



Plane Talk

Volume 15, Number 4

The Newsletter of the War Eagles Air Museum

Editorial

By the time you read this, many of our special events in celebration of 100 years of flight will be history. Looking back on the August 2 Wright Brothers Stamp Unveiling Ceremony, the September 20 Centennial of Flight Fly-In, the October 25 Chili Cook-off and the first several movies in the October 12 through December 14 Classic Aviation Cinema film series, we must say the public responses to these events exceeded our expectations.

We hope for a very big turnout on December 17, when (if the weather cooperates) Chief Pilot Jack Bell will take the Museum's J-3 *Cub*, the world's oldest flyable Piper aircraft, "around the patch" a time or two.

We all look forward to a little well-deserved rest after this year's busy lineup of special events. But we won't stand down for very long. The Centennial of Flight may be ending, but there are still many reasons to celebrate aviation in the future. We have forged strong partnerships with many local aviation organizations this year as we worked together to celebrate the Wright brothers' accomplishment. We will build on those relationships in the years to come as we continue to support and promote aviation in the Southwest. Each year we plan to select two or three significant historical aviation milestones to observe with a Fly-In, a celebration party, feature coverage in the media or some other special activity. Stay tuned...it should be interesting. ✪



War Eagles Air Museum's 1937 Piper J-3 Cub—the oldest flyable Piper aircraft in the world. Come see it fly on December 17!

Featured Aircraft

To many aviation buffs, the words "Piper *Cub*" conjure vivid mental images of days past. For pilots who learned to fly in a *Cub*, the tiny tandem tail-dragger will always have a special place in their fondest memories. Visions of grass strips covered with dew in the early morning summer sunlight come to mind. As the mist slowly burns off from the trees and hedges surrounding a tiny airfield nestled among narrow, winding country roads, small yellow fabric-covered airplanes take to the air. Those were the days...

Featured Aircraft (Continued on Page 2)

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From The Director

As our Centennial of Flight celebrations wind down, I'd like to take a minute to reflect on what we accomplished. Considering that we got a late start, I think our lineup of special events was very impressive. It wasn't until May that we decided to commemorate the Wrights' first flight. Other organizations across the country had literally been planning for this occasion for years. We made up for the short timeline with energy and enthusiasm. We forged partnerships with many local groups, including our neighbor 5T6 Resources, the Experimental Aircraft Association, the Santa Teresa Fire Department, Fort Bliss, Holloman Air Force Base and many others. We hope these partnerships will continue. Any attempt to thank all of the people who worked so hard to pull off these events would surely leave someone out. Let me just say, to all of you who helped and participated, thank you very much. We couldn't have done it without your dedication, skill and hard work.

As we move into 2004, we're looking forward to adding some aircraft to the Museum. Our negotiations with the Russians and Germans to acquire some interesting aircraft continue on track, and we expect them to wrap up next year. We also want to round out our training aircraft collection, which now consists of a Basic Trainer (BT-13) and an Advanced Trainer (AT-6F). A PT-17 *Stearman* Primary Trainer would be an important addition, and we are actively seeking one, in the local area if at all possible.

Skip Trammell ☘

Plane Talk

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Featured Aircraft (Continued from page 1)

The lineage of what is arguably the most important general aviation aircraft ever built goes back to 1927 and the Taylor Brothers Aircraft Corporation of Rochester, New York. The Taylor brothers, C. Gilbert and Gordon A., had started their company to build and sell a 34-foot-span



As simple as it gets—stick, rudder pedals, throttle and six flight instruments in the cockpit of the Museum's J-3 Cub.

high-wing monoplane called the *Chummy*, which featured a 90-horsepower Kinner engine and two side-by-side seats. But Gordon died in the crash of a *Chummy* during a barnstorming demonstration in Detroit in 1928. The next year, C. Gilbert and his master mechanic father Arthur relocated to Bradford, Pennsylvania, which, at the time, had a very business-friendly climate. The Bradford Board of Commerce sweetened the deal to the tune of \$50,000, and the newly reinvigorated company set up shop in a factory next to a short, cinder-covered runway.

Enter the person whose name is as inextricably linked with aviation as the name "Henry Ford" is to the automobile industry. William T. Piper, born on January 8, 1881 in Knapps Creek, New York, had a varied background before he became as-

sociated with aviation. He had worked in his father's Pennsylvