of officers and men and naval Air Station Lakehurst
- 25 Marshall A. Glass ADL USN Ret gave to Collection
- 26 Wire Tension Meter

Box 16
Photographs - U.S.S. Macon

- 1 Register
- 2 Mrs. Moffett naming ship crew, Negative
- 3 Construction
- 4 Fin on riding out car
- 5 Hook on in flight
- 6 Interior of airship
- 7 Aerial flights
- 8 At N.A.S. Lakehurst
- 9 At mast at Camp Kearney
- 10 N.A.S. Sunnyvale, moored at circle

- 11 N.A.S. Sunnyvale, ground mast Klemperr photo
- 12 From Geo. W. Campbell
- 13 Equipment, list of crew

Box 17

Photographs - Graf Zeppelin: Around the world trip 1929

- 1-3 Das Luftschiff LZ 127, matted
- 4 Lady Drummond Hay, Germany to the Holy Land
- 5 Plaque, Lady Drmmond Hay
- 6 Photos taken by Karl von Wigant (Round the world flight North Atlantic crossing)
- 7 Passengers and crew officers
- 8 Passengers and crew, flight begins, to Friedrichshafen
- 9 Germany to Russia
- 10 Japan
- 11 Japan to California to Midwest America to East Coast
- 12 Famous individuals: Max Preuss
- 13 C.E. Rosendahl, Hugo Eckener and Graf Zeppelin
- 14 German, Eckener, Preuss
- 15 Hugo Eckener and P.W. Litchfield

Box 18

Photographs - Rigid Airships: Germany: Hindenburg

- 1 Interior
- 2 Interior, booklet and Bodensee booklet

- 3 P.W. Litchfield, control car, landing
- 4 F.W. Tupper group, Captain E. Lehmann
- 5 Crew
- 6 Photographer F.W. Tupper, control car
- 7 N.A.S. Lakehurst: airborne, ground mast, hanger
- 8 N.A.S. Lakehurst: crew, ground mast, landing
- 9 N.A.S. Lakehurst
- 10 N.A.S. Lakehurst, Autographed copies, frame, survivors
- 11 N.A.S. Lakehurst (prior to last photo)
- 12 Destruction (1 of 2)
- 13 Destruction (2 of 2)
- 14 Jean Rosendahl, destruction
- 15 Bill Schneider group, destruction
- 16 W.E. Palmer group, destruction
- 17 Harry Kroh group, N.A.S. Lakehurst
- 18 Harry Kroh group, destruction
- 19 Harry Kroh group: Ceremonies following the destruction
- 20 Elliott White Springs
- 21 Drawing, plans, Willis L. Nye
- 22 From Engineering, "The German Passenger Airship Hindenburg"
- 23 Zeppelin, from No.2 Graf Zeppelin

Box 19

Photographs - Rigid Airships: Germany, Graf Zeppelin I and II, Others

- 1 German photo identification
- 2-4 Miniature photographs (1900-1930's)
- 5 Graf Zeppelin, postcards
- 6-7 Graf Zeppelin
- 8 Dr. W.B. Klemperer count von Zeppelin memorial airship of the future
- 10 Blue Book, Aerial views, World flight South America
- 11 White Book
- 12 Red Book
- 13 Deutschland, comparative characteristics Los Angeles, Graf Zeppelin, Victoria Luise
- 14 Old and new hanger at Friedrichshafen, Germany
- 15 Underberg operation
- 16 Friends, German Aircraft
- 17 Zeppelin airship photos, from E.A. Wiel (early 1900's) (German)
- 18 German LZ-6 Bcuteuegativ

Box 20

Photographs - Rigid and Semi-Rigid Airships: Great Britain and other Countries

- 1 British Airship: Correspondence from J.G. Struthers Report, R.H. Leigh
- 2 British Airship: *Notes on Aids to Submarine Hunting* by Capt. J.G. Struthers
- 3 British Airship: Non rigid, British Sea Scout; Non rigid, N.S. 16, Naval Service
- 4 British Airship: N.D. (most)
- 5 British Airship: S.S.Z 62 (9, 24, 1916 type R-33, R-34)
- 6 British Airship: Construction, control car, American crew
- 7 British Airship: R-38 crew, R.A.F. Cardington

- 8 British Airship: R.A.F Station Cardington Mooring mast
- 9 Turner and Drinkwater, photographers: ZR-2
- 10 Scrapbook 1: 1921 (ZR-2 British)
- 11 Scrapbook 1: 1921 (ZR-2 U.S. Navy)
- 12 Scrapbook 1: 1920's (Great Britain)
- 13 Scrapbook 1: 1920's (Royal Air Force)
- 14 Scrapbook 1: Postcards British R Series and ZR-2
- 15 Scrapbook 1: R.A.F. Station Great Britain 1920's
- 16 Scrapbook 1: 1920's
- 17 Scrapbook 1: 1920's-1932, Personal/on duty
- 18 Dirigibles: "Vaniman's", "Akron"
- 19 Dirigible: Airship America, Chicago Record-Herald, Polar Expedition
- 20 Dirigible: American, Captain Thomas S. Baldwin's Airship Arrow, 1st attempt
- 21 Dirigible: Toliver airship under construction
- 22 Dirigible: observation car
- 23 Dirigible
- 24 Dirigible: airship picture book
- 25 Dirigible: French
- 26 Dirigible: Italian
- 27 Dirigible: Norway
- 28 Airship of the future: Prototype-Jet
- 29 (Zerox copy) Article "Navigating 'The Norge'" from Rome to the North Pole and beyond by General Umberto Nobile

PHOTOGRAPHS

Boxes 21-27: Blimps

Box 21: Balloons and Blimps

Box 21 of the photographs includes Kite, Racing, Weather, and U.S. Army Balloons, which span the years 1961-1962. Prints depict racing in Houston, the National Balloon Race, Kelly Field in Texas, Pittsburg, and the G.W.P. Custis, which flew the Potomac between Mount Vernon and Washington, D.C. The Navy's free balloon races are noted at N.A.S. Lakehurst between the years 1917-1930. The photographs labeled Jones indicate the name on the backs of the photos. Not only are the U.S. Army Balloon photographs contained in this box but also the few photos of Army Blimps are found there as well.

Box 22: Blimps: Goodyear

The Goodyear blimp photographs, (June 1917 - May 1976), comprise the first class of student pilots as well as the Volunteer, Resolute, Columbia, and Pilgrim. This classification also includes the dedication of the Mayflower Hotel in Akron, Ohio and P.W. Litchfield, President of Goodyear and a strong supporter of the blimp program.

Box 23: Blimps: Class A, B, C, D, F, G, H, J, L, TC, ZMC-2

Vice Admiral Rosendahl collected photographs of each class of blimps used by the Navy and some used by the Army. The folder listing delineates these which range from about (1915-1917) to 1948. A Japanese firm, it should be noted, bought several L-Class Blimps in 1973.

Box 24 and 25: Blimps: Class K and 1944 Scrapbook

The K-Class, designed and built by Goodyear for the Navy, was used primarily for anti-submarine warfare. This class also escorted convoys and assisted in air and sea rescue work. These photographs in Box 24 show the blimps at work, landings, aerial views, and equipment. Box 25 contains the 1944 Scrapbook, spanning the months March through September, which is primarily devoted to K ship activities. Some activities depicted are rescues and experimental practice with life harnesses. Also included in the photographs are those of the K-9 and K-14 crashes. After WW-II, the U.S. Naval Reserve used K-Class airships for advertising as did American firms who purchased them. Photographs of advertisements are found in Box 25 as well as later airships that were modifications of the wartime K-Class. The ZP4K, for example, might be said to be the final extension of the modified K-Class. Between December 28, 1953, and November 24, 1954, the Bureau of Aeronautics altered airship designations resulting, for instance, in the ZP2K becoming the ZSG-2 and the XZP4K becoming XZSG-4 or ZSG-4. The date of these photos is 1950-1956.

Box 26: Blimps: Class M and N, Air/Sea Rescue, Air to Ground

Available information indicates that the U.S. Navy ordered only four of M-Class airships, used during and after WW-II, the photographs of which date from January 5, 1943, to February 21, 1949. The N-Class, beginning with the ZPN-1 (later designated ZPG-1), was the prototype of a series designed for long range Early Warning service. The designation of ZP2N became ZPG-2. Modifications continued and ZP2N-1W was designated ZPG-2W. The last airships used by the Navy were N-Class, that is ZPG-3W's. Photos of the M and N classes cover the years 1950-1961. Box 26 contains photos of Air/Sea Rescues which run from May 13, 1944 - April 23, 1961. Cities and sites photographed from blimps categorized Air to ground during the period of June 6, 1949 to March 31, 1952 include San Juan, New York, Washington D.C.; U.S. Coast Guard Academy, and N.A.S. Weeksville, N.C.

Box 27: Blimps: Hangars, Accidents, Mooring Masts

The subject category of hangars contains not only specifications for steel and wood construction but also photographs of particular blimp hangars which range from April 12, 1920 - November 10, 1944. Among these photos is one of the DN-1, the first Naval airship; other photos of DN-1 are found with A-Class airships (Box 23). In the accident category is a photo of the wreck of C-7, the first helium-powered airship. The folder listing notes the particular airship involved in an accident from July 28, 1920 through February 14, 1958, while the 1944 Scrapbook includes additional photos of K-Class accidents. The folder listing for mooring masts indicates the owner or kind portrayed.

Box 21 Photographs - Balloons and Blimps

- 1 Racing, Houston, C.W.P. Custis, 1861
- 2-3 Navy free balloon, Lakehurst, Captive balloon breaks loose
- 4 National Balloon Race in Akron, Ohio; free balloon
- 5 Goodyear record prints, crash in 1934
- 6-7 Brazilian L.T.A., N.A.S. Lakehurst 1949
- 8-9 The Civil War Balloonist Monument
- 10 Proofs from books, Lincoln Beachey and Leo Stevens signed photos; Jones photos
- 11 Snapshots, negatives at N.A.S. Lakehurst, stratosphere balloons

- 13 Goodyear kite balloon, Caquot balloon, D-2 barrage balloon
- 14 Kite balloons
- 15 U.S. Army balloons and blimps 1921, 24, 33
- 16 Semi-rigid "Roma" 12/19/1921
- 17 C-2, D-3, D-4 1921
- 18 TC-5 [1924]
- 19 TS 6 [TC-6] 5/7/1925
- 20 Signal Corp, Dirigible 1 n.d.
- 21 Semi-rigid RS-1 n.d.
- 22 Hangars: Langley Field, Va.; Brooks Field TX n.d.
- 23 Parachute jump n.d.
- 24 WW-I, Mr. Moorman n.d.

