Air-Log

The University of Texas at Dallas

The History of Aviation Collection
The CAT/Air America Archives

September 1998

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

Doolittle Tokyo Raider Files Donated to Doolittle Library

At their 56th reunion held in Sarasota, Florida last April, Doolittle's Tokyo Raiders voted unanimously to have the group's files transferred to the Doolittle Library for the benefit of future scholars and researchers,according to C.V. Glines, the Raiders' historian. The files contain business records, correspondence, programs, news clippings, magazine articles and memorabilia from their famous mission. Significant historical information about the famous 1942 attack on Japan will be duplicated and shared with the Air Force Academy.

The Tokyo Raiders have met annually since 1945 except for 1946, 1951 and 1966. Their next reunion will be held at the Air Force Museum, Wright-Patterson AFB, Ohio, April 15-18, 1999. At that time they will dedicate a Tokyo Raider memorial that was constructed several years ago in the memorial garden area adjacent to the museum and view a new diorama centered around a North American B-25B inside the museum.

Fifteen of the 16 B-25 crews bailed out or crash-landed in China after bombing their targets in Japan on April 18, 1942; the 16th crew flew to Russia and was interned for 14 months. There are 32 survivors of the original 80 men on that epic air mission 56 years ago. Their current ages range from 77 to 85.

The University of Texas at Dallas History of Aviation Collection Web Site is www.utdallas.edu/library/special/index.html

Springweiler Memoirs Now Available

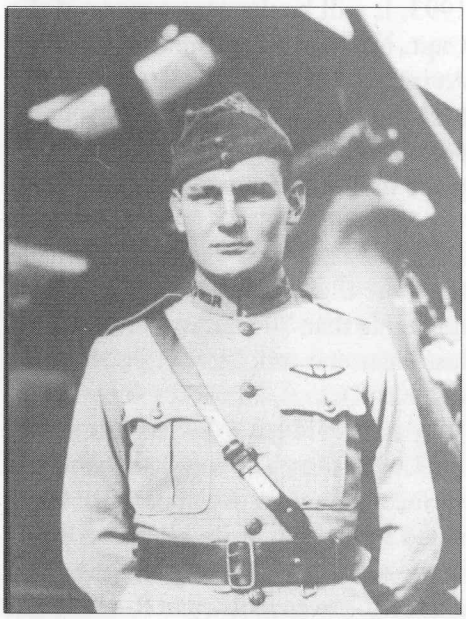
Max Springweiler's translated memoirs, *Pioneer Aviator in China*, are now available from the History of Aviation Collection for a donation of $30 which includes postage and handling. All monies donated for the book will be put in the CAT/Air America Endowment Fund. Springweiler's family and friends paid for the book's production and donated the books to the HAC.

Springweiler's book describes his remarkable life in aviation that took him from Germany to China and back.He spent most of his career in China and Taiwan where he experienced revolution and war, narrow escapes, great accomplishments and unusual adventures. His family was anxious to have his book made available in English because of the requests of his many American friends and fellow CAT employees.

Lt. Henry Clay Book Released

Lt. Henry Clay: Sopwith Camel Ace by Marvin L. Skelton and George H. Williams, can now be obtained from the History of Aviation Collection. This is the first book published by the HAC and was made possible by support from the Foundation of Historical Aviation, Inc.

A resident of Fort Worth, Clay flew with the Royal Air Force during WW I and became an ace. Skelton and Williams provide biographical information about this heretofore unsung hero and transcriptions of his letters to his family during his training and months of combat. The letters give a poignant, articulate view of life and death as a combat aviator on the Western Front during the latter stages of the war. He survived the war only to die in Coblenz during the 1919 influenza epidemic. The authors used the resources of the George H. Williams World War I Aviation History Library, a part of the HAC, in writing this book. It can be obtained from the HAC for $30 which includes postage and handling.



Lt. Henry Clay: Sopwith Camel Ace

Aviation Books for Sale

If you're a collector of aviation books, you'll want to know that the History of Aviation Collection (HAC) has many for sale, some very rare. These are duplicates of donated books already in the

An equal opportunity/affirmative action university

collection and are all in excellent condition. Funds obtained from their sale are used to purchase the latest aviation books on the market.

A list of the books on sale by author, title, publisher and price is available and can be mailed on request. It can also be found on the Internet, at www.freeyellow.com/members2/aeroclassics/Pagel. html

The Hughes "Spruce Goose" Lives On In Oregon

For those who wonder what happened to the famous Hughes HK-1 "Spruce Goose," (later designated the H-4 Hercules when Henry Kaiser withdrew from the project), it has been resting comfortably protected at the headquarters of Evergreen International Aviation, McMinnville, Oregon since February 1993. It will be the center piece of the Capt. Michael King Smith Evergreen Aviation Educational Center at McMinnville, when the Center is completed in 2000. Ground-breaking took place in August.

