



# Air-Log

The  
University  
of Texas  
at Dallas

The History of Aviation Collection  
The CAT/Air America Archives

September 1999

The James H. Doolittle Library  
The George H. Williams Library

## Berlin Airlift is Subject of 1999 Jalonick Lecture

The 1999 Jalonick Lecture has been scheduled to take place in the Conference Center Auditorium of the University of Texas at Dallas (UTD), Saturday, Sept 18, 1999. The lecture will be presented by John Provan, noted aviation historian, author and independent television documentary producer. His subject will be "The Berlin Airlift: A Fifty-Year Retrospective." He will discuss the significance and the achievements of the famous air operation fifty years after its successful conclusion. A reception with refreshments will begin at 2:30 p.m. and the lecture will begin at 3:30 p.m. The program is free, and everyone is invited to join us in honoring the men and women of the Berlin Airlift. For more information please contact us at 972-883-2570.

The Jalonick Memorial Distinguished Lecture Series was established to inform and enlighten the public about the history of flight by bringing aviation notables to the Dallas community. Through the years, Dorothy and George Jalonick III were special friends of UTD and the History of Aviation Collection (HAC). Their children and their friends endowed this series in their memory.

## 1999 CAT Association Reunion in Dallas

This year's Civil Air Transport Association reunion will be held October 28 through 31 in Dallas giving the members the opportunity to visit the CAT Air America Archives here at UT Dallas. Some of these old China hands began flying for Claire Chennault as part of the

American Volunteer Group, the original Flying Tigers. Others who joined later went on to work for Air America. Recently their story has been told in the documentary *Fe Hu*, produced by Frank Boring and Frank Christopher and broadcast last February on PBS.

## Excerpts from World War I Flight Rules

A friend of the HAC has sent us a copy of *Notes and Rules for Pilots* published for the flyers of the American Expeditionary Forces during World War I. In addition to observing the utmost vigilance, pilots were to adhere to the following rules:

- Machines with dead motor have right of way over all others.
- In flight, before making a turn, see that no machines are dangerously near on your flanks.
- Never fly in a heavy fog.
- Do not turn machine sharp in taxiing. The tail skid damages the fuselage many times. Hold elevator forward in taxiing; it lessens the weight on the tail.
- Always use a safety belt. In case of accident, do not release belt until after accident. It will probably save injury, especially if machine turns over.
- If gasoline gauge cannot be easily read, a piece of cork on the inside will make it more easy to read as it floats on top.
- Unless absolutely alone, a pilot should not attempt to start a motor without assistance.
- If you start your machine alone, dig a place for the wheels and point the

machine into the wind. If possible, tie the tail to something convenient. Blocks may be used in front of the wheels.

- If there is any wind greater than 25 miles an hour the machine must be headed into the wind, as otherwise it is liable to turn on its nose and break the propeller.
- Do not trust an altitude instrument. Learn to judge altitude, especially on landings.
- It is advisable to carry a good pair of cutting pliers in a position where both passenger and pilot can reach them in case of accident.
- A leak in a honeycomb radiator may often be temporarily repaired by stuffing the cells in the vicinity of the leak with waste or cheesecloth soaked in shellac.
- Riding on the steps of a machine is forbidden. Passengers will ride inside the fuselage.
- In starting from a strange field, always walk over the field to see that no obstacles are going to be in the path of your get-away.
- When starting up the coast, note whether the tide is in or out. There are a number of places where a machine can land at low tide.

## Book Sales Flourish

The sale of duplicate books continues to net funds for the History of Aviation Collection. Book collectors can find what is available and their prices by written request to the HAC or on the internet at [www.freeyellow.com/members2/aeroclassics/Page1.html](http://www.freeyellow.com/members2/aeroclassics/Page1.html)

### **Noted Editor Donates Books, Photos**

It was reported in the May 1999 issue of *Air-Log* that Arthur H. Sanfelici, editor of *Aviation History* magazine, had donated his extensive collection of aviation magazines to the History of Aviation Collection. He has now donated more than 350 aviation books, some very rare, and 1,850 aircraft photos to the collection. It is donations such as these that make HAC a Mecca for aviation researchers and scholars.

### **Veteran Volunteers Receive Kudos**

Two HAC veteran volunteers received plaques last April "in appreciation for their service and devotion to the History of Aviation Collection." George H. Williams, our specialist in World War I aviation, has served for more than 21 years. Larry S. Porter, who documents the re-



Larry Porter receives his plaque from Dr. Larry Sall



George Williams receives his plaque from Dr. Larry Sall

ceipt of books, magazines and other materials received by the Collection has volunteered his time over the past 18 years.

### **Volunteer's Family Honors**

Jack McCracken proudly announces that both his son and daughter-in-law received

special promotions from UCLA and during the same week! Both were promoted to full professorships in their departments. Professor James T. McCracken, M.D. is currently Director of the Child Psychiatry Division at the UCLA Health Science Center. Professor Connie Kasari, Ph.D. teaches and conducts research in the area of special child development.