Box 22
Photographs - Blimps: Goodyear

- 1 First class of student pilots, P.W. Litchfield
- 2 Pilgrim and Columbia blimps
- 3 Mayflower, Pilgrim, Reliance, Volunteer, Vigilant
- 4 Dedication of the Mayflower Hotel, Akron, Ohio
- 5 Proposal for commercial and passenger transportation
- 6 ZSG Class
- 7 Return of the blimp Volunteer to Goodyear
- 8 Experimental Unit, Wind Tunnel

- 9 Goodyear parade
- 10 Goodyear airships 1917-1961

Box 23

Photographs - Blimps Class A, B, C, D, F, G, H, J, L, TC, ZMC-2

- 1 A Class (DN-1 referred to as Class A)
- 2 B Class
- 3 C Class
- 4 D Class
- 5 E, F, and FA Class
- 6 G and G-1 Class; identification G, K, L, M Class
- 7 H Class
- 8 J-1, 3 and 4 Class
- 9 L-1, 2 Class
- 10 L-1, 2, 8 Class
- 11 L-Class, Free Kokuyo, Japan
- 12 TC-13, 14 Class
- 13 ZMC-2 Class
- 14 Photo of a crew

Box 24

Photographs - Blimps: Class K

- 1 Blimp Ron 12 confidential memo and photo of oil slicks
- 2-4 ZP-14 landing in Newfoundland (classified secret), at Terceira, Azores, and at various European countries
- 5 ZP-1 Squadron N.A.S. Weeksvill, North Carolina, refueling on the U.S.S. Pawcatuck

- 6 ZP-4 Squadron
- 7-8 Publicity photos used by different newspapers and periodicals during WW-II; K-classes 1, 2, 3, 4, 5
- 9 K-1 Disaster, Marshall A. Glass photos
- 10 K-1, fog surrounding blimps
- 11-12 K-2 commissioning at N.A.S. Elizabeth City, N.J.; Rosendahl broadcast "We the People" from K-2
- 13-14 K-74 ceremonies at Goodyear, U Boat shoots down K-74
- 15-23 K-91 (labeled confidential and/or restricted)
- 24 Air sea rescue training at Ensenada, Mexico
- 25 Bomb training (labeled confidential)
- 26 Two aircrafts attached to a blimp
- 27 Aerial views: the Queen Mary, W. and Orville Wright Monument, Convoy Escort
- 28 Carrier landings on the U.S.S. Altamaha
- 29 K-3, K-55, and ZL-5 landing on a carrier
- 30 K-80 in Hangar #1 at N.A.S. Lakehurst
- 31 Aerial view: Panama City
- 32 Airship engines: Mayback VL-1, K
- 33 Equipment: Hedron 3 Experiment picking up water for ballast
- 34 Landmines
- 35-36 Descriptive specifications: K

Box 25

Photographs - 1944 Scrapbook, Post WW-II, Class: ZPK and ZSG

- 1 Inspection of aircrews, change of command

- 2 Two photographers positions in an airship
- 3 Blimp taking off in the snow
- 4 Tear on the side of K-69
- 5-6 K-15 landing, K-2
- 7-8 Tear in fin, rescue of Navy fliers
- 9-10 Men on firing range, K-15 taking off
- 11-12 K-10 scratch on the bag, K-11 hitting the door of the hangar
- 13-14 Trenton Air Field, N.A.S. So. Weymouth
- 15-16 K-9 crash, K-14 crash
- 17-18 Planes in hangar, cumulus clouds
- 19-20 PV-1 crash, fire drill
- 21-22 Experimental life harness, display fire fighting equipment
- 23-24 Launching the Tydol, the Flying-A-Airship, a speech and an advertising poster
- 25 Training and landings at N.A.S. Lakehurst
- 26 K-34 last flight
- 27 ZW-2 landing and flight
- 28 U.S. Naval Reserve airships: K-135 and K-69
- 29 Carrier landings
- 30 Trip to Rio de Janeiro, Brazil Class: ZPK and ZSG
- 31 ZPK-class, ZP2K-116 patching hole, ZPK-81
- 32 Blimp maintenance Sqd #1, [ZP25K, ZS2G]
- 33 ZSG publicity photo
- 34 ZSG-4, ZSG-6

- 35 ZS2G
- 36 ZS2G and ZS2G-1
- 37 Tail, fins, landing

Box 26
Photographs - Blimps: Class M and N

Class M

- 1 Proposed docking raft
- 2 Airship for site selection, at ground mast N.A.S. Lakehurst
- 3 M-2 at El Paso, TX; M-1 at N.A.S. Lakehurst

Class N

- 4 Construction and model of N airship
- 5 ZPG-2 and ZPN-1 airships
- 6 ZPN-1 prototype
- 7 ZPG-2 interior of envelope
- 8-9 ZP2N-1 and ZPG-2, ZP2N-1; Cdr. Eppes record breaking flight: 200 hours without refueling
- 10 ZPG-1 and ZPN-1 mock-up training
- 11-12 ZPN, ZPG-2 and ZP2N-1
- 13 ZPG-2 operations in the snow
- 14-17 ZPG-2 and ZPG-2W
- 18 ZPG-2W winter, flight activities
- 19-24 ZPG-3W maiden flight, under construction, initial delivery
- 25-26 Air sea rescue ZP-31, K-59
- 27-28 Blimp and PBY, helicopter

29-32 K-Class

33-43 Blimp: air to ground

Box 27

Photographs - Blimps

Hangars, Accidents, Mooring Masts

- 1-7 Hangars: DN-1, first Naval airship [1917] at Pensacola; Lakehurst, Goodyear-Zeppelin dock, Glendale, Houma; hangar specs.
- 8-16 Accidents: C-7, L-Class, K-6, K-30, K-53, ZD-1, in snow, Bow-1 mooring mast, bow in 1951 near N.A.S. Weeksfield Mooring Masts
- 17 Henry Ford's Mooring Mast
- 18 Mast for ZR-1, mast showing at N.A.S. Lakehurst
- 19 Early masts, high mast at N.A.S. Lakehurst
- 20 Vickers, D-2, Mobile Telescopic XI
- 21 Modified K-M-N
- 22 Masting operations

PHOTOGRAPHS

Boxes 28-30: Naval Air Stations

Box 28: Naval Air Stations, Landing Fields, and Installations

Box 28 of the photographs depicts Naval Air Stations, arranged alphabetically, as well as other landing fields and installations used by the U.S. Navy. The date span for this group is July 6, 1920 - March 22, 1957.

Box 29: NAS Lakehurst

Box 29 is devoted entirely to NAS Lakehurst, particularly to projects of the Civil Works Administration and the Works Progress Administration. Although these photographs range from

November 27, 1932 to March 5, 1940, the most active years are 1935-1937. Some of the projects shown, in various stages, are of building and expansion, renovation, and ground improvements.

Box 30: Naval Military Activities

Another group of photographs taken at Lakehurst focuses on Naval Military activities from 1920 through November of 1974. These comprise early prints of Hangar #1, the power plant, and aerial views of the station. Activities such as blimp erection, bomb runs, and fire-fighting are among the photographs. Included as well is an economic analysis conducted in the 1960's.

Box 28 Photographs - Naval Air Stations and Landing Fields

NAS

- 1 Anacostia
- 2 Charleston
- 3 Chorrera
- 4 Elizabeth City
- 5 Glynco
- 6 Isle of Pines and Guantanamo Bay
- 7 Moffett Field
- 8 Pensacola
- 9-10 Richmond
- 11 Santa Ana
- 12 South Weymouth
- 13 Sunnyvale
- 14 Watsonville
- 15 Weeksville
- 16-18 Stations, students, and inspections

- 19 Commander and Captain
- 20 Akron, Ohio Municipal Airport
- 21 U.S. Navy Yard, Philadelphia
- 22 U.S. Coast Guard

Box 29

Photographs - NAS Lakehurst: WPA Projects

- 1 Pigeon loft
- 2 Construction general storehouse
- 3 Replacing general storehouse
- 4 Administration building
- 5 Building sites
- 6 Coal storage/power plant
- 7 Fire house replacement
- 8 Sewage disposal bed
- 9 Marine equipment storage
- 10 Steam and water systems
- 11 Equipment shed
- 12 Relocated radio mast
- 13 American Legion Memorial Chapel
- 14 Stevens and Shepherds Circle
- 15 Auditorium, enlisted barracks
- 16 Garage and dispensary, family hospital extension
- 17 Recreation facilities

- 18 Quarters for foreman
- 19 C.P.O. Quarters
- 20 W.P.A.
- 21 H.T.A. Hangar, kite balloon and non rigid hangar
- 22 Emergency relief work
- 23 Concrete road around hangar
- 24 Motor test stand
- 25 Boundary fences
- 26 Repairs, raising and hauling up circle tract
- 27 Grading No. 1 and No. 2 ride out circle
- 28 Concrete taxiway, H.T.A. hangar, excavation of clay landing field
- 29 Paving roads, walks, and grounds
- 30 Repair and pave roads
- 31 New ride out circle, grading mast travel tracts
- 32 Airplane runways
- 33 Concrete paving
- 34 Rifle range
- 35 Mooring out field, grading of area

Box 30
Photographs - NAS Lakehurst

- 1-4 Hangar #1 and power plant
- 5 Officers
- 6 Hangar #1 door, bearings, crachet rail

- 7 Airshipper James E. Manisel photos, aerial views
- 8-9 Towing equipment and Hoovenaire loud speakers
- 10-11 Fabric testing and bomb run
- 12-13 Blimp erection and fire fighting
- 14 Blimp maintenance
- 15 Personnel training, inspections and promotions
- 16 H.P.P. 1 double rotor
- 17-18 1950's photos of Hangar #1 and K-Class airship moored
- 19 Fleet Maintenance School
- 20 Economic analysis of Hangar #1
- 21-22 New enlisted men's barracks
- 23 Air view, Navy League dinner: Arthur Godfrey
- 24 Naval Air Development Unit
- 25 Experimental Unit: floats, project LAC 7068.2
- 26-29 Flying wind tunnel
- 30 Cathedral of the Air

PHOTOGRAPHS

Boxes 31-32: Ships, Submarines, and HTA

Box 31 photographs depict the damage the USS Minneapolis received in the Battle of Tassafaronga (November 30, 1942) and subsequent temporary repairs at the Island of Tulagi as well as dry dock ones at Pearl Harbor. Rosendahl commanded the Minneapolis from August 1942 through April 1943. The register, along with the first folder in this box, contains a list of events of USS Minneapolis. Additional photographs in the box portray other ships, such as the USS West Virginia that CER served aboard.

Box 32 contains the submarine and very few HTA photographs that CER collected.

Box 31

Photographs - USS Minneapolis and other Ships

USS Minneapolis

- 1 Island activities and interior of ship
- 2 Damaged bow after torpedoing
- 3 Adm. Fitch and Rosendahl
- 4 Wounded
- 5 Cleaning up
- 6 Chow line
- 7-10 Raising the bow
- 11 Interior: bow
- 12 Trees in the bow
- 13-15 Ship camouflaged
- 16 Island living
- 17-19 Tulagi natives
- 20 In harbor
- 21 De-activation of the Minneapolis
- 22-26 Bow wash
- 27 At sea
- 28 Being towed
- 29-30 Dry Dock: Pearl Harbor
- 31 Negatives

Other Ships

- 32 USS Portland, Columbia, West Virginia, and Guantanamo Bay
- 33 Aerial view of Queen Mary and Troop ship
- 34 USS Des Moines change of command
- 35 CER with crew
- 36 USS Arkansas and others
- 37 USS Mississippi, Maryland, New York and Tennessee

Box 32

Photographs - Submarines and HTA

- 1 Radar: Continental Air Defense Command map
- 2-3 Submarines

HTA

- 4 US Army, Martin M.B. 2 1920's
- 5 Aerial view: Lindbergh in Spirit of St. Louis
- 6 Vought F8U-1 Crusader
- 7 Jacqueline Cochran
- 8 Orville and Wilbur Wright monument
- 9 Bi-planes
- 10 Lt. Thomas L. Morrissey, Odyssey of Fighting Two 1945

PHOTOGRAPHS

Boxes 33-34: Other Photographic Collections

The photographs in Box 33 are all believed to be from other collections. The researcher should note that the first three folders contain prints of early aviation pioneers, such as Mrs. Henry Breckenridge, the first woman pilot. Herr Zschka invented the precursor of the helicopter while Monsieur Farman is shown with his first aeronautical machine. A thank-you letter from CER to P.M. Jackson, Sr. documents that the latter collected the photographs depicting nose repairs to the USS Shenandoah, the USS Los Angeles in flight, and early scenes at NAS Lakehurst. The Jackson

Collection includes prints of the photographer Clements whose images are included elsewhere in CER's photographs. The Sherman Fairchild photographs, which are named for the photographer, appear to be part of a larger collection. These historical prints portray the French airship Republique (1909), Baldwin's California Arrow (1904), and Zeppelin No. 4 (1908). They also include a photograph of Teddy Roosevelt with an airship.

Box 34: R-101, Royal Airship, Cardington, England

Admiral Rosendahl received in December of 1944 the camerascope and photos from Ernest Muehleck, who in turn received from J.D. North of Boulton and Paul, Ltd., Norwich, England. These pictures depict the construction of the R-101 in November 1928. Although the register does not include a folder list for these photos, Box 34 contains contact sheets of them.

Box 33 Photographs - Other Photographic Collections

Early Aviation Figures

- 1 Mrs. Henry Breckenridge, first woman pilot, in Santo Dumont's dirigible
- 2 Herr Zaschka, German inventor, with his "Rotary aeroplane"
- 3 Henri Farman, French aviator, with his first machine

P.M. Jackson Collection

- 4 Construction hangar and Cdr. McCrary
- 5 USS Shenandoah
- 6 USS Los Angeles
- 7 USS Akron crew (signed)
- 8 Blimp Class: M+G
- 9 Japanese balloon over California
- 10 Clement's photographs of USS Shenandoah, Los Angeles, and Broad balloon

Sherman Fairchild Collection

- 11 40 photos from 1900-30's

Box 34
Photographs - Camera Scope and Pictures

"Flight" 11/22/28

PHOTOGRAPHS

Boxes 35-36: Published Photographs

Box 35 contains approximately 55 slides for the booklet They Were Dependable, yet an enclosed note indicates that 2 are missing: one is for the preface page and the other is for the final page. Also included in the box is a container of approximately 19 glass plate negatives of dirigibles.

Box 36, OS, houses published photographs and proofs from books and articles designed for the purpose of public relations. In particular, the US Navy publications promoted the War effort (WW-II). Some of the publications are incomplete, yet the staff has tried to describe them, as fully as possible, in the folder listing.

Box 35
Photographs - Published photographs

55 slides They Were Dependable

Box 36
Photographs

US Navy

- 1 Air/Sea Rescue: Fleet Airships, Atlantic and Pacific 1941 - 1944
- 2-3 Airship Operations WWII 1941 - 1945 1st and 2nd eds.
- 4 [Dirigibles: US Navy, Great Britain, and Germany Graf Zeppelin]
- 5 US Life Lines 1963 - 1965, rev. 1966
- 6 US Navy War (II) Photographs, compiled Captain Goodyear
- 7 [Justification of Naval Airships] 1945, 49
- 8 [K-X Dedication] 1943
- 9-10 [America Must Be First in the Air] 2 copies, n.d.

Other

11 Junius B. Wood, "Across America Board Shenandoah" n.d.

Box 37

Register of Negatives

Box 38*

This box is missing

MANUSCRIPTS^b

Boxes 39-72: CER and Others

The manuscripts, by CER and others, contain a variety of works in various formats. CER's unpublished manuscripts appear as holographs, typescripts (with or without the author's or an editor's handwritten revisions), typescript carbons, and mimeographed texts. No extant copy of the manuscript or typescript exists for Up Ship, the Admiral's first volume published by Dodd, Mead and Company in 1931. The manuscripts included the master typescript of What about the Airship? His second published volume by Charles Scribner's Sons in 1938. Fragile bound volumes of both are housed in the Rosendahl Room of the HAC.

Included with the manuscripts are articles (published and unpublished) by and about CER, editorials, and interviews. Official testimonies before committees or inquiries of the U.S. Congress, the House or the Senate, or before federal agencies are grouped with press releases. These official statements are separated from his public speeches to American and foreign organizations. CER's radio speeches, both foreign and domestic, are housed in a separate box. Manuscripts by others comprise the remainder of boxes in this series. The subseries are as follows:

Boxes 39-61: CER's MSS

Boxes 62-64: CER's Articles

Box 65: CER's Statements

Boxes 66-68: CER's Speeches

Boxes 69-72: MSS: Others

Boxes 39-59: CER

The unpublished manuscripts present difficulties for the researcher, as they did for the processor. An early manuscript, it appears, was seminal to later ones. Completed prior to December of 1955, the manuscript appears with the title "Airshipper" or "Rosendahl the Airshipper" along with the criticism of Hugh Allen, former Public Relations Representative for Goodyear. To maintain provenance, duplicate chapters, particularly I through IV, remain with Allen's criticism rather than with the other typescript copy. The work begins with CER's involvement in LTA activities and proceeds to the launch and flights of the USS Shenandoah as well as its loss, the operation of the USS Los Angeles, the story of British airships, and the arrival and departure of the Graf Zeppelin's flight to the US. The early manuscript also includes circumstances about the loss of the USS Akron and USS Macon, the "destruction" of the US airship program, and the role of blimps in WW-II, especially Guadalcanal.

What appears as an expanded or revised version of the early manuscript is labeled [Memoirs], most chapters of which are dated, or dated revised, in 1956-1957. As the ascribed title indicates, the slant of this work is autobiographical. This typescript includes, at least in one version, the same Prologue and many of the same chapters, though some differ, as the typescript CER titled "Far away Places." Even though some duplicate chapters are marked 1956-1957 in "Far away Places," most bear the date 1958-1959. Yet, another revision date is 1962.

A notation in the manuscripts indicates that CER extracted chapters from "Far away Places" for "SNAFU: The Strange Story of American Airships," yet most of the chapter, or revision, dates of the latter are 1958-1959. The Admiral may have been working simultaneously on these two, or possible three, manuscripts. Another unpublished manuscript contains chapter, or revision, dates that span 1957-1959. This manuscript had three titles: one version is "God Bless the Blimps," another is "How Soon We Forget and the final "A History of U.S. Navy Airships in World War II." The early titles seemed to have lost favor to the final one, which is a variant of an earlier subtitle. "A History of U.S. Navy Airships in World War II" contains chapters dated 1960

In turn, "A History...." appears to have spawned a more detailed study of the attack on Pearl Harbor. This unpublished work is hereafter referred to as the "Pearl Harbor Manuscript," the dates of the chapters span the years 1969-1974. To maintain provenance, the drafts, research materials, and correspondence about Pearl Harbor remain together. Inquiries about Pearl Harbor led Admiral Rosendahl to renew his friendship with Ryunosuke Kusaka, a Japanese military officer who assisted in planning the attack. Kusaka and Rosendahl were passengers on the Around the World Flight of the Graf Zeppelin. The Pearl Harbor materials contain references and photographs of the World Flight. The researcher should note that some official Navy memoranda, which CER pulled from other places, appear with the Pearl Harbor materials. Three copies of the unpublished manuscript were donated to the HAC by Dr. Wiltie Creswell, a nephew of CER. One copy, noted in the box/folder listing, is labeled complete.

Boxes 60-61

In Box 60 of the manuscripts is a mimeographed study of Pan American Airways Trans-Pacific Service dated June 1939. The twelve-page study--for "private use, not for publication or reproduction"--appeared seminal to at least one later detailed comparison of flying boats and

airships in trans-oceanic commerce. The latter mimeographed study, dated 8/27/1941, compares "clipper" flights (Trans-Pacific, Trans-Atlantic, and Latin America) with Graf Zeppelin and Hindenburg ones across the north and south Atlantic. Factors of comparison are "speed, schedule-keeping ability, reliability, safety, comfort, and costs." The Admiral states that the airships would not necessarily replace HTA (heavier-than-air) aircraft but would provide an "additional, appealing service." Additional reports and studies of airships for commerce - apparently solicited from private corporation and individuals by government committees - are housed with CER's research materials.

Box 61 contains a comparative study of HTA and LTA for commercial purposes which, in the final draft, bears the title "Miss Mars" and later "Message from Mars." Shortly after two official press releases appeared (12/10 and 12/1943) about the Naval Air Transport "Mars" cargo flying boat, CER wrote an article (12/17 and 22/1943) comparing the "Mars" with the Hindenburg. CER's collection does not contain a published copy of this article.

Boxes 62-68

The articles, statements, and speeches are in chronological order and items of particular significance are noted.

Boxes 69-70

These boxes contain correspondence, drafts, charts, and reports used in Dr. Wolfgang B. Klemperer's study entitled "Technical Problems Confronting A Resumption of the Construction of Luftschiffbau Zeppelin-type Airships." An appendix of the final report (dated 12/31/1964) contains a resume of each contributor: G.E. Bockrath, B.H. Carmichael, V.H. Pavlecka, W. Pfenninger, and T.H. Troller. The preface contains the following statement of purpose:

The present report was prepared in compliance with a specific order received from an organization seriously interested in resumption of the construction and operation of Zeppelin-type rigid airships (dirigibles) and their further development.

Box 71

How P.C. Barnes' manuscript entitled "Airships, A Discussion" and copy (offset) came into Rosendahl's possession leaves an unanswered question, particularly since it is a study of British airships. A feasible explanation is that the Vice-Admiral acquired it for the proposed LTA Museum. A cover sheet on the copy included two names, both preceded by "Property of." The first name is J.H. Hykes, USN, and the second is Mr. Halliburton. These two names have been struck through and replaced by "Lt. Cmdr. C.E. Rosendahl." Whereas the copy remains in relatively good shape, what appears as the original typescript shows considerable vermin damage. Yet both contain

photographs, some of which have faded. The date March 30, 1919 appears only on the copy; therefore, this

date has been placed in brackets on the original. A search of the National Union Catalog of Imprints fails to verify the publication of the manuscript.

Folders 2-5 contain the original typescript while folders 6-9 contain the copy. While attempting to ascertain whether either manuscript or copy is complete, the archivist observed that a section entitled "Introduction" appears to correspond, although the page numbers differ, to that of the Table of Contents labeled "Concerning Rigid Airships." Page 14 of this section is missing. This section, in folder 10, is found in the copy only. Internal evidence suggests that the section contained some confidential material which may explain its withdrawal from the original.

Though the majority of the airships included in the work are of British design, some are French, German, and Italian. The work contains not only a table of contents, but also a list of 65 photographic illustrations. Barnes discusses in detail the design of rigid as well as non-rigid airships, while explaining and describing the fabric, aluminum dope, and general items as cars, rigging, and grounding of riggings. The contents span the years 1900 to 1919.

Box 72

Box 72 contains manuscripts and galley proofs by others. One folder contains "What Appears to Be?" Hugh Allen's partial manuscript entitled "Why Doesn't America Have Rigid Airships?" Questions arise over whether it was published and whether it was intended to be an official Goodyear publication (See letter in folder 1). What is known is that Allen served as Director of Public Relations for Goodyear for numerous years; he offered editorial advice to CER; and he promoted airships for commerce. Another short sketch by Hugh Allen entitled "Outline of Suggested Airship Story" appears in mimeograph format without a date. It is questionable whether this sketch bears any relationship to the previous one.

The other manuscripts in this box are listed in the box/folder inventory. The researcher should note that F 5 holds the galley proofs for A.A. Hoehling's Who Destroyed the Hindenburg, published in 1962 by Little, Brown, and Company. A legal controversy appears to have arisen about the publication or contests of the volume. Box 65 contains CER's legal deposition for A.A. Hoehling vs. Universal City Studios.

Box 39 Manuscripts

- 1-2 What about the Airship? (Master typescript) 12/20/1937

- 3 They Were Dependable: Airship Operations in WWII: 12/7/1941-9/1945 (published pamphlet) 4/1946

- 4-5 MS: Airshipper Chapters
- 7 MS: Airshipper - Criticism by Hugh Allen (Part II)
- 8 MS: Airshipper - Criticism by Hugh Allen (Part III)
- 9 MS: Airshipper - Criticism by Hugh Allen 1956 + 1957
- 10 MS: Airshipper - Criticism by Hugh Allen
- 11-12 Correspondence I: Hugh Allen and criticism

Box 40

Manuscripts - Memoirs: Original Unpublished typescript 1956 - 1958

- 1 Part 1A of 5 parts
- 2 Part 1B of 5 parts
- 3 Part 2A of 5 parts
- 4 Part 2B of 5 parts
- 5 Part 3 of 5 parts
- 6 Part 4 of 5 parts
- 7 Part 5 of 5 parts

Box 41

Manuscripts - Far Away Places Unpublished typescript and notes 1956 - 1959

- 1 Draft
- 2 Part I: Typed with editorial revisions
- 3 Draft
- 4 Part II: Typed with editorial revisions
- 5 CER's order (1 of 2)
- 6 CER's order (2 of 2)

- 7 Adventures in the South Pacific
- 8 Duplicates of chapters
- 9 Washington nightmare (Superseded)
- 10 Back to airships (Portion of autobiography)
- 11 Journey's end, back to airships, retirement
- 12 Tassafaronga

Box 42

**Manuscripts - Far Away Places (Biographical)
(Unpublished typescript and notes 1958 - 1962)**

- 1 Biographical
- 2 Tentative (Part I copy 2)
- 3 Rearranged 4/24/1959 (1 of 2)
- 4 Rearranged 4/24/1959 (2 of 2)
- 5 Foster Hailey - "New York Times" and Table of Contents and Chapters 1 - 7 (1 of 2)
- 6 Chapters 8 - 12 (2 of 2)
- 7 Working Copy (1 of 2)
- 8 Working Copy (2 of 2)
- 9 SNAFU, Bump History: Notes

Box 43

Manuscripts - SNAFU (Unpublished typescript: Individual chapters 1958 - 1959)

- 1-3 CER's order
- 4 On trial
- 5 Rejected opportunity
- 6 Strange attitude towards airships and other chapters (with editorial revisions)

- 7 Bumps in the J-A-M [Satellite, Cosmic] Age (Superseded)
- 8 What really happened to the Akron + Macon?
- 9 What really happened to the Akron + Macon? Editor RADM Cal Bolster
- 10 What really happened to the Akron + Macon? Sack of S.
- 11 Notes for SNAFU
- 12 Research Notes: Correspondence pertaining to SNAFU
- 13 Various chapters
- 14 The commercial impasse (Part I and Part II)

Box 44

Manuscripts - SNAFU (Unpublished master typescript and notes 1958 - 1962)

- 1-2 CER's order
- 3 Extracted from biographical (Far Away Places) to go into SNAFU
- 4-6 The strange story of American Airships (Master Copy)
- 7 The strange story of American Airships (Notes with Master Copy)
- 8-10 The strange story of American Airships
- 11 The strange story of American Airships (Draft)

Box 45

Manuscripts - SNAFU (Unpublished typescript: Individual Chapters and Notes)

- 1-2 "A Look at the Future" (1/1958), "Inter or Intra" (2/1958) Rev
- 3 "A Look at the Future" Parts 1 and 2
- 4 Rejected Opportunity
- 5 How They Got that Way, Personnel Muddle, Retirement (Far Away Places)
- 6 Notes

- 7 Drafts
- 8 Notes

Box 46
Manuscripts - A History

- 1 Correspondence and research inquiries: History WW-II and Bumps (3/31/1958 - 3/20/1961)
- 2 Research notes: A History of U.S. Navy Airships, WW-II
- 3-4 A History of the U.S. Navy Airships (Photocopy, typed with revisions)
- 5-7 A History of U.S. Navy Airships in WW-II (Typed with editorial revisions)
- 8 "God Bless the Bumps", The Story of U.S. Navy Airships in WW-II
- 9 Chapters from Books Modern Super-Airships and Super-Airships in the Atomic Age

Box 47
Manuscripts - A History (Individual Chapters 1959-64, 74, 77)

- 1 Story of U.S. Navy Airships (Stripped)
- 2 A History of U.S. Navy Airships
Title Pages (Versions)
Tables of Contents, Appendices: God Bless the Bumps, They Were Dependable
- 3 A History of U.S Navy Airships, Author's Foreword, Preface, Introduction (Versions)
- 4 A History of U.S. Navy Airships, Rude Awakening (Versions)
- 5 A History of U.S. Navy Airships, Rude Awakening (Superseded)
- 6-7 A History of U.S. Navy Airships, Rude Awakening
- 8 A History of U.S. Navy Airships, Want of a Nail (Versions)
- 9 A History of U.S. Navy Airships, U.S. Navy Balloons and Bumps up to WW-II (Versions)
- 10 A History of U.S. Navy Airships: In the Doldrums (Draft and notes)

- 11 A History of U.S. Navy Airships: In the Doldrums (Versions)
- 12 A History of U.S. Navy Airships, Belated Beginning (Versions)
- 13 A History of U.S. Navy Airships, Slow Motion (12/1960), Slow Start (3/1960) (CER's order)
- 14 A History of U.S. Navy Airships, Frontier's Men (Versions)
- 15 A History of U.S. Navy Airships, Bumps at Work (Versions)
- 16 A History of U.S. Navy Airships, Airships in ESF (Versions)
- 17 A History of U.S. Navy Airships, Bumps in GSF
- 18 A History of U.S. Navy Airships, Caribbean Convoy (Versions)
- 19 A History of U.S. Navy Airships, K-74 Part 1 (Versions)

Box 48

**Manuscripts - A History (Individual Chapters 1957-1960)
A History of U.S. Navy Airships**

- 1 A History of U.S. Navy Airships, K-74 Part 2 (Versions)
- 2 Bumps in BZA (Versions)
- 3 Night Watch at Gibraltar
- 4 Enemy Opinion
- 5 Strong Finish (Versions)
- 6 Appendix A Chronology
- 7 Appendix B Commanding Officers
- 8 Appendix D Loss: Merchants
- 9 Appendix E Airship Operating n.d.
- 10 Appendix F Gen. Dimensions
- 11 Appendix G Airship Production
- 12 Appendix H Major Accidents

- 13 Appendix I Utility Tasks
- 14 Appendix J Riddle of the Ranger
- 15 Helium Life Savers (Appendix J of 1964 Rev.?)
- 16 Appendix K Cases . . . Albert Gallatin
- 17 Fragments Epilogue
- 18 Duplicates of chapters 1960, 61, 64, 74
- 19-21 History of U.S. Navy Airships in WW-II (12/1960)

Box 49
Manuscripts - A History (Individual Chapters 1958-1960)

- 1 Procrastination
- 2-3 Perplexing procrastination
- 4 Bumps go South
- 5 Editorial comments to CER's manuscripts
- 6 Fragments and unidentified pages
- 7 [Macon]
- 8 Notes: USAF B-58 Supersonic Continental Flights
- 9 Notes: Storage of LTA and other Navy Equipment
- 10 What the Use?
- 11 Large Airship in the Future (Superseded) n.d.

Box 50
Manuscripts - A History (1958-1960)
A History of U.S. Navy Airships in WW-II

- 1-3 Final draft copy 1
- 4-7 Final draft copy 2 (Completed)

8-10 Final draft copy 3

Box 51

World War II Research Materials and Notes

- 1 Chronology Airship Squadrons and Stations WW-II 1957, 1959
- 2-3 Accident data from newspapers [for History of U.S. Navy Airships]
- 4 A Spartan Start
- 5 Bump costs, vulnerability, and accidents
- 6 Western sea frontier, early bumps and extracts LNAS history
- 7 Sinking and attacks: Japanese submarines and WW-II merchant vessels losses
- 8 Morison memoirs
- 9 Doenitz memoirs and Karig memoirs 1959
- 10 Sea frontier boundaries and airship accidents and airship deliveries
- 11 Bump squadrons statistic
- 12 Articles on definition and semantics of Placebo
- 13 How Soon We Forget?
- 14 Notes
- 15 A Primer of LTA
- 16 List of Airship Characteristics
- 17 Bump Utility and Appendix I
- 18 Extracts, O Memo, Draft of Rude Awakening 10/1974
- 19 Pacific Patrol 7 + 12/1960 and Pacific Coast Enigma 3/1977

Box 52

World War II Research Materials and Notes

Topics and People

- 1 Events in 1919, 1936-1937-1939
- 2 L-T-A History
- 3 L-T-A and H-T-A
- 4 Chronological list events WW-II (1939-1945)
- 5 The Great Illusion by Bogard Rogeus
- 6 WW-II L-T-A and others
- 7 Eckener
- 8 Akron
- 9 NASA, L-T-A, Zettel, Coba
- 10 Plaques: Hanger No. 1 Misspelled
- 11 Manuscripts: "Far Away Places" and others
- 12 Announcement of new German blimp
- 13 K-74 other n.d.

Box 53

Correspondence

I (Incoming) and O (Outgoing) Post WW-II

- 1 (I+O) Dr. Dean C. Allard <Pearl Harbor MS>
Department of Naval History Div., Operational Archives
- 2 (I+O) Walter S. Anderson <Pearl Harbor MS> WSA's criticism of president's Comm. or
inquiry: Raid PH
- 3 (I+O) Department of Army History of Barrage Balloon, Memo: War Warning 11/27/1941
- 4 (I+O) Frank E. Beatty <Pearl Harbor MS>
- 5 Walter W. Boyd <Pearl Harbor MS> Pilot of K-3 on 12/22/1941
- 6 (I+O) Prof. Donald G. Brownlow <Pearl Harbor MS>
- 7 (I+O) Arleigh A. Burke <Pearl Harbor MS>

- 8 (I+O) H.N. "Nick" Covlter <Pearl Harbor MS>
- 9 (I+O) M.E. Curts <Pearl Harbor MS>
- 10 (I+O) Walter S. Delany <Pearl Harbor MS>
- 11 (I+O) Col. John Dillon <Pearl Harbor MS>
- 12 (O) Col. John Dillon <Pearl Harbor MS>
- 13 (I+O) John E. Dingwell <Pearl Harbor MS>
- 14 (I+O) Charles K. Duncan <Pearl Harbor MS>
- 15 (I) R.E. Duncan <Pearl Harbor MS>
- 16 E.M. Eller <Pearl Harbor MS>
- 17 (O) M.H. [Enry] Eppes <Pearl Harbor MS>
- 18 (I+O) William J. Flood <Pearl Harbor MS>
- 19 (I+O) Leon Godbey <Pearl Harbor MS>
- 20 (I+O) Daniel J. Godsoe <Pearl Harbor MS>
- 21 (I+O) Roy W.M. Graham <Pearl Harbor MS>
- 22 (O) E[d] W. Harrison <Pearl Harbor MS>
- 23 (I+O) Rear Admiral J.D. Hayes <Pearl Harbor MS>
- 24 (I+O) Wilfred J. Holmes <Pearl Harbor MS>
- 25 (I+O) Vice Admiral E.B. Hooper, Naval History Director <Pearl Harbor MS>
- 26 (I+O) H.B. "Pincy" Hosmer <Pearl Harbor MS>
- 27 (I+O) Lee Houchins, Japanese translator <Pearl Harbor MS>
- 28 (I+O) L.S. Howeth <Pearl Harbor MS>
- 29 (I) Leslie Irwin <Pearl Harbor MS>
- 30 (I+O) Japanese Trans. <Pearl Harbor MS>