The largest plane ever built, it made only one flight (on Nov. 2, 1947), flew no higher than 70 feet, was airborne for less than one mile. It weighs 400,000 lbs, has a wingspan of 320 ft, is 219 ft. long and could have carried 750 troops for 3,000 miles. The entire airframe and surface structures are composed of laminated wood (primarily birch). All primary control surfaces except the flaps are fabric-covered. Its eight R-4360 Pratt & Whitney engines, largest reciprocating engines ever built, were rated at 3,000 h.p. each. The eight four-bladed Hamilton Standard Propellers, diameter 17'-2", have reverse pitch capability.

The Evergreen museum has a number of flyable, vintage aircraft in its 45-plane stable, including a Ford Tri-Motor, North American P-51D, Messershcmitt 109G-10, Curtiss P-40, Vought FG-1D and Supermarine Mark-16 Spitfire. Information about the center, its planes and plans can be found on the internet at www.sprucegoose.org.

Jack G. Real, former confidante of Howard Hughes, is now President of the Educational Center. He visited the HAC last March to assist in presenting the portrait of Hughes to the library as mentioned in the last Air-Log.

A Note from the Past and a Warning

Retired AF Gen. Robert T. Herres, now CEO of USAA insurance company, at an address during a March 1998 symposium at the Nimitz Museum, Fredericksburg, Texas, reminded listeners of the remarkable industrial achievements made by the U.S. by the end of World War II:

- 180 airfields were built.
- Tank production rose from 400 per year to 17,500.
- Ship production reached nearly 200 per month.
- Aircraft production increased to 96,000 per year.
- Nearly 30 percent of Britain's war equipment had been supplied by the U.S.
- America supplied Russian troops with 13 million pairs of boots.

Herres cautioned that it might be impossible to repeat such a miracle of production in another war because recent test results showed U.S. teenagers lag far behind their contemporaries in other countries in math and science. He said over 25 percent of current college freshmen need a remedial course in English or mathematics. According to a cited study, about half of the twenty-seven million American adolescents are at risk of not reaching productive adulthood because of poor achievement in school, truancy, anti-social behavior, low resistance to negative peer influence, lack of parental support, and living in economically deprived neighborhoods.

Although the general is optimistic that the trend can be reversed if the problems are met and solved, he believes it's an open question. He feels that the key to ensuring preparedness, and the younger generation's contributions to that endeavor lies in effective civic action by dedicated and experienced Americans who do not shirk their obligations to serve the nation.

SAC Museum Nearing Completion

The Strategic Air Command (SAC) Museum near Omaha, Neb. was opened officially on May 16, 1998. The $29.5 million facility is located 35 miles from Offutt AFB just off Interstate 80 at the Mahoney State Park exit between Omaha and Lincoln.

The museum has 33 SAC aircraft and 6 missiles on display. It has a restoration and preservation gallery, 200-seat theater, traveling exhibit gallery, museum store, snack bar, and children's interactive gallery. The museum hours are 9 a.m. to 6 p.m. daily. Admission is $6.00 for adults, $5.00 for seniors, and $3.00 for children 5-12; those under 5 are free. The address is P.O. Box 70, South Bend, NE 68058-0070. More information may be found on the Internet at www.strategicaircommand.com.

Robinson Files and Books Donated

Files and books from the collection of Dr. Douglas H. Robinson, noted author of seven books on airships, including The Zeppelin in Combat: A History of the German Naval Airship Division, a classic, have been donated to the History of Aviation Collection. A life-long lighter-than-air enthusiast, he visited the Zeppelin works at Friedrichshafen in July 1937, two months after the Hindenburg disaster where the Graf Zeppelin II, last of the rigids, was nearing completion. It was during this visit that he began his research about the Zeppelins, the world's first strategic bomber force.

A Harvard Medical School graduate, Dr. Robinson also wrote a book entitled Dangerous Sky, A History of Aviation Medicine. It documents how medical men first investigated the hazards to which flying subjected the human organism, and how these were overcome.

HAC Is Repository for Enola Gay Controversy Records

The 1995 controversy about the Enola Gay display at the National Air & Space Museum can now be studied in depth at UTD. Hundreds of World War II veterans and organizations joined forces to register their opposition to the revisionist view of history that was to be presented at the world's most popular museum to commemorate the 50th anniversary of the end of World War II. When word of the museum's proposed script was revealed, American veterans responded with an overwhelming negative reaction. The script portrayed these veterans as "racist...fighting a war of vengeance," while the "Japanese were defending their unique culture against Western imperialism." Dr. Martin Harwit, the museum's director and leader of the revisionist viewpoint, was forced to resign.

Extensive files about the controversy have been received by HAC from William E. Cooper, Dallas business leader and former B-29 pilot. William A. Rooney, Donald C. Rehl, W. Burr Bennett and other members of the Committee for the Restoration and Display of the Enola Gay have also offered their files for the benefit of future researchers. All were key players in the fight to make the exhibition of the famous B-29 that dropped the first atomic bomb reflect an honest representation of the aircraft and its role in bringing World War II to an end.

Dissertation Prepared on Mexico's 201st Fighter Squadron

Dr. William G. Tudor of Dallas completed his doctoral requirements at Texas Christian University by preparing a dissertation on the Mexican 201st Fighter Squadron and its role in supporting U.S. forces in the Philippines during World War II. Mexico declared war on the Axis powers on May 22, 1942 because of losses of oil tankers in the Gulf of Mexico. Thirty-eight pilot-officers were graduated from Majors Field, Greenville, Texas on Feb. 22, 1945 and were assigned to fly Republic P-47D Thunderbolts. The Fuerza Aerea Expedicionaria Mexicana Escuadron 201("Fighting Eagles") with about 250 enlisted men arrived in the Philippines on April 30, 1945 and were assigned to the 58th Fighter Group of the Fifth Air Force.

After a pre-combat training period, the 201st had its first engagement with the enemy as a unit on June 1, 1945 by attacking Japanese troops and destroying gun positions on Luzon. The squadron then flew ground support and long-range reconnaissance missions over Formosa (now Taiwan) until the war ended. In addition to Mexican awards, some of the 201st pilots received the U.S. Legion of Merit and the Air Medal. The squadron was awarded the U.S. Presidential Unit Citation.

Resident aliens from Mexico were allowed to enlist in the U.S. armed forces during WW II and a reported 250,000 Mexican nationals were inducted. Nearly 14,000 saw combat and more than 1,000 were killed in action.

National Hall of Fame Enshrines Four

The National Hall of Fame, Dayton, Ohio, with Col. Frank Borman as master of ceremonies, inducted the following four new members during the 37th enshrinement ceremony on July 18, 1998 at the Dayton, Ohio Convention Center:

Maj. Gen. (Dr.) Harry G. Armstrong, USAF, noted for his aviation medical research. He was credited with reducing the physiological incidents and mortality rate among combat aircrewmen during World War II, and made many contributions to the development of high-altitude oxygen equipment. Born in 1899, he died in 1983.

Capt. James A. Lovell, Jr. USN, Navy test pilot and astronaut. He flew with Frank Borman on Gemini 7 which made the first rendezvous in space and set a record-breaking endurance flight while in orbit. He later flew on Gemini 12, Apollo 8 and Apollo 13 space missions. Born in 1928, he presently serves as head of Lovell Communications.

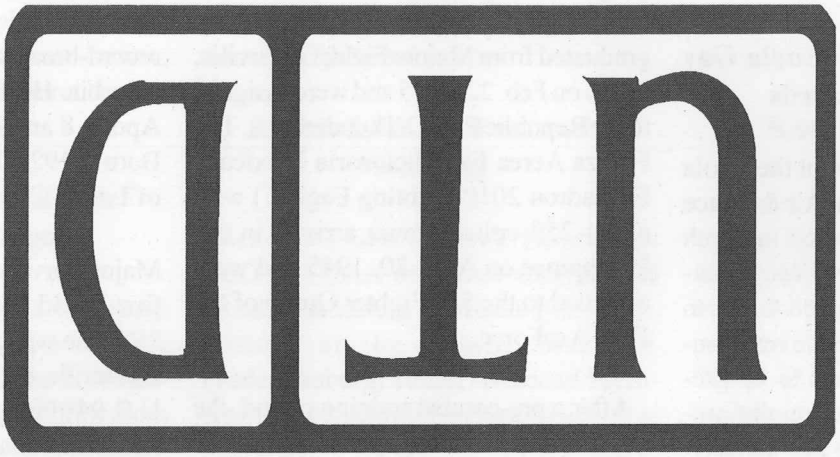
Major Gervais Raoul Lufbery, America's first World War I ace. Born in France in 1885, he was a member of the Lafayette Escadrille and later commander of the U.S. 94th Pursuit Squadron. He was credited with a total of seventeen enemy kills, making him America's third highest scoring ace. Declining to use a parachute, he was killed in May 1919 when he jumped from a burning plane.

Dr. Sam Williams, born in 1921, was a graduate of Purdue University and founded Williams Research Corporation (later Williams International) to develop new applications for small gas turbine engines. He led the development of the world's smallest fanjet engine, the WR 19 which evolved into the F107 fanjet. In 1996, Williams International was selected to join NASA in a cooperative effort to revitalize the light aircraft industry in the U.S. Early last year, he teamed with Burt Rutan to design the new Williams V-Jet II aircraft.

Vought Historical Materials Donated

Dick Atkins, Director of Museums for the Northrop Grumman Vought Retiree Club of Dallas, presented several boxes of Vought historical materials to Dr. Larry Sall, Director of Special Collections. The materials were collected by Atkins over a 37-year career with Vought/LTV.

Visit us at: www.utdallas.edu/library/special/index.html



The University of Texas at Dallas

RETURN SERVICE REQUESTED

Editor..... C. V. Glines
Design.....F. W. Biddenstadt

Air-Log

Air-Log
The University of Texas at Dallas
Box 830643
Richardson, TX 75083-0643

An equal opportunity/affirmative action university

Non-Profit Org.
U. S. postage
PAID
Richardson TX 75080
Permit 108