

“My Display Models” In Jack’s Own Words

In November of 2009 Jack sent some emails to his grandson David Hoffer. Jack planned to turn his display models over to David, and wanted to provide some history with them. Jack’s writings include his experiences in flying some of these aircraft, which are very interesting. The fact that Jack even has display models of these planes indicates they are special to him.

Here is the content of those emails, including pictures Jack took of the models. Thanks to David Hoffer for forwarding these emails to me. Also included here are some excerpts from an email Jack sent to David regarding his model building, which I am calling “Preface”, in which I’ve eliminated dialog regarding the logistics of getting the models to David, which models he might like to have, etc. But some of Jack’s “Preface” email is worth reading. [\[Larger Pictures\]](#)

=== PREFACE ===

I endeavored to highlight each with a little description of the background for each. I have built, collected and saved many more models over the years, but as Jean and I have moved here and there, packing and loading all of them became more and more difficult! When we moved out here, to Oregon, was the last straw, so to speak. I negotiated with myself, and gritted my teeth over the selection of what to save and what to discard, but finally came up with this bunch. My interest and affection for each made some hard choices! So I felt in this case, that you should make the choice, by your interest, of what you thought was best.

I guess I would like to share with you a story of my childhood, and my father, which probably brought me to this way of feeling about this [keeping and storing models].

My father did not countenance anything but hard work that was necessary to make a living and support a family at the time I was growing up. Unfortunately for me, I was early addicted to airplanes and models. My mother supported me, and helped in every way. She allowed me a room of my own in our big house at that time. I stayed in it and worked (played) with my models most of the time, even missing meals sometimes. My father wanted me to be doing something more (work-like) to help around the house. He just got fed up with the idea one time, and one Sunday morning, got a big box and came into my room and picked up everything in it (models, supplies and scraps) put it all into the box, and took it outside and set it on fire, completely burning up everything!

Well, I was broken hearted at the time, but with time and a little wisdom that came with getting older, I realized that he was right, and I had carried my operations a little too far! Since then, I have stored in my memory that nothing is really so valuable that you can't get along without it, except health and friends, so that's my motto now!

Hope you're not bored with "old folks" talk, David. I will keep sending the rest of the model pictures and stories. About 10 to go! Always be in touch if we can help!

~Gdad~

=== AT-6 TEXAN ===

The AT-6 (US Army designation) or SNJ (Navy) was the primary advanced trainer used during WWII, and was the last stage of training for military pilots of the day. It was (in that day) considered to be pretty high performance, high powered, difficult to fly. The idea was that if you could fly this, you could fly about anything. And that was proved to be true, by the fact that most military pilot trainees went on to fly all kinds of airplanes successfully during the war. It was designed to look and fly like most fighter airplanes of the times. But it had two seats, so that the new pilots could be trained by an instructor pilot. It served well for the entire war and was even used in combat situations in some places around the world after the war. Like the Stearman, it is still flying all over the world. With many of them owned by private pilots and in museums.



I finished my Navy training at Pensacola, FL. in the SNJ version, early in 1942, and have flown them again many times since. Like the Stearman, they are much sought after, and bring very high prices today. Trade-A-Plane magazine will show you prices of \$200,000 up to \$500,000 for a good T-6.

=== F6F HELLCAT ===

A WWII Navy Fighter. In my opinion the best fighter of the war. Other people, particularly USAF enthusiasts, do not always agree. Different people use different criteria to decide which is best. I use what is called "kill ratio", which is the proportion of losses of this airplane to the losses, in the same fight, to the enemy airplanes. The F6F has the best kill ratio of any WWII fighter. That ratio is 18 to 1. The USAF best is 11 to 1 by the P-51. Good, but not as good as the F6F by far! The F6F was a product of the Grumman "Iron works", so named because Grumman's reputation was to build very strong, tough airplanes. The F6F surely was that, surviving amazing combat damage, and coming home safe. It was a rugged, easy to build, easy to fly, and reliable airplane. Each airplane cost the government \$75,000, in 1945. Excellent speed and high altitude capability made it a very versatile airplane. Grumman produced about 15,000 of them during WWII. They were one of the many airplanes which were designed and produced during the war, in answer to the needs of the war time experiences. It was a big airplane, and had the most powerful engine available at that time.



After I graduated from the Pensacola Navy Pilot Training in 1942, I was assigned to fly the F6F, and although I occasionally flew other airplanes, I flew it all through the war. I'm sure glad I did, because I was sure that it saved my life on many occasions. I went through Night fighter training, and flew the night fighter version (F6F-5N) as a night fighter pilot attached to a day fighter squadron (VF-88), aboard the Carrier Yorktown, during my combat tour. The Yorktown has been preserved for history, anchored at Charlestown, S. C., where the public can visit it, and go on board, where I lived for a year during 1944 and 1945. The F6F is one of a group of airplane in which I accumulated more than 1,000 hours of flying time. Because of that, and the fact that it brought me home safely so many times, it is certainly one of my favorite airplanes.

This model is hand carved from balsa wood, and made by me, right after coming home to Ga., after WWII was over, in 1946. It is a small model, and has a wingspan of about 7 inches, and it is painted in Navy dark blue, as were the night fighter aircraft that I flew in the war.

=== PT-17 "STEARMAN" ===

Commonly called the "Stearman" because it was designed by Lloyd Stearman, while he was working at the Stearman Aircraft Plant. Boeing Aircraft bought this plane in 1938, and continued to build all the "Stearman" aircraft during the war. The PT-13 was the first designation, but when that plane won the military contract for Trainer (PT for primary trainer) in 1939, it became an updated version, the PT-17 in the US Army, and was called the N2S-1 in the Navy. It was the most widely used primary trainer throughout the WWII, and in spite of what people say about the Piper Cub, the PT-17 taught more pilots to fly than any other airplane. It was a very easy to fly, steady and strong and reliable airplane. The primary trainer was the first step in becoming a military pilot in those days. After that would come Basic training, then Advanced training, and if you made it through all that, you "won your wings" and became a full-fledged military pilot. That usually took about a year, during the war.



Being in the Navy, I flew the N2S version of the Stearman, at what was called the E-Base. Meaning "Elimination" Base airport. About 40 percent of each class was eliminated, as I went through this part of the Navy training! This airport for me, was the Naval Air Station, Memphis, Tenn.

Since then, I have flown many civilian Stearmans, and owned a couple of them myself. They were sold surplus after the war, and brand new, sold for about \$400.00. They were also used by a lot of crop duster businesses at that time. They are still much sought after, today, for personal fun fly airplanes, and for air shows, and nearly every aviation museum has one or more of them. One of

those long lived and loved airplanes. Today, people who do not know airplanes well, will call almost any biplane they see, a Stearman!

=== B-47 STRATOJET ===

The B-47 was designed in the middle 1940's as a result of the USA capturing some of the German design engineers at the end of WWII, and bringing them and their families to the US. Boeing put them to work, and with their own designers, came up with this design for a high speed, jet powered, long range bomber. It won the competition for this type plane, and was put into production in 1949, and was ultimately manufactured by Boeing, Douglas and Lockheed Ga. Companies, in order to get a lot of them quickly. There were about 6,000 of them made, in production until 1961. It was a very advanced sweptwing design, and was the first bomber to achieve over 600 mph, faster than most fighters of its day. Many aviation enthusiasts think that it is the most beautiful airplane ever built, and I agree with them. It was a high altitude, swept wing, jet powered airplane, but its most unusual feature was the "bicycle" landing gear it had. The two main wheels were in the front and back of the fuselage, with small "outrigger" wheels out under each wing.



I feel very honored to have had a part in manufacturing these planes. I was employed by Lockheed Ga. Aircraft Co. starting in 1955 as a test pilot, flying the new airplanes as they came off of the production line. It was a very exciting airplane to fly, and I enjoyed the work. The B-47 production was finished in 1961, and I accumulated more than 1,000 hours flying them. At the time, that was certainly the highlight of my career so far. Most of the pilots working there were retired from the SAC command in the USAF, and myself and my good friend Lloyd Harris were the only "local grown" small airplane pilots in the bunch, but we both did very well. Lloyd went on to become Chief Pilot soon, and I became Chief pilot for the C-5A when it came out, which was the world's largest airplane at that time.

I made this model in 1960, while I was flying the real airplane.

=== SPIRIT OF ST LOUIS ===

Of course, this is not the "kind" of airplane it is. It was made by Ryan Aircraft factory, in San Diego. The story of its design and building is so well covered in Lindbergh's book, "WE", that I won't repeat any of that here. Let's just say that the name "Spirit of St. Louis" was given to it after Lindbergh first flew it non-stop from San Diego to St. Louis, as his way of giving it a realistic test, before flying across the Atlantic Ocean. The group of men there who sponsored him wanted a name that would let the public know where it came from.



The plane was a "one off" follow-on design, from an airplane Ryan had previously built. Donald Hall, with Lindbergh's help, modified the previous design, and made it into the ocean spanning airplane that became so famous. After making the flight from America to Paris, the plane and Lindbergh were immediately world famous. Probably more so than any one or any airplane have ever been. Even today, I'll bet that more people all over the world know Lindbergh's name better than any other!

As an airplane, it is not a good one, for anyone else, or any other purpose. It very difficult and even dangerous to fly, but Lindbergh's skill overcame all and was very successful. It was very unstable and had little controllability and virtually no visibility ahead. Even had a periscope in the cockpit so he could see ahead. He could do things with that airplane that no one else would even try! And made it look easy!

It is the most famous airplane ever! I built this model way back in the 1950's, and have always enjoyed having it around to remind me of the greatest accomplishment in aviation history.