- 31 (I+O) William E. Kepner <Pearl Harbor MS>
- 32 (I+O) James E. Leeper <Pearl Harbor MS>
- 33 F. Kent Loomis, Dir. of Kusaka Naval History <Pearl Harbor MS>
- 34 (I+O) A.H. McCollum <Pearl Harbor MS>
- 35 (O) Marvin W. McFarland <Pearl Harbor MS>
- 36 (I+O) Frederick S. Meigs, Navy Dept. Library <Pearl Harbor MS>
- 37 (I+O) H.B. Miller <Pearl Harbor MS>
- 38 (I+O) Ben Moreell, Naval Sch. C.E. Corps <Pearl Harbor MS>
- 39 (I+O) Captain Samuel E. Morison <Pearl Harbor MS>
- 40 (I+O) National Geographic Society <Pearl Harbor MS>
- 41 (I+O) U.S. Naval Oceanographic Office <Pearl Harbor MS>
- 42 (I+O) Department of Navy <Pearl Harbor MS>
- 43 (I+O) PBV 3+5 Flying Boats <Pearl Harbor MS>
- 44 (O) Roger Pineau <Pearl Harbor MS>
- 45 (O) William J. Ptosky <Pearl Harbor MS>
- 46 (I+O) Prof. G.W. Prange <Pearl Harbor MS>
- 47 Logan Ramsey <Pearl Harbor MS>
- 48 L.S. Sabin <Pearl Harbor MS>
- 49 (I+O) Captain L.F. Safford <Pearl Harbor MS>
- 50 (I+O) Captain W.E. Scarborough <Pearl Harbor MS> American Aviation Historical Society
- 51 (I+O) C.H. "Dutch" Schildauer <Pearl Harbor MS>
- 52 (I+O) TGW Settle <Pearl Harbor MS>
- 53 (I+O) John Toland <Pearl Harbor MS> Random House

- 54 Kemp Tolley <Pearl Harbor MS>
- 55 (I+O) Homer N. Wallin <Pearl Harbor MS>
- 56 (I) C. Van Vleet, Historian, Dept. of Navy <Pearl Harbor MS> Research materials Pearl Harbor and WW-II Chart: Airplanes
- 57 (I+O) Robert E. Ward <Pearl Harbor MS> Article on PH, U of Michigan
- 58 (I+O) Richard Witkin <Pearl Harbor MS> New York Times Aviation Editor

Box 54

**Correspondence and Photos: JAPAN
I (Incoming) and O (Outgoing)**

- 1-17 Correspondence: (I+O): Post World War II mainly trans.

Ryunosuke Kusaka

Capt. Fred T. Berry

Cdr. Larry Booda

Tomio Mori

Adm. Takaichi Itaya

Takeo Yoshikawa

Lawrence A. Kurtz

- 18 Photos:

Japanese airships

Graf Zeppelin around the world flight

Kusaka and R. Adm. S. Toyoda

Cmdr. in Chief Japanese Combined Fleet

Captain Yasunobu

V. Adm. Torao Kuwabara

Cdr. Booda

V. Adm. Kusaka

Box 55

Manuscript: Pearl Harbor

- 1 Completed Chapters: Notes 1973, Author's Foreword 1974
- 2 Completed Chapters: Chronology, Table Contents, Intro
- 3 Completed Chapters: Introduction
- 4 Completed Chapters: Prologue
- 5 Completed Chapters
- 6 Completed Chapters: Bombs for Openers
- 7 Completed Chapters: Japan and Airships
- 8 Completed Chapters: Epilogue
- 9 Completed Chapters: Notes (at end)
- 10 Draft of chapter: "Why?" [Why Was It Possible for P.H. to Occur?] 1972
- 11 Draft of chapter: "Good but not Perfect" {After "Why" Chapter}

Box 56

Manuscript: Pearl Harbor

- 1 Notes to Introduction and Placebo
- 2 Notes to Preface and Rejected Opportunity
- 3 Preface and Rejected Opportunity
- 4 Chapter II [Made in Japan] (Draft) 1966
- 5 Judgment at Pearl (Partial chapter with notes)
- 6 Rejected Opportunity with Rev. + Notes

- 7 Notes, Reference, Drafts, Correspondences "FDR and Atlantic Chapter," "Court Martial Billy Mitchell" 1972
- 8-9 Original/Latest Smooth "Japan and Airships" 1972 (CER's order)
- 10 Tassafaronga: Correspondences and Notes
- 11 Tassafaronga chapter
- 12 Tassafaronga: Journey's End, Journey to South Pacific 6/1958
- 13 Notes: Morison
- 14 Chapter: "Japan and Airships" 1973
- 15 Notes and random thoughts
- 16 Notes
- 17 Notes and plans for book
- 18 Bump History: Notes

Box 57

Manuscript: Pearl Harbor

- 1 Drafts and notes 1960-69
- 2 Notes 1970-73
- 3 Notes: Active lists, U.S. Navy register, Line officers
- 4 Notes: The Scapegoat
- 5 Notes: Pearl Harbor 1964, 66
- 6 Notes and chronology of war
- 7 Notes 1966-74
- 8 "Rework notes" 1969-70
- 9 Notes and extracts 1969-75
- 10 Notes

- 11 Notes received from Wiltie Creswell, nephew CER
- 12 Research notes: Pearl Harbor
- 13 Sec. Navy Annual Reports 1936-42
- 14 Fleet Airships Atlantic, Pilot's Instructions 11/1944
- 15 Pearl Harbor Ford Island as of 12/7/1941
- 16 Navy Dept. Communiqués 1-300 12/10/1941 - 3/5/1943
- 17 Airship Rescue Operations: Pacific Area 1940 Official Memo: Airship Operations in Hawaiian Sea Frontier, Pacific Fleet 1942-44, 47
- 18 Official Memo: Non-rigid for ASW
- 19 Official Memo: Fleet Weather Central, Pearl Harbor
- 20 Graphs: Hawaiian Dates and Times

Box 58

Manuscript: Pearl Harbor Research

- 1 Pat Bellinger, proposed chapter of events 1941
- 2 Pat Bellinger and congressional testimony
- 3 Twenty-five principles derived from investigation of Pearl Harbor attack
- 4 Notes: Pearl Harbor - Congressional committee and other sources
- 5 Congressional investigation Pearl Harbor, Official reports attack Notes: Pearl Harbor - Excerpts Rpr: Army Pearl Harbor Board 9/1/1945
- 6 Notes: Part 26 - Hart Inquiry; Part 32 - Navy Court of Inquiry
- 7 Notes: Part 39 - Hewitt Inquiry; others
- 8 Congressional inquiries, articles, notes
- 9 Hart inquiry: Kelly Turner testimony
- 10-11 Important dispatches from hart inquiry

- 12 Dispatches hart inquiry and CER's notes in folder 1966, 1969
- 13 Index to witnesses Hearings: Notes on Paris 32, 33, and 39 11/1970
- 14-16 Working data: Akagi and weather

Box 59

Manuscript: Pearl Harbor Research

- 1 Article "Combat Command" by Adm. Fredrick C. Sherman, U.S.N. Ret 1950
- 2 Notes: Maginot Line WW-II; Captains without Eyes, The Broken Seal
- 3 Notes: The Week before Pearl Harbor, Part 11 Proposed GCM changes against Kimmel Part 11
- 4 Notes: Singapore; Nimitz USNIP Dec 1966, The Hawks of WW-II; Taussig USNIP Dec 1972
- 5 Notes: "The Undeclared War: 1940-41; Bloch; Richardson; Marshall
- 6 Notes: Kelly Turner; Stark; Ingersoll; Wellborn; McCrea; Wilkinson History of the Second World War 1971; A Concise History of World War II 1964
- 7 Notes: Harvey Ardman, US Code-Breakers vs. Japanese, Am. Legion, 5/1972
- 8 Articles about Pearl Harbor
- 9 Articles, cups and maps
- 10 Cup: Pearl Harbor and Kimmel
- 11-12 Cup
- 13 Cup: Chicago Tribune
- 14 Research Notes; H.A. Jones, The War in the Air

Box 60

Manuscript [Comparison of HTA and LTA in Transocean Commerce]

- 1 Article (Unpublished): Pan American Airways Trans-Pacific Service [Preliminary study for comparison?] 6/1939

- 2 Manuscript (Unpublished): Aircraft Comparison: HTA + LTA
- 3 Manuscript (Unpublished): Aircraft Comparison: HTA + LTA [CER's copy: incomplete notes 8/27/1971]
- 4 Manuscript (Unpublished): Clippings, statistics
- 5 Manuscript (Unpublished): Aircraft Comparison: HTA + LTA [Added notes 8/27/1941]
- 6 Manuscript (Unpublished): Aircraft Comparison: HTA + LTA [Editorial notes 8/27/1941]

Box 61

Manuscript [Comparison of HTA and LTA for Commerce]

- 1 Article for MS: Hunsaker, "Airships for Commercial Purposes" 9/4/1933
- 2 Memo for MS: American Zeppelin Transport: American Commercial Airships 8/1/1937
- 3 Official Press Release: Naval Air Transport "Mars" cargo flying boat 12/10 and 12/1943
- 4 MS: "Miss Mars" early version draft with revisions 12/17 and 12/1943
- 5 MS: "Message from Mars" 19 pp typescript 12/22/1943
- 6 Notes to MS 1943-1944
- 7 Martin Mars flying boat 2-3/1944
- 8 Correspondence (in): Glenn L. Martin Company 1944
- 9 Mars Transport 3/27/1947
- 10 Notes to MS: Airship Hindenburg Charts and Maps

Box 62

Manuscript - Articles

(Published, Unpublished, and Typescript 1927 - 1940)

- 1 Reflections on the Airship Situation, Rpt. U.S. Naval Institute Proceedings 7/1927
- 2 CER and Otis Chatfield-Taylor, and What of Airships? (24 pp typescript with editorial revisions) 1928
- 3 Lighter than Air Machines, Proceedings Am. Philosophical Society 4/20/1928

- 4 Pamphlet: Lighter-than-Air craft (for students of naval aviation) 6/14/1928
- 5 Airship Terminals (20 pp typed with editorial revisions) 12/6/1928
- 6 Articles: published 1, 3, and 4/1929
- 7-8 Mooring Masts and Landing Trucks for Airships 7/1929
- 9 Popular Science Monthly (11 pp typed with editorial revisions) 12/4/1929
- 10 The New Airship Graf Zeppelin (18 pp typescript with editorial revisions) 1929/30
- 11 Airship Personnel, U.S. Naval Inst. Proceedings 1930
- 12 Aerostatics 7/9/1930
- 13 Important and Interesting Events: Airships Boys Life (13 pp typed with editorial revisions) 1/14/1931
- 14 Mooring and Ground Handling of a Rigid Airship Am. Society Mechanical Engineers (Aeronautical Div.) 5/14/1931
- 15 USS Los Angeles, US Naval Institute Proceedings 6/1931
- 16 What Really Happened to the Akron, Liberty (5 pp printed and photocopy) 12/16/1933
- 17 A New Deal for Airships 3/7/1934
- 18 The Loss of The Akron, US Naval Institute Proceedings (Vol. 60 No. 7) 7/1934
- 19 Junior Birdmen "The Airship in Peace and War (31 pp typed carbon) 2/27/1935
- 20 The Future of the Airship, The National Aeronautic Magazine (9 pp off set) 11-12/1935
- 21 Navy Exchanges Sunnyvale, California, Dirigible Plant for three Army Bases 1935
- 22 Airship Costs and Casualties, US Air Service 1/1936
- 23 As Ye Sow, National Aeronautic Magazine (7 pp off set) 10/1936
- 24 Some Slants on Airships, Our Navy (2 copies off set) Mid Dec, 1936
- 25 Some Mail Comparisons (Air Mail) 1936
- 26 Airships for the US Navy, Sea Power 4/6/1937