### **Was There a Kilroy?**

According to one of the newsletters we receive from veterans' organizations, there really was a Kilroy. He was James J. Kilroy, a rivet inspector at the Fore River Shipyard in Quincy, Mass. When he completed an inspection, he crayoned "KILROY WAS HERE" in large letters to indicate that he had counted the rivets which certified the pay the riveters on piecework would get. Since the ships were turned out so fast, there wasn't time to paint out his "trademark" so thousands of servicemen saw it and the idea spread worldwide. Someone added the cartoon

figure of a long nosed individual peering over a fence which has become a World War II icon.

After the war, forty men named Kilroy stepped forward to claim the honor of being the "real" Kilroy. In 1948, the Transit Co. of America offered a prize to the person who could prove he was the real Kilroy. Shipyard officials at Fore River and co-workers submitted enough evidence to verify that their former inspector was the one. His prize was a trolley car. There is no record of what he did with it.

### Did You Know....

....That 18,480 Consolidated B-24 bombers were built during World War II?

....That the last operational P-51 was retired to the Air Force Museum, Wright-Patterson AFB, Ohio on January 27, 1957?

....That the National D-Day Museum will open near New Orleans on June 6, 2000?

.... That the term "the whole nine yards" refers to the 27-foot length of the .50 caliber ammunition belts used to arm aircraft during WW II?

.... That the Japanese lost seven fighter planes during the 1941 attack on the Philippines?

.... That the American losses there were 56 fighters, 18 B-17s and 25 other types of aircraft?

### Cold War Certificate Available

All members of the armed forces and civilian employees of the federal government who served during the Cold War era—September 2, 1945 to December 26, 1991—are eligible to receive a Cold War Recognition Certificate. Signed by Secretary of Defense William Cohen, the certificate is being awarded to recipients for "promoting peace and stability" by a nation that is "forever grateful." An estimated 18-22 million people are eligible.

Letters, accompanied by a document proving that the applicant is eligible, may be submitted to Cold War Recognition,

4035 Ridge Top Road, Fairfax, Va. 22030. For military personnel, the best proofs of service are DD Form 214 (Certificate of release/Discharge from Active Duty); WD AGO Form 53-55 (War Department Separation Document); or Oath of Office – Military Personnel or Letter of Appointment. Applicants for the certificate are cautioned not to send original documents.

Qualifying civilian service can be proved with a Standard Form 50 (Notification of Personnel Action); Standard Form 2809 (Health Benefit Registration Form); an award certificate with employee's name, branch of service or agency, and dates; or retirement forms with the employee's name, service or agency and dates.

Those qualifying for the certificates can also apply via fax at (703) 275-6749; the internet at <http://coldwar.army.mil>; or e-mail at [cwrs@Fairfax-emhl.army.mil](mailto:cwrs@Fairfax-emhl.army.mil).

### First World Flight 75 Years Ago

On September 23, 1924, four men in two Douglas-built aircraft called World Cruisers landed at Seattle after completing the first circumnavigation of the world by air. They had completed the flight in 175 days and had covered 26,345 miles.

Eight men in four aircraft had departed the previous April 6 but one plane crashed in Alaska. Another had a forced landing in the Atlantic and was damaged beyond repair while being hoisted aboard a Navy cruiser for repairs. During the flight, the other two planes had touched down in 29 countries, survived 5 forced landings, and burned out 17 Liberty engines. To this day, no one has duplicated the feat of flying around the globe in single-engine, open-cockpit aircraft.

### HAC Advisory Board Meeting Set

The History of Aviation Collection Advisory Board has set November 1, 1999 as the date for the annual meeting. It will

take place at 10 a.m. in the McDermott Library on the University of Texas at Dallas campus.

### Museum Seeks B-24 Crew Names

The Pueblo (Colorado) Weisbrod Aircraft Museum wants to develop a data base of former B-24/PB4Y and PB4Y-2 crew members for historical research. To add names or request more information, contact International B-24 Museum, 31001 Magnuson Ave., Pueblo, CO 81001.

### What Was a B-29 Made Of?

One of our readers, a former Boeing B-29 Superfortress crew member, has informed us that a single B-29 required 23,652 pounds of aluminum. 11,308 extrusions, 1,418 forgings and 618 castings. The average flyaway cost per plane was \$639,188.

### Book on Flying by CAT Member's Son Received

Miles McCallum, son of CAT Association member Anne Tatham, has authored a book entitled *Flying Light Aircraft*. Michael Johannsen, one of our HAC volunteers, says it is "the most detailed work on the art of small plane flying that he has ever read," including the classic *Stick and Rudder* by Wolfgang Langewiesche. A small plane flyer of a "tail-dragger," Johannsen is especially impressed with the chapter on flying those equipped with tail wheels or skids but recommends the book for anyone flying light planes.

### Dr. Larry Sall named to Interim Director of Libraries

Dr. Hobson Wildenthal, UTD Provost and Vice President for Academic Affairs has appointed Dr. Larry Sall to the position of Interim Director of Libraries for the 1999-2000 academic year.

The University of Texas at Dallas History of Aviation Collection Web Site is [www.utdallas.edu/library/special/index.html](http://www.utdallas.edu/library/special/index.html)