=== SR-71 BLACKBIRD ===

The SR-71 is perhaps the most outstanding aircraft ever! It was, and is today, the fastest airplane, in the world. It is, in the main sense, a normal airplane. It is, in a general sense, just like the Wright Bros first airplane, just a little faster. It has officially flown at up to 2200 miles per hour. And probably can and has gone faster than that. Being a military airplane, and kept somewhat in secrecy for military purposes, not all the available information is released. This airplane is a product of Kelly Johnson's imagination and skill, and the Lockheed Skunk Works in 1955. It was unique in almost every detail, and remains so today. Very expensive, of course, but it answered the need at the time (cold war). President Eisenhower asked for an airplane to replace the Lockheed U-2, to operate as a "spy" plane, gathering information anywhere in the world, that could not be stopped by other nations. It flies too high and too fast for rockets to catch it! It has many absolutely amazing design features, and required the most intensive crew training of any airplane ever. Only about 300 pilots have ever flown it. It is the only airplane that has never been surpassed, and now that it has been retired from service, probably never will be. It's just too expensive.



I, of course, have never flown one, but have read all available information published by actual crew members, in order to try to understand the difficulties of operating such a plane. It's nothing short of wonderful to think that our aircraft industry could produce such a plane. I have kept this model as a reminder that there's always something better out there. This is the best of the best, a goal for all of us to work toward!

=== P-40 WARHAWK ===

The Curtiss P-40 was the first fighter aircraft to be put into mass production by the USA for World War II. It gained fame as the airplane that the FLYING TIGERS used in China in 1939 to fight the Japanese. Later, it served England and the USA in Africa in the Desert War there. It went on from there to serve in all theaters of WWII. It wasn't the best fighter of WWII, but was one of the best, and was first when it was needed, before the other fighters were designed and built. It was a typical American design, tough built and easy to fly. The "Shark's Mouth" paint scheme has been so well known that it has remained popular to this day, and is among the popular restored airplanes that are kept in museums today.



This model is representative of my interest in airplanes and models in 1939. I was still in High school (10th grade) and had built a lot of flying models before that, but the P-40 had caught everyone's imagination at the time. So I built this as the best show (non-flying) model I could make at the time! That makes it 70 years old now!! It is in its original form, and paint finish. There is some damage to the prop spinner (red) paint, where my sister Lois at that time, showed her displeasure with me about something, and scratched the paint off with her finger nail. I have kept it in the same condition all these years, just to keep it original. It is carved from balsa wood, and painted with aircraft dope (paint). It has been my number one "show-off" model all my life, almost as old as I am.

=== L-1329 JETSTAR ===

This is the largest "image" in my flying life, at this stage covering my entire career. I have more actual hours in the air, flying time, in the Jetstar, than any other airplane! Over 8,000 hours!

The Jetstar was designed and built by Kelly Johnson (in my opinion, the best aviation designer and engineer in the history of airplanes), in the Lockheed "Skunk Works", sometimes called the "Kelly Johnson Skunk Works" because it was his idea, and he managed it. It was a little factory, attached to and associated with, the main Lockheed plant in Burbank, CA.. Its function was to get away from the "hubbub" of the main plant, and allow a special group of employees to concentrate on special projects without being interrupted by daily



problems of the big plant. A side benefit was the ability to keep secret projects away from the general people of the plant as well as the world!

In 1957, the USAF came up with the requirement of converting to an all jet air force, and to train pilots, ground crews and management personnel, they had to obtain a lot of jet airplanes. One of the types needed would be multi-engine personnel transports, and they asked for bids from manufacturers for these types. Lockheed bid on the 4 engine type, and North American bid on a 2 engine type. The Pentagon promised to order in the neighborhood of 5,000 of each type. Lockheed won the contract for the 4 engine one, and Kelly and the Skunkworks designed and built the first airplane in 90 days!

Because the engine contractor, Westinghouse, did not have their newly designed engine ready yet, Kelly used a British available engine, the Orpheus, to get this first airplane flying quickly. And because the British engine was more powerful than the Westinghouse would be, they only used 2 of them. So the first and second Jetstars were built as 2 engine airplanes. These first 2 were delivered to Lockheed Ga. in 1958, and Lockheed Ga. was given the responsibility of selling the airplane to the Air Force, and as it turned out, to civilian Companies also.

In 1958, I was the third pilot to be "checked out" (become familiar) with the Jetstar. During 1958 and 1959, I flew around the country, to demonstrate the new airplane to those companies which Lockheed felt might want to buy a Jetstar. It was a great advance in aviation technology at that time, being the first jet powered, swept wing, high altitude commercial airplane in the world. Lockheed wanted to try to sell it to commercial civilian companies, because it looked like the Air Force was changing its mind about buying lots of them. Which turned out to be true. In the end, the USAF bought only 21, and civilians bought 190.

In 1960, the Jetstar was put into production, as always intended, as a 4 engine airplane. As it began to be produced and delivered, we (flight operations at Lockheed) began to teach the ground school for pilots and mechanics. When the airplanes were delivered to each customer, because it was such new type of airplane, Lockheed provided a pilot (instructor) and mechanic with each airplane, to the customer's home airport. Lockheed, by that time, had 5 pilots who were instructors in the airplane. Because, I think, I was the only pilot who taught the ground school, I became the most requested (by the customers) instructor, and for the next two years, spent most of my time away from home, at different customer airports, training the new (only to the Jetstar) pilots. Most of the students were very experienced pilots, in other types of planes, but almost no one in those days had flown jets, or at high altitudes, or swept wing airplanes. So the training program was lengthy and strict. One of my students was Jim Cross, an Air Force pilot, who later became Lyndon Johnson's presidential pilot. Some of the Companies who bought the Jetstar are: Texaco Aviation, Conoco Aviation, Ethyl Corp. United Aircraft, and Ford Motor Co. Most of the students for these companies were the Chief Pilot of the company, and very experienced pilots on their own. This gave me the opportunity to accumulate a lot of flight hours in the Jetstar, as well as learn a lot myself from these experienced pilots that I was flying with. I felt it was a fair exchange.

In 1964, Lockheed relented, and let me stay at home for a while. I went back to flying the C-130s and studying the new C-5 airplane. In 1965, I became the C-5 Project Manager and Chief Pilot, and started flying the new C-5s as they were built. Of course, we also flew the new Jetstars as they came out. During this time, I also did a lot training for ATP licenses for pilots who were moving up in their jobs, and giving the FAA required check rides for this license. (David, it was during this period that you were born!)

In 1971, I resigned from Lockheed, and went to work for Frates Enterprises, in Tulsa, OK. They had just purchased a new Jetstar from Lockheed, and needed a pilot. So we moved to Tulsa, and enjoyed that work for 4 years. At that time, they sold their Jetstar, so we moved on to California, and another new airplane, the Gulfstream G-2.

In 1977, we moved back to Ga., and started instructing Jetstar ground school for *Flight Safety International*, and instructing flight training in their flight simulator for the Jetstar. At that time, Flight Safety had the only Jetstar flight simulator in the world. So I was teaching ground school, doing flight simulator training, and giving Jetstar check flights for ATP ratings. And even getting an occa-

sional flight in a customer airplane! This concludes all the different times and ways in which I accumulated all those hours in the Jetstar, and all the ways I learned to love that airplane.

This model is a molded plastic factory made model. Passed out to customers, and anyone who could get one by the Jetstar Sales Dept. at Lockheed. It is about 10 " wingspan, and has an official Lockheed mounting stand.

=== F2H BANSHEE ===

Another of the variety of airplanes that were at VX-3 in Atlantic City, N. J. in 1952 where I was stationed as a test pilot. It was a development of the first Jet Fighter that the Navy had, and the very first Jet fighter to routinely take-off and land aboard a carrier. Its twin engine configuration made it very reliable. It was produced in many versions. This is the long-nosed photo-reconnaissance version, the F2H-2P. It was a very easy airplane to fly, but not the fastest one around! The earliest version, the FH-1 was in fact limited to 350 knots indicated airspeed, and anyone who exceeded that speed discovered a new phenomenon, called "Mach Tuck". New to pilots of the day, it meant that at speed faster than 350 IAS, the airplane would suddenly, and violently, pitch uncontrollably toward nose down. Several pilots were killed before they all figured out what was causing it. But as long as you obeyed the rules, it was fine.



We did an interesting experiment at VX-3, with the Banshee. We let out a long cable from one airplane, and hooked up to another following airplane, and shutdown the engines on the second plane, and pulled it with the first, as far as the first could get home from. This extended the range of the second airplane. Range was the big problem of jets in those days. I remember it because a friend I made in those days, Jack Stephson, is the one who checked me out (familiarized) in the Banshee. He went on to become a test pilot for Grumman Aircraft, at the same time I went to work at Lockheed. Much later, in the 60's, he was killed in a crash.

This model is a plastic molded commercially made model. I acquired it while at Atlantic City, and have kept it to remember a good friend.

=== AD/A-1 SKYRAIDER ==

The Douglas AD in the Navy, and was called the A-1 in the USAF, is "The Korean War" airplane, to me. It was very prominent in the Korean battlefront, and was the airplane which I flew most of time at Atlantic City, during my "retread" days in the Navy. It was designed as an Attack Dive Bomber, but actually flew very similarly to all the fighters of WWII. The differences were only that the AD was bigger, more powerful, and more maneuverable. It had hydraulic boosted controls, and very large dive brakes, which only the P-38 had during the WWII period. Of course, being a carrier based airplane, it had folding wings too. It had a large fuel capacity, coupled with an autopilot, very unusual for a military fighter type of plane, and was very comfortable to fly long distances. Normally, it was a single seated airplane, but there were different versions with sometimes 4 and sometime 5 seats in them. All in all, a very nice to fly airplane. With better performance than any WWII fighter plane!