- 27 Airship Article, Liberty Magazine (14 pp typed carbon) 7/1937
- 28 Post Hindenburg Disaster, Liberty Magazine (8 pp typed) 8/9/1937
- 29 Trans-Atlantic Youths Digest Travel 9/1938
- 30 Let's Look at the Record (Confidential)(28 pp typed carbon with editorial revisions) 12/3/38
- 31 The Airship Hoists (Flings) A Challenge of Flying Boat 5/29/1939
- 32 The Airship Flings a Challenge to the Flying Boat: Reg. Passenger Service (Typescript 43 pp) 5/22/1939
- 33 Airship Flings Challenge (Overseas Air Service) 5/22/1939
- 34 Pan American Airways Trans-Pacific Service 6/21/1939
- 35 Overseas by Regular Scheduled Air Service (typescript with editorial revisions, 26 pp) 12/5/1939
- 36 Airships-An American Asset, Airships for the American (Western) Hemisphere 7/1940
- 37 Discussion of the Naval Uses of Non-rigid Airships by the U.S. 9/5/1940

Box 63

Manuscript - Articles [Published, Unpublished, and Typescript 1941-1964]

- 1 And 48 Useful Non-rigid Airships, Collier's Magazine (10 pp carbon typed) 1/6/1941
- 2 And 48 Useful Non-rigid Airships, Am. Legion Magazine 9/1941
- 3 Airships: National Assoc. of Commercial Organization Secretaries 10/20/1941
- 4 Proposed Low-Visibility Landing Procedure and Equipment for Airships 12/4/1941
- 5 Needed: Airships (29 pp typed with editorial revisions) 10/30/1943
- 6 The Airship Situation Today 5/25/1944
- 7-9 We Need Airships by Rear Adm. CER as told to Kyle Crichton, Collier's 6/10/1944
- 10 CER's publications 7/11/1944
- 11 Brief for a National Airship Policy, rpt. Aero Digest 10/1/1945

- 12 Proposed draft of Article on the "M.-Ship" for Industrial Aviation 10/19/1945
- 13 Airships for Presidential Air Policy Commission 10/30/1945
- 14 Monograph: "They Were Dependable": Airship Operations in WW-II (3 copies, 1st edition) 4/1946
- 15 Rev. of "They Were Dependable", Newsweek 5/13/1946
- 16 Monograph: "They Were Dependable": Airship Operations in WW-II (3 copies, 2nd edition)
- 17 Give the Airship a Chance and materials for sources (26 pp typed with editorial revisions) 2/24/1947
- 18 Today's Airship Situation (with editorial revisions) 6/2/1947
- 19 The Airship in Overseas Commerce <Dougless Leigh> The Airship and Aero History 10/15/1947
- 20 Brief on the subject of Airships for Presidential Air Policy Comm. 10/30/1947
- 21 Comments on the Key West Defense Covenant 4/13/1948
- 22 Airships in the U.S. Navy, Aero Digest (2 copies) 1/1949
- 23 Airships (Superseded) 7/13/1952
- 24 Let's Look at Airships again 6/1952
- 25 Shenandoah's Last Flight, Argosy (19 pp typed + copy + handwritten) 8/1957
- 26 What Really Happened to the Akron and Macon (Chapter draft - 25 pp typed) 11/1958
- 27 Airships for Encyclopedia Britannica (Final) 1/16/1959
- 28 Response to Antisubmarine Valve Last Hope for Blimps, Navy Times (2copies-3 pp Aldrich and 5 pp CER, typed) 12/26/1959
- 29 The Sunset Years of Dr. Eckener 10/7/1958
- 30 Confidential Uses for Large Airships 6/10/1960 and (Carbons with editorial revisions) 6/7/1961
- 31 Termination of Navy Airship Activities 6/29/1961
- 32 US Navy Signs Death Warrant for Airships New Haven Register 7/7/1961

- 33 Akron and Macon (2 pp typed, carbons, 2 copies) 7/23/1964
- 34 Bumps in WW-II, Am. Swedish Historical Yearbook 1964

Box 64

Manuscript - Articles

[Articles by and about Editorials, and Interviews]

- 1 Bigger and Better Blimps (2 copies, 7 pp carbon typed) n.d.
- 2 Count Zeppelin's Struggle (12 pp typed) n.d.
- 3 Give Rigid Airships a Chance n.d.
- 4 Blue Jackets Manual on Lighter than Air, prepared by USS Los Angeles officers for rigid airships n.d.
- 5 Overseas by Regular Scheduled Air Service n.d.
- 6 US Navy LTA Facilities n.d. Article about CER
- 7 Henry F. Peingle, "Profiles", The New Yorker 3/26/1932
- 8 Don Wharton, "The Captain without a Ship", Today 6/20/1936
- 9 John Goldstrom, "Up Ship!", Am. Swedish Monthly 6/1937
- 10-11 He Wouldn't Give up the Ship, This Week Magazine 6/29/1941
- 12 The Airship's Comeback, The United States News 3/13/1942
- 13 Allan Chase, "A Weapon Axis Could Never Match", Liberty 10/17/1942
- 14 Article about CER: Time 5/24/1943
- 15 Frederick R. Neely, ed. "Wing Talk", Collier's 11/24/1945
- 16 Doings in General: General Petroleum Corporation: Features 6/1947
- 17 Radio talk about CER: Claude Mattoney 8/12/1947
- 18 "Rosie-The One Purpose Guy", Coronet 12/1947
- 19 P.O. Goroer, "Death of the Daughter of the Stars", Palm Beach Post Times (Magazine) 8/28/1955

- 20 Angry Words from an Admiral Who Foresaw Tragedy, Life 7/18/1960
- 21 Naval Post Graduate School, Monterey, CA 10/16/1974
- 22 Naval Aviation News (Blanchard Award) 3/1976
- 23 John Roak in The Press edited by Mrs. Jean Rosendahl 1977
- 24 Rosendahl of Rigidis, Goodyear Magazine for Men, Vol. 1, No. 1 n.d. Editorials and Interviews
- 25 Another Shenandoah, New York Tribune 1/21/1926
- 26 The Airship Service, Engineering 5/22/1931
- 27 The R-101 Report, The Automobile Engineer 5/1931
- 28 Army and Navy Journal 7/4/1936
- 29 Response to "Superiority of Flying Boats", Aeronautical Chamber of Commerce 11/1/1937
- 30 We Need the Airship: told to Kyle Crichton (15 pp typed with editorial revisions) 11/23/1943
- 31 Navy! - Why Not, Aeronautical Digest 12/15/1945
- 32 Response to Congressional (Brewster-Hinshaw) Aviation Policy Board 3/17/194?
- 33 Interview with Michael, Author (Hindenburg, 2/17/41, Book) 9/30/1976
- 34 40 Years after Hindenburg 6/6/1977
- 35 Published letters: Letters, published by Time, Vol. 3, no. 14 (Letter from CER and Dirigible Controversy) 7/6/1936
- 36 New York Herald Tribune 8/13/1947
- 37 The Army - Navy - Air Force Register Army and Navy Journal 1948
- 38 Published letter: Editor of Army - Navy - Air Force Register 1948
- 39 Published letter: Editor of Army and Navy Journal 9/25/1948
- 40 Lighter-than-Air Situation to National Aeronautics Committee, American Legion 8/26/1947
- 41 Published letter to Editor about CER, Life 1960

- 42 Published letter: New York Herald Tribune 8/1/1962
- 43 Letter to Editor: Army, Navy, Air Force Journal and Register, Centennial Issue 12/13/1963
- 44 Letter to Editor: Retired Naval Personnel Newsletter 4/24/1961
- 45 Response: Film: The Last Flight of the Hindenburg <F.W. von Meister> 12/1975
- 46 Interview: CER and R. Stearman, partially transcribed 6/3/1977

Articles by CER and other materials

- 47 Lighter-than-Air or Airships 6/7/1961
- 48 Criticism of LTA n.d.
- 49 Futuristic Account of LTA Commercial Travel n.d.
- 50 Hindenburg: Notes 8+9/58, 12/75
- 51 Odyssey of the Hindenburg, taken from Chapters I and II What about the Airship?

Box 65

Manuscript - Statements [Congress, Federal Agencies, and Press]

Statements/Testimonies 1930-1976

- 1 Statement to Associated Press: Crash of R101 10/5/1930
- 2 Lt. Cdr. CER before Federal Aviation Commission (13 pp typescript off set - 2 copies) 10/31/1934
- 3 Statement before HR, Committee on Naval Affairs: Leahey, Edison, Cook, Fulton, Lewis, 7/26-30/1937
- 4 Statement of CER before Senate Naval Affairs Committee (23 pp typed) 4/12/1938
- 5 Press Report, International News Services, by Secretary of Interior Ickes and Rosendahl's statement 7/21/1938
- 6 Statement: Helium-Ickes Controversy 7/21/1938
- 7 Statement to Press: CER (Helium Controversy) 8/21/1938

- 8 Statement: Senate Naval Affairs Committee 4/12/1938 Submitted to Admiral Stark 8/5/1940
- 9 Memorandum: Reorganization of Lighter-than-Air Organization in U.S. Navy 7/23-11/17/1942
- 10 Memo: Personnel of Airship Organization: NAS: Farewell (2 copies - 3 pp offset) 7/11/1946
- 11 CER before House Interstate and Foreign Commerce Committee (12 pp typed with editorial revisions) 5/14/1947
- 12 Brief: Airships for Presidential Air Policy Commission (18 pp offset) 10/30/1947
- 13 CER, President's Air Policy Comm. 10/30/1947
- 14 Press Release for Newspapers: CER's objections to Presidential Air Policy Comm. Rpt. (2 copies offset) 1/19/1948
- 15 Statement before Aviation Subcommittee, Senate Interstate and Foreign Commerce Committee (2 copies) 5/17/1948
- 16 Statement of AP 3/18/1950
- 17 "Deny Cut Back at Lakehurst" 4/25/1955
- 18 Statement to New York Journal American 6/1957
- 19 Congressional Record Appendix: CER's comments (85th Congress) 6/28/1957
- 20 Subcommittee of Dept. of Defense Appropriations (17 pp), Appropriations Committee of House of Representatives 4/28/1958
- 21 Senate Appropriations Committee (12 pp offset) 7/15/1958
- 22 Senate Appropriations Committee (includes corresp.) 7/24/1958
- 23 Supplemental statement to Senate Appropriations Committee (8 pp typed) 7/24/1958
- 24 Hearings before Subcommittee of Committee on Appropriations, House of Representatives (2 copies) 5/12/1969
- 25 Statement about 12/26/1959 article "Antisubmarine Value Last Hope, Navy Times for Blimps" 12/31/1959
- 26 Statement: "Angry Words from an Admiral Who Foresaw Tragedy," Life 7/18/1960

- 27 Statement to Press: AP: (at 3:15P.M.) 4/3/1961
- 28 Statement Defense Subcommittee of House Committee on Appropriations (2 pp typed) 5/24/1961
- 29 Press Release: Response to Terminating LTA in U.S. Navy 6/27/1961
- 30 Statement before Congress: Proposal to Terminate LTA, Navy (2 copies - offset) 6/30/1961
- 31 Statement: Senate Defense Appropriations Subcommittee 7/11/1961
- 32 Statement on Final Flight of Navy's Last Airship 8/31/1962
- 33 Statement on "Russia Studies Use of Airship" (2 copies - offset) 11/26/1962
- 34 Statement: Press: U.S. Navy Inglorious Strikes Airship Colors 1/10/1963
Statement (about Airship Statement by Captain Stultz) 11/28/1962
- 35 Statement on 30th Anniversary of Loss of "The Hindenburg" (2 copies, one editorial revisions) 6/6/1967
- 36 Legal: CER's deposition: AA Hoehling vs Universal City Studios 9/30/1976
- 37 Statement: Transfer of Deed to Airship
Association for Airship Museum Site 10/27/1976

Box 66

Manuscript - Speeches

[Public and Organizations: US and Foreign]

- 1 Navy Day (6 pp typed with editorial revisions) 10/27/1925
- 2 (Reprinted): Proceedings American Philosophical Society Vol. IXVII, no. 4, 1928
"Lighter-than-Air Machines" (3 copies)
- 3 Aeronautics in the Navy, Navy Day (12 pp typescript with editorial revisions) 10/28/1929
- 4 (Printed): "Rosendahl Advocates More Rigid Airships," SAE 4/1935
- 5 (13 pp typed) "Ground Facilities for Airships," at Planning Conference of Philadelphia Tri-State District 4/16/1936

- 6 Navy Day Talk at Akron, Ohio (13 pp typed) 10/27/1936
- 7 Oceanic Airship Service at 5th Annual Meeting of Institute of Aeronautical Sciences 1/27/1937 (25 pp typed with editorial revisions)
- 8 Acceptance of Guggenheim Award for Dr. Hugo Eckener (6 pp typed) 12/17/1937
- 9 100th Anniversary of Count Zeppelin's Birth (Fried Shafen) 7/8/1938
- 10 The Case for the Airship Today, National Aviation Forum 5/29/1940
- 11 Airships before National Association of Commercial Organization Secretaries (2 copies-16 pp offset) 10/20/1941
- 12 Some Thoughts on the Airship Today and Its Challenge to the Future 6/8/1993
- 13 To 25th Annual Convention Am. Legion, Dept. of New Jersey 8/28/1943
- 14 To United War and Community Services Campaign, Trenton, N.J. 10/10/1943
- 15 Presentation of Army-Navy "E" Award to Amarillo and Exell Helium Plants 1/19/1944
- 16 Our Need for Airships: Southwestern Aviation Conference, Amarillo, TX (15 pp typescript and offset) 10/27/1944
- 17 Sea/Air 1945, 1948
- 18 "Wings over One World," Symposium on Postwar Aviation, Town Hall Workshop, NY 1945
- 19 How Practicable for Immediate Postwar Use Are Lighter-than-Aircraft? Town Hall Workshop 2/5/1945 (16 pp doubled offset)
- 20 Brazilian Air Force Graduation 6/23/1945
- 21 Airships for Overseas Commerce at Am. Merchant Marine Conf. in NY (12 pp typed offset or stencil 2 copies) 10/19/1945
- 22 Navy Day at Akron, Ohio (8 pp typed) 10/27/1945
- 23 Minneapolis to Inactivate Status, Philadelphia Navy Yard 5/21/1946
- 24 [Pacific Coast: Airships] at Los Angeles Chamber of Commerce (15 pp offset) 5/6/1947
- 25 [Airship Safety] at NY Board of Trade Safety Forum (14 pp offset and typescript, 2 copies) 6/26/1947

- 26 Report on LTA Situation to National Aeronautics Comm. of Am. Legion 8/26/1947
- 27 Airship in Overseas Commerce at Overseas Air Transport Panel, Am. Merchant Marine Conf. 10/17/1947

Box 67

Manuscript - Speeches

[Public and Organizations: US and Foreign]

- 1 [Civil Air Transport at Newark] to Exchange Clubs 3/19/1953
- 2 Progress Rpt. of National Air Transport: Wings Club Coordinating Committee 5/20/1953
- 3 Air Transport Coordinating Committee 5/20/1953
- 4 "Where Do We Go from Here?" An Appraisal of Today's Airship Situation 10/14/1954
- 5 Harmon International Trophy Luncheon: Hotel Statler, Wash., D.C. (2 copies) 12/7/1955
- 6 Presentation of Lt. Cmdr. CA Mills at Harmon International Trophy Luncheon (5 pp typed carbon) 10/23/1956
- 7 The Civil Air Industry's Approach to Aircraft Noise Problem before Traffic Club of Newark, NJ 4/16/1959
- 8 Speech at Award: Zeppelinheim 1965
- 9 "It Is Possible to Be Too Quick in Discarding as Well as Too Slow in Adopting" Boston University 4/5/1966
- 10 Plans for the Airship and Balloon League of US, 6th AFCRL Scientific Balloon Symposium 6/8/1970
- 11-13 Research: U.S. Naval Air Station Lakehurst for CER's speech 6/12/1971
- 14 Eulogy for LCDR - Leo Edward Gentile 11/10/1972
- 15 "Where Do We Go from Here?" at LTA workshop, Monterey, California (14 pp photocopy) 9/9-13/1974
- 16 Bell Ringing Ceremony, Bicentennial 7/4/1976
- 17 Dirigible as Commercial Carrier (12 pp typed) n.d.
- 18 Navy Lighter-than-Air Program, Commercial Uses (6 pp typed with editorial revisions) n.d.

19 Rigid Airships, Their Value and Safety n.d.

Box 68

Manuscript - Speeches

[Radio: US and Foreign]

- 1 Los Angeles and Airships General on Navy Day (10 pp offset) 10/28/1926
- 2 WCAU on 1/30/1928 Lighter than Air (8 pp carbon typed) 1/26/1928
- 3 WRNY (1928 Would Be Good Year for Dirigibles) (12 pp typescript with editorial revisions) 2/8/1928
- 4 WEAU and Red Network (Original typescript and photocopy with editorial revisions) 10/17/1928
- 5 WOR: Morning Masts (5 pp typescript with editorial revisions) 2/23/1931
- 6 NBC: Akron (9 pp typescript) 5/27/1932
- 7 Airships at Am. Museum of Natural History 12/26/1935
- 8 WCAU Philadelphia: Airships (11 pp typed with editorial revisions and carbon copy) 5/3/1936
- 9 NBC: Arrival aboard Hindenburg 5/9/1936
- 10 WIP Philadelphia (Hindenburg) (9 pp typescript) 5/28/1936
- 11 Radio City Music Hall, NY, at Junior Birdmen of Am. Rally Lighter-than-Air (6 pp carbon typed) 12/12/1936
- 12 CER's corrections and additions: CBS News: Walter Cronkite: [Hindenburg Disaster] 5/6/1937
- 13 Hindenburg Disaster (4 pp typed with editorial revisions and 2 carbon copies) 5/7/1937
- 14 Hindenburg (10 pp typed with editorial revisions) 6/1937
- 15 WOR: The Future of LTA Ships 6/11/1937
- 16 WMCA: "Transatlantic Travel by Air" (10 pp offset) 7/19/1937
- 17 WOR: Airships for the National Defense (5 pp typed) 4/5/1938

- 18 NBC: from Konstanz, Germany 7/8/1938
- 19 KGMB, Honolulu (7 pp typed with editorial revisions) 10/27/1938
- 20 Boston Radio Talk (5 pp typed carbon) 9/15/1941
- 21 WCNC: Elizabeth City Radio Talk 9/26/1941
- 22 At Amarillo, Texas (9 pp typed with editorial revisions and 3 hand) 10/2/1941
- 23 KFI: Navy's Non-rigid Airship Program at Los Angeles (7 pp typed and copy) 10/21/1941
- 24 Texas Representation in the Navy (4 pp typed with editorial revisions and 2 copies carbon) 4/2/1942
- 25 NBC: Aeronautical Chamber of Commerce, Washington (4 pp typed with editorial revisions) 5/16/1942
- 26 "We the People" CBS Program (5 pp typed and copy with editorial revisions) 5/31/1942
- 27 List of radio recordings: Audio Scriptions, Inc. 8/20/1943
- 28 NBC: "Battle Stations" 8/26/1943
- 29 Blue Network: "Meet Your Navy" 6/2/1944
- 30 Navy Day Broadcast (3 pp typed with editorial revisions) 10/27/1945
- 31 WJW, Cleveland (2 pp typed with editorial revisions) 11/15/1946
- 32 To Scandinavian Countries 8/10/1947
- 33 CBS: Interview on "As It Happens" 5/5/1969
- 34 WTMJ: "Lighter-than-Air Crafts, or Dirigibles" (8 pp typed) n.d.

Box 69

Manuscript – Others

- 1 Correspondence: Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ-type airship 12/1964
- 2 Correspondence: Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ-type airship <Dr. Jur. Helmut Beriet> 1962-1963

- 3 Correspondence: Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ-type airship <Erich Hilligardt, Maurice Chairtin, Klaus Pruss, Henry Irwin and Assoc.> 1964
- 4 Correspondence: Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ-type airship <Dr. Werner P. Fenninger, Dr. Hilligardt> 1964
- 5 Correspondence: Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ-type airship (Includes Appendix III-A) 1964-1965
- 6 Notes and Revisions: Correspondence: Dr. Wolfgang B. Klemperer, technical problems. Resumption LZ-type airship
- 7 [Dr. W.B. Klemperer] Chapter VI The Innovators: Am. Military Rigids 1962
- 8-9 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ (Draft 1, copy 1)
- 10 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ (Draft 2, copy 2)
- 11 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ (Draft 2, copy 3)
- 12 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ (Draft 2, copy 4)
- 13 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ (Final draft)
- 14 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ (Supplement I and Biographical)
- 15 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ (Appendices and final draft) 1964

Box 70
Manuscript - Others

- 1 Dr. Wolfgang B. Klemperer, technical problems. . . Resumption LZ Airships (Copy #2) 12/31/1964
- 2 Dr. Wolfgang B. Klemperer, technical problems, Confronting and resumption of construction of Airships (Copy #3) 1964
- 3 Dr. Wolfgang B. Klemperer, technical problems, Confronting and resumption of construction of Luftchiffbau Zeppelin Type Airships (Copy #6) 12/31/1964
- 4 Technical Problems: LZ Airships (Appendices)

- 5 Technical Problems: Resumption of LZ Airships (Biographies) 12/1964
- 6 Technical Problems: Construction of LZ-type Airships (Biographies of Contributions) 1964

Box 71
Manuscript - Others

- 1-10 P.C. Barnes, Airships: A Discussion 3/30/1919

Box 72
Manuscript – Others

- 1 Hugh Allen, Goodyear Public Relations Director, Why Doesn't America Have Rigid Airships? Incomplete, mimeographed copies of chapters 7/6/1945
- 2 Hugh Allen, Outline (synopsis) of suggested Airship Story, mimeographed, 13 pp n.d.
- 3 Friedrich Herm. Wendel, The "Wemde;"-Speed Ship (Industrial planning proposal: hydroplane with specific wing system for overseas passenger service) Hamburg 1955
- 4 C.S. Forester, "The Good Shepherd" advance galley proofs for Life condensed version. Announce book publication 3/14,21/1955
- 5 A.A. Hoehling, Who Destroyed the Hindenburg? Galley proofs: Little, Brown and Comp. 1962
- 6 Walter S. Andariese, WW-II through Korea: A Collection of Unusual Combat (and other War-Zone) Anecdotes. Labeled MS, 127 pp. 7/4/1974
- 7 Beelitz, the Utilization of Airships, (MS/Tech Rpt. with editorial revisions) trans. Anton Heinen n.d.
- 8 Speech: Helmut Beelitz and article: Value Airship after WW-I 2/18/1930. Letter 1/10/1937

Box 73
Memorabilia
Personal Clipping File

- 1 Photocopies of obits and Historical Clippings from various sources
- 2 Clips 1930's
- 3 USS Akron, Position on Helium 1930's

- 4 Clips 1930's and 1940's
- 5 Clips 1930's-1970's
- 6 Clip: Foreign article 1931
- 7 Clip: CER from the Davenport Democrat 12/1931
- 8 USS Akron 4/27/1931
- 9 Rosendahl weds Jean Wilson (12/22/34) 12/22-28/1934
- 10 Clip: German Newspaper 5/11/1937
- 11 Clip: Sea Duty 1938
- 12 Clip: Events in the life of CER 1938 - 1970's
- 13 Clip: CER, LTA Policy 1940
- 14 Clip: About CER airships and blimps 1940 - 1944
- 15 Clipping file: Originals 6/1944 - 1/2/1948
- 16 Clipping file: Photocopies 6/1944 - 1/2/1948
- 17 Adm. Rosendahl's retirement 1946
- 18 Clipping: Farewell Message 1946
- 19 Clip 1950's
- 20 Clippings: President Truman with Harmon Trophy 1950's
- 21 Wings Club Bulletin 3/1958
- 22 Clip 1960's
- 23 Clippings: Blimp Ends Radar Duty 1960-61
- 24 Clipping: Last Blimp Flight 1962
- 25 Clip: Soviet Blimp Stress by CER 11/27/1962
- 26 Clip: Admiral R. honored Wings Club 1964-1965