When I was recalled into the Navy, in 1951, I was sent to Atlantic City, N. J. to VX-3, an "Air Development" Squadron. That was great for me, because they had many different types of airplanes to fly. I was assigned to the AD as my primary airplane, but could fly all the rest when the occasion warranted it. As I mentioned in the Twin Beech description, I also was the squadron Instrument and multi-engine instructor.

The AD was what I flew most, and had many interesting flights in it. On one of the flights, I set a record in Navy for the longest low level, without radio aids, with full military load, flight from off of a carrier, and return to the carrier, non-refueled, flight ever. The distance was 2280 nautical miles. No maps were allowed, except for a photo about every 100 miles. In between, it was just DR, (Dead Reckoning), to keep on the proper course. It took 18 hrs. total time, and Douglas Aircraft

Company awarded me a special pillow for sitting that long in single seat, strapped in tight! It would have been nice to have that pillow during the flight! Another interesting flight was the time that one of our pilots got caught on top of heavy weather clouds, and his instruments failed, so he could not fly down through the clouds, to return home. I was allowed to take off in very bad stormy weather, climb up to high altitude, find him, and with him flying very close formation with me, so he could see me, I descended through the clouds, and led him back home! Another very special flight to me, was when I flew from Atlantic City to Jackson, Miss., to attend my sister Lois's wedding, in 1952. It took about 5 hours each way, and on the return flight, late that night, there was a solid "under cast" of clouds, so I flew at very high altitude, over clouds all the way. And there was a full moon, so it was just beautiful, shining on the tops of the clouds, and smooth air all the way. The AD made it a wonderful trip!

This model is one of the molded plastic commercially made models that are given out sometimes by aircraft companies to their good customers. Douglas gave this one to me for this long distance flight described above!

=== CESSNA 180 ===

This is the Cessna 180, equipped with amphibious floats. That means that you buy the floats which are manufactured with wheels in them. The wheels are hydraulically operated, both for retraction, for landing on water, and for extension, for landing on land on a runway. The C-180 was the highest performance airplane Cessna had made up to that time (1954). It had excellent short field performance, and very good cruise speed, and good range (distance without refueling). They were very popular and sold well for many years. I



was operating the airport in Atlanta called Fulton County Airport at that time, and was a Cessna Dealer. And so I had the opportunity to buy (as a dealer, for resale) the first Cessna 180 into the Atlanta Area. We worked with it there for a few months and then sold it.

Much later, in about 1965, I had the pleasure of checking out (instructing) Mr. Brown, who was Lockheed Aircraft Company Vice President, in a Cessna 180 with amphibious floats just like this model. We borrowed the plane from Peachtree-DeKalb Airport, flew up to Lake Lanier, and practiced landing and taking off on water. I considered it quite an honor that he had requested me to do this flying with him!

=== STINSON 150 ===

The Stinson 150 was the post war (WWII) product of the Eddie Stinson Aircraft Co. They had made lots of Stinsons prior to the war, but they were all fairly large and expensive airplanes and of good quality. They decided after the war, that they had to sell more to the average man, with less money, so they made this smaller, still carrying four people, version for the hoped for large market to come after the war. It was a very good airplane, and sold well for a few years, until it became clear that the hoped for large market was not coming. So Stinson sold out to Piper, who had a larger market in small airplanes at the time. The Stinson was a comfortable and easy flying plane, with good short field performance. It had flaps and wing slots in front of the ailerons, for good slow speed control, which was a big program with the FAA at that time, to try to improve safety in private flying.



In 1946, I was working at Parkaire Field, near Roswell, teaching "G. I. Bill" students how to fly. The business required for this, required at least one 4 seat airplane to train the students in, and the field bought a Stinson 150 for the job. So in that capacity, I flew one of the first Stinsons that came to the Atlanta area. Jean and I took several trips in it during that time, and on one of the trips (to Birmingham) we took your mother on her first airplane ride. She was about 6 months old at that time, as I remember! So, this airplane becomes one of my favorites. And your mother's too, I hope!