- 27 Clippings 1967-1968
- 28 Clip: "Airship Pioneer" 11/10/1968
- 29 Clips: 1970's
- 30 Clip: "The Dirigibles Will Be Back" 1970's
- 31 Clip: Personal - Jean Pierre Blanchard Award 1970's
- 32 Clip: Awards, other 1976
- 33 Clip: Hindenburg Disaster 40th Anniversary 5/1977
- 34 Clipping: Incompetence or Disaster, Xerox copies

Box 74
Memorabilia
Biographical File

- 1 Biographical: Vitae
- 2 Biographical File
- 3 Biography: Who's Who in America 1949
- 4 Correspondence: Hugh Allen - The Rosendahl Story' Desilu Productions, Inc. Samuel Marx 1955
- 5 TV: "The Twentieth Century Presents 'Dirigible,' Walter Cronkite and Telegram: Low Prost 1/17/1960
- 6 TV Program: End of the Blimps - Frank Blair with CER 8/1/1961
- 7 Slides (35mm) "What's My Line?" 1/14/1971
- 8 TV Show: What's My Line? taped 1/14/1971
- 9 TV Show: To Tell the Truth taped 3/9/1971
- 10 TV Show: Today Show taped 7/12/1971
- 11 Correspondence: Movie "Airships over America" by Brian J. Ellis 4/13/1974

- 12 Honors: Aeronautical Roll of Honor 1927-1929 5/27-30/1929 Aeronautical Div. Am. Society of Mechanical Engineers
- 13 Correspondence (I + O): <Distinguished Flying Cross> 1947
- 14 Correspondence (O): Awards - NAS Lakehurst Ocean County 1967
- 15 Clip: Events in the Life of CER
- 16 Personal: Family History, Family Records
- 17 Correspondence (I+O): Cleburne, Texas 1910, 1911, 1930
- 18 Personal: I: Members of CER's family 1930's and 1940's
- 19 Correspondence: I: Personal - Financial records: Mother's insurance and death 1938, 1941
- 20 Personal: US Government Life Insurance 1938
- 21 Correspondence (I+O): Franchise Tax Commission, Sacramento, California, State Income Tax 1939, 40, 42, 45
- 22 Correspondence: Incomings: Personal Telegrams Death of Mother 11/1941
- 23 Christmas cards and calling cards + invitations
- 24 Correspondence: Household items and business trip 1962, 63, 65, 66
- 25 Correspondence (I+O): H.O. (Oscar) Rosendahl 1965
- 26 Personal: Passports 1928,29,55, 60, 65
- 27 Patent: Mechanical Mules for Airship Handling: Branch Case NY 1136 (CER and Geo. Whittle) 1948
- 28 Elkhound Pedigree (Bello av Elghia) 10/6/1931
- 29 Memorandum regarding loss of Norwegian Elkhound (6 typed + copy) 4/12/1940
- 30 Correspondence (I): Personal - Elkhounds 12/13/1948
- 31 Hounds Afield, Vol. 1, No. 8 1949
- 32 Printed materials on Elkhounds

33 American Kennel Club Certificates 1932, 48, 49

Box 75

Memorabilia

Charles E. Rosendahl's Death

- 1 Condolences to Mrs. C.E. (Jean) Rosendahl 5/1977
- 2 Obits
- 3 Clip: Obituaries
- 4 Obit: New Jersey Air Force Assoc. 29th Conv. 1977
- 5 Biographical: Obituary Shipmate: US Naval Academy Alumni Association 7-8/1977
- 6 Personal: Autopsy Report 5/14 and 16/1977
- 7 Guest Book: CER's funeral 5/14/1977
- 8 Guest Book: CER's funeral and Memorial Service Program 5/14/1977

Box 76

Memorabilia

Jean Rosendahl

- 1 Correspondence (I): Captain Ernst A. Lehmann of Germany 2/8/1935
- 2 Correspondence (I): Copy and translation Herman Goering 6/1937
- 3 Correspondence (I+O): Jean Rosendahl <Hindenburg 1937 - 1938; Other>
- 4 Correspondence: Hindenburg <Mrs. Jean Rosendahl, J.M. Johnson (Assist. Secy. Commerce> 5/11/1937
- 5 Telegram (O): Jean Rosendahl 8/17/1942
- 6 Correspondence (I): Marie Lehmann <Jean R.> 7/22/48, 7/5/1956
- 7 Correspondence (I): <Jean R.> Professor Gunther Bock 1949
- 8 Passport: Jean Rosendahl 1955, 60, 65

- 9 Correspondence (I): U.S. Naval Hospital Philadelphia, Pa., Mrs. C.E. Rosendahl Capt. I.A. Sylo, USN C.O. 1962
- 10 Correspondence (I): Lyndon B. Johnson, the Vice President 1/21/1963
- 11 Correspondence (I): FriFray v. Koenig-Warthausen <Mrs. Rosendahl> 1964
- 12 Photos (9) <WNEW Radio N.Y.C.> 10-11/1965 Correspondence (I+O): Varner Paulson, Prog. Director <Mrs. Rosendahl>
- 13 Sadofsky Report Jean Rosendahl Correspondence (I): United Services Auto. Assoc. 2/1970
- 14 Correspondence (I) Jean R. Clippings and Notes 11/1977
- 15 <Death of a friend> photos Correspondence (I): Mrs. Hugh Allen 10/1/1979
- 16 Correspondence (I): Dr. Birgit Ritzorfeld and Aral Journal 1979
- 17 Correspondence (I): Pete 1979
- 18 Correspondence (I): Kay and Ed Rice 11/17/1979
- 19 Correspondence (I): G. Ed Rice 50th Anniv. LZ/27 Around 1979
- 20 Correspondence (I): Heinz M. Wronsky 12/1975 Herbert Becker 2/20/1980
- 21 Clipping File

Box 77

Memorabilia

Trips Abroad: includes Correspondence (I+O) and photos

- 1-3 Correspondence (I): <Photos Germany> Travel Records 100th Anniversary of Count Zeppelin's birth 7/8/1938
- 4 Correspondence (I+O): <Photos Germany> 6/1956
- 5 Trip to Germany: Program 6/1955
- 6 Correspondence: Trip to Germany and Bris 2-3/1960
- 7 Correspondence: Trip to Germany 5/19-25/1960
- 8 Correspondence: Trip to Germany 7-8/1962

- 9 Personal: Frankfurt/Paris Trip Photos 7/1963
- 10 Trip to Germany: Travel records 7/1963
- 11 Correspondence: Trip to Germany and Spain 6/1964
- 12 Herbert Becker (Burgermeister)
Correspondence (I+O): Zeppelinheim, Germany trip of 1965
- 13 Correspondence (I+O): Zeppelin, Germany Trip 10/1967
- 14 German Trip: Die Schaulade and Kaiserpfalz in Gelnhausen 10/4/1967

Box 78*

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Box 79*

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Box 80

Memorabilia

Philately, Autographs, and Mementos

- 1 Fabric from Kitty Hawk
- 2 Swedish/American Philately 1938, 48, 63
- 3 Letter: Mrs. Grace Coolidge 1955
- 4 Letters:
Harry S. Truman 1947 and 1957
Lyndon B. Johnson 1959
Maxwell Taylor 1961
- 5 Autograph: Cardinal Spellman 1965
- 6 Autograph: Richard Nixon 1973

- 7 Philately: gift of Seymour Kessler 1973
- 8 Philately: glider flights

Box 81
Memorabilia - US Airships, Blimps and Ships

Dirigibles

- 1 Airship badge (cloth) and historical airship letter: Walter B. Davis 10/1908
- 2 Boyes Airship brochure
- 3 USS Shenandoah gas cell fabric and commemorative programs 1944, 1975
- 4 USS Los Angeles tags, loaf wrapper, and cap ribbons: USS West Virginia
- 5-6 USS Akron first flight dinner and crew list and ringlaying medallion 9/23/1931
- 7 USS Macon Christmas card

Blimps

- 8 Cartoons of Blimp Squadron 21 and others
- 9 Postcards: Blimps - Class G, K, ZPG
- 10 Blimp drawings on envelopes
- 11 ZPG-3W Memorial service 7/6/1960
- 12 Airship calendars (historical photos) 1968 and 1969;
NAS Lakehurst Bicentennial Badge (cloth)

Ships

- 13 CER nameplate and AAF silk chart: Japan & S. China Sea
- 14 S.S. President Wilson dinner 10/27/1933
- 15 USS Portland first anniversary (autographed) 2/23/1934

Box 82

Memorabilia

Clubs: Programs and Awards Banquets includes Correspondence

- 1-2 Awards banquets: note Blanchard Award 1930 - 1976
- 3 The Adventures Club 19632 - 1965
- 4 The Dirigible Society of America
- 5 Early Bird Club (Article: Airships) 1951
- 6-7 John Ericsson Society 1948, 1969-1970
- 8 The Explorers Club
- 9-13 International order of characters
Correspondence and photos 1964 - 1970
- 14-15 Propeller Club of the United States (note Merchant Marine) 1947 - 1948
- 16 US Air Force Association
- 17-18 The Wings Club: CER honored Photos 1965 - 1969

Box 83

Memorabilia

Ocean County, New Jersey Centennial (1850 - 1950)

[Location of Toms River, N.J., residence CER: Flagpoint]

- 1-3 Photos
- 4-5 Brochures, newsletters, and invitations
- 6 Cachet envelopes and stamps
- 7 Correspondence
- 8 Sheet music
- 9 Clippings
- 10 Ocean County 1963, 1968, 1970
- 11 Bureau of Public Relations: Jetport 1968

12 Bureau of Public Relations: Power Puff Derby 1970, 1972

Box 84
Memorabilia
NAS Lakehurst

- 1 Rigid brochure: photos and charts compare Shenandoah and Los Angeles 1925
- 2 Veterans of Foreign Wars, USS Shenandoah Post (publication on airships) and Airships 1926
- 3-6 Regulations 1928
Facilities and Info sheet 1939
- 7 War History: Commands 1921 - 1946
- 8 Publications:
Beacon 1942
Pine Tree 1946
- 9-10 LTA Experimental 1942
Regulations 1944
- 11 Correspondence 1946 - 1948
- 12 Training and Experimental 1946
- 13 CNATE News Memos 1949
- 14 Flight Instructors Manual 1950
- 15 Blueprint Index: Goodyear 1951
- 16 Hospital Benefit Dinner and Personnel Info. 1955
- 17-18 Overhaul and Repair and Test Facility 1960
- 19 History HC-4 1960
- 20 Development Association 1961

- 21 Correspondence 1961 - 1975
- 22 Photos: Last airship flight 1962
- 23 Change of Commands 1964 - 1975
- 24 Info. sheet 1966
- 25 50 years of Naval Aviation 1967
- 26 Hangar #1: Historical Landmark 1968
- 27-29 Article about Lakehurst and USS Akron Memorial 1973
- 30 Economic analysis of Hangar #1 1976
- 31 Mini-Bicentennial 1976
- 32 Test facility
- 33 "Why Lakehurst?" (loss of USS Akron)
- 34 Personnel lost in R-38, Shenandoah, Akron

Box 85
Memorabilia
NAS Lakehurst

- 1-3 Black Dog 1939 - 1959
- 4-9 Cathedral of the Air
- 10-12 Invitations and programs and clippings 1957 - 1972
- 13-16 50th anniversary: corresp., programs, clippings 1970 - 1971