=== C-130 HERCULES ===

Made by Lockheed Ga. Co., starting in 1957, just after I went to work for Lockheed. It looked strange to everyone at first, but gradually became familiar, not only to us in Marietta, but around the world. It has gone on since then to become one of longest lived production airplanes ever, and has proved itself to be one of the best airplanes in its class ever. It is still actively serving the USAF and many, many other nations around the world. It is one of my favorite airplanes. It is one of the few airplanes in which I have logged (flown) more than 1,000 hours. I actually have about 2,700 hours in the C-130, almost all of that time being flown as a "first flight for that new airplane" at Lockheed, as part of my daily job as test pilot for Lockheed Flight Operations, there at Marietta, Ga. I had a few tight moments while flying them, but never a crash or desperate trouble. I have had to land on Dobbins Air Force runway, stop and jump out and run, but got away OK. Early in the C-130 test program, I was on the crew which made the first experimental "cargo drop tests" at El Centro, Calif., using the rear cargo door opening to drop from. This had never been done before, but was very successful. The C-130 is a very pleasant and easy airplane to fly, with very long range and cargo carrying capacity. It also is known for its fine short field take-off and landing capability. It is also famous for being one of Lockheed Chief Engineer and designer Kelly Johnson's most successful airplanes.



=== F-3F GULFHAWK ===

The Gulfhawk was the last and the greatest of the biplane fighters, and because I was just getting old enough to appreciate military airplanes, to me it was the prettiest. It also was the last biplane fighter in the USA military. The next fighter was the Grumman F-4F, which was a monoplane, and is the Navy fighter with which we started WWII. I saw the F-3F flying over town when I lived in San Francisco in 1937. And the EAA museum had a restored one still flying about 20 years ago. It was the fastest, most powerful fighter aircraft in the world in the 1930's, and certainly part of the Grumman legend that began to build up at that time; Grumman was called the "Grumman Iron Works" because all their planes were so strong. The Gulfhawk was also one of the first fighters to have an enclosed cockpit for the pilot. Up to then, pilots had insisted on open cockpits, claiming that they had to be able to "feel the wind" in order to fly properly. At this point, speeds were getting so fast that the pilot needed protection, not "feel". The Gulfhawk could go 270 mph in level flight and 350 mph in a dive! It was pleasant to fly, but the retractable landing gear was hand-cranked both up and down-quite a chore for the pilot! And the landings were touchy, particularly in a cross wind, because the landing gear was so narrow between the wheels, it was easy to tip over, and the visibility over the nose was very poor! In spite of these things, it was an excellent airplane. Pilots loved it, and it would have been around for a long time, except that the war came along, and forced the evolution of fighters to progress at a high rate! Biplanes were out!



The Gulfhawk was made famous in the civilian flying world by Al Williams, who was a famous racing pilot of the day, who was hired by Gulf Oil Company to advertise their products. He bought an F-3F, and had it painted in the colors of this model, and called it the "Gulfhawk". He flew it all over the world, until the war was over, and I'm sure, sold a lot of Gulf gasoline.

I made a model of this same plane in 1939 while I lived in San Francisco, and painted it just like this model. It was all balsa wood, and hand carved, unlike this plastic model, but was the same size and appearance. I entered it in a contest that was held in downtown San Francisco, and had to leave it there overnight. Next morning, when I went back to the contest, someone had stolen my model. I was heartbroken. So I was glad to find this plastic model so many years later (30 years later). This makes it a very special model to me, and maybe to you and Jack.

=== PA-18 SUPERCUB ===

The Super Cub, or Piper PA-18, is an outgrowth of the "Cub", or Piper J-3. The name "Cub" has been recognized for 70 years now as the most popular name for any and all airplanes. People who

are not aviation oriented will normally say "I saw a Cub today, or I flew in a Cub with my friend" even when they don't really know what it was. Just an airplane.

So, in 1949, when the Piper Aircraft Co. decided to upgrade their product line, they felt they could do no better than to improve the Cub design and keep the name, and with greatly improved performance, call the new plane the Super Cub. It was the same size, but with a stronger frame and a more powerful motor. It has been a winner for Piper Sales for 60 years now, and is fact, is being built by at least three manufacturers. It is the best choice for most people who need a small but powerful high performance rough terrain operating airplane. It is used all over the world for special short field and high altitude work, such as bush and glacier flying in Alaska. Read a book called "WAGER WITH THE WIND" by DON SHELDON to hear some good stories of using the Super Cub in Alaska. It can be operated on wheels, skis and floats, making it extremely versatile and useful everywhere. It is, like all models of cubs, very easy to fly, and very forgiving of unskillful pilots. It is a common thing to hear it said that Cubs have taught more people to fly than any other airplane. I don't believe that's true, but it might be!



I have owned and flown about half a dozen cubs at various times and places, and enjoyed very much all of them. To keep from writing a book, I'll just tell about the last one.

My wonderful friend, Josh Powell, back in Ga. and I bought a Super Cub together, back about 1990. Josh had been wanting to get a plane he could fly up to Kentucky to see a friend of his, who had a very small place on his farm, where Josh might land. It was so small we had to have the best plane for the job. So Josh found this Super Cub for sale. We got Josh all checked out and qualified in the Cub, and he went up to his friend's and visited all he wanted to for years. In the meantime, Josh and I together flew all around Ga. in the cub, and enjoyed each and every flight. Josh was a good friend, and we both enjoyed the trips. After a while, the cub needed some care, so I and another friend, Lee Kluger, worked together and recovered with cloth material, the wings of the cub. In this process, the wings which had been red where painted cub yellow with the "scalloped" red coloring on the leading edge of the wing. And that is the way this small plastic model is painted. I made one model of it for Josh, which I hope he still has, and one for myself to keep, because I had enjoyed so much and wanted to remember all the good times and flights Josh and I had together, so it is a very special airplane for me. I left it in Ga. when we moved out to Oregon, and it is still there.

=== F-7U CUTLASS ===

A really remarkable aircraft, the F7U was a special purpose airplane! In the late 1940's, the reduction of funds for military purposes, in the aftermath of WWII, caused a lot of competition between the Army and Navy. The Army had developed the B-36, and was promoting their contention that it could fly higher than any fighter, and was therefore immune to interception! So they said, let us have all the money, that's all that is needed! The Navy said wait just minute, we can make a fighter that can intercept and destroy the B-36. The F-7U was their answer, being especially designed for reaching high altitudes. It did just that, and succeeded in supporting the Navy claim. It was a big airplane, with broad wings for high lift, and twin engines to push it up to altitude. Its tail-less configuration, however, brought about some problems. The CG (center of Gravity) balance of the airplane was very touchy, and made both manufacturing and flying difficult. If the CG was improper, the airplane would "tumble" nose over tail, and there was no way to recover to normal flight. This unusual characteristics was shared the USAF's P-39, with its center mounted engine making it susceptible to the same difficulty. Pilots had to be very careful to maintain the proper balance during all operations. Another concern was that the short fuselage required an unusually high angle of attack (pitch up angle) when sitting on the ground. This meant a very long nose gear, and poor visibility over the nose. It flew successfully, but never very popular with pilots. This is one of the "exotic" airplanes



that we had in the VX squadron, at Atlantic City in 1951, and provided a challenge for everybody to maintain and fly.

This model is one of the molded commercially made model that I have felt was worth keeping in my collection, as an example of a very unusual airplane, with an interesting story to go with it!

=== FOKKER D-8 ===

The Fokker D-8 was the latest design from Tony Fokker, for the German Air Force, in WWI. He had made many others before, but to my taste, this was the prettiest one. It was a very good flying plane for those days, but due to the war coming to a close in 1918, it did not last long.



I built this model in 1938, carved out of balsa wood, from scratch, meaning I had no help except a picture. No plans, no kit, no materials. It is painted with airplane dope, which I mixed for color myself. It has held up very well for all these years, probably because I have taken great care of it. I liked to read and study about WWI airplanes, up to when WWII began to get our attention in 1939.

=== P-26A PEASHOOTER ===

The Boeing P-26A is another of those special airplanes, because it was certainly unusual for its time, as a very advanced airplane design, was way ahead of the others of its day. It became the USA's standard fighter at that time (1931), and was the first monoplane fighter in the army. It had excellent performance, and served in the army air corps until the Curtiss P-40 came out in the late 1930's.



This model has been very important to me, because it is the only "airplane" thing your mother ever did with me! I guess she was about 10 years old when she got to the stage where she wanted to share with her dad's interest, and sat down with me at my work bench, and with my help and direction, glued and painted this model herself! We both enjoyed the moment, I think. Of course, it didn't last long. She grew, as would be expected, into a typical rebellious teenager, very quickly after that. So that was the end of her modeling career.

Also, special to me is that I actually saw these airplanes, flying in and out of the Atlanta airport in the middle 30's. This makes it about the earliest airplanes that I actually saw, other than the antique old planes that flew over and around Marietta in those days.

=== C-5A GALAXY ===

The C-5A is surely the biggest thing in almost everyone's aviation life! It was the most complex design and engineering problem that ever occurred at Lockheed. It wasn't just the biggest airplane, but was also the most complex. This was not necessarily so, just made that way by all the people who wanted to get "on the bandwagon". Since the military budget for this project was so large, all the people in the peripheral disciplines of airplane design felt that this was the chance to get their own pet projects included, where the increases in cost would not be noticed! A large part of the cost of the C-5A was the addition of many subsystems, which the airplane did not really need, and in many cases, did not prove valuable. Such as the rotating, cross wind landing gear, the "off runway" features of the landing gear. The "kneeing" features of the landing gear, the terrain following navigation electronics, the electronic precise landing spot creation, the 3D and taped flight instrument systems, and so forth! These all added enormously to the cost and time required for the development of this airplane. Even so, it flew on schedule, and continued to be produced on schedule. This was a tremendous accomplishment by the Lockheed Ga. Aircraft Plant, and the people of Ga. The "times" have proven the need



for and the utility of this plane in hauling large cargos around the world, where ever the need appeared. It has been great airplane, doing the job it was designed for, and more.

The story I like best about the C-5A, is the time of its first introduction into the USAF's cargo delivery system. At that time, 1967, the USAF had a system of regular cargo "gathering" depots around the world, which serviced by the smaller Lockheed C-141, which was doing the job by scheduling a continuous stream of C-141s about once a week at each depot, and continuing on around the world, delivering cargo where it was needed. When the first C-5A was added to this trip, the first time it went around the route, it carried so much cargo, that there was nothing left for the C-141s, so they were called off the duty.

I was present at the beginning of the C-5 program, and spent a year studying and planning for it. I was promoted by Lockheed to be the C-5 Chief Pilot, and manager of the Flight Operations team for the flight testing of the plane. Then I taught ground school to the new USAF people, who became the USAF instructors for the program. And we designed the classroom mechanical and demonstrable equipment to be sent to the air force schools for training. Then we went around to the air force bases where the C-5 would be sent, and checked out their simulators and training programs. And in between, wrote the flight test program, and helped the manuals division of Lockheed write the Airplane Flight Manual, or "Dash One" as it is called in the military, and test flew the new airplanes as they were built. These were pretty exciting days at Lockheed, it being such and expensive program, with so many people involved. I frequently had the opportunity to make C-5 "presentations" to groups of high level company and visitor people. It was quite a thrill to fly the largest airplane in the world, and I felt pretty important while doing it.

I earlier said that the Jetstar was my favorite airplane, but I also feel that the C-5 program was where I contributed most to Lockheed and aviation in general. Importance wise, it was the high point of my flying career.

The model, to do justice to the airplane, is a big model, weighing several pounds, with a wingspan of about 20 inches, and a stand to display it properly. It is another of those molded plastic commercially made models, and is painted in the colors of the MATS (Military Air Transport Service). Jean and the children bought this one for me at the Lockheed Employees store for Christmas 1966.

=== D-18 TWIN BEECH ===

The "Twin Beech" nick name has been used for all models of this airplane, over the years. It started with the C-1 in 1932, and continued to the D-18S in 1948, and all were good and successful airplanes. This model is a D-18. The first one carried 3 or 4 people, and the latest one carried either 8 or 10 people, including the pilot and copilot. It was the first twin airplane to reach general service and wide use, in the early 30's. It was mainly used for executive transport, but found some use in the airlines of the times. In 1940, the growing US



Army bought many of them for airbase "hacks" as they were called, meaning general use for officials to fly between Army bases and to fly for "proficiency". All pilots in "desk" jobs could keep their flight pay as a pilot, if they flew a minimum of 4 hours a month, to keep them "proficient". And the twin beech also saw wide service in the military, as a basic twin engine trainer airplane. Many pilots received their first twin engine experience in one, including me. I first flew one in 1952, during the Korean conflict, when I was back in the Navy, and they sent me to Corpus Christi, Texas, to attend the Instrument Pilot Instructor rating school, and that school used the twin beech for that training. After completing that school, and upon returning to my Squadron (VX-3) at Atlantic City, N. J., I was assigned to be the "twin-engine" instructor for the Squadron, and did all of the instrument and twin engine training. Since Atlantic City was fairly close to Washington, D. C., where all the high level Navy Officers worked, it became normal for these high ranking officers to come to VX-3, to get in their required 4 hours each month in order to get their flight pay. And so I frequently had the privilege of accompanying them, as copilot, to keep them out of trouble. Most of the older ones needed protection from themselves, as they had generally done no other (than proficiency) flying for many years. Then, later after leaving the Navy again in 1953, I obtained my last and greatest civil pilot's license (ATP, or Airline Transport Pilot) in one of these planes. Many years later, I became one of

the first pilots to fly a twin beech which had been converted to a tri-cycle landing gear arrangement from the original "tail-dragger" configuration. I have had, through all of this, well over 1,000 hours of flying in this airplane, and enjoyed it all!!

This model is a plastic kit assembly, about 12" wingspan, and painted as a civilian airplane. I probably made it in the 1960 period, when we lived in Marietta.

=== L-049 CONSTELLATION ===

This is the Lockheed Constellation, or "Connie". It was the "Queen of the Sky", back in the 50's and 60's, when I was flying for Delta Airlines. Delta did not own Connie's, but in 1953, just as I went to work for them, Delta merged with C&S Airlines, which was based in Memphis, TN. It was my good fortune to be sent to Memphis, and fly out of there on the Connie for a year. One of the routes I flew exchanged airplanes with TWA airlines in St. Louis, Missouri. So this is a model of the TWA Connie, so it represents the time when we lived in Memphis. Your mother was in the 1st grade of school at that time. You will have to get her to tell you all of the anxieties Jean and I had at that time, living in a strange town, and our home was way out and isolated, and Donna had to walk about a half a mile down a dirt road, and wait by herself for her school bus to pick her up each morning. I don't suppose that she even knew what town she was in at that time!! But she made it, and did fine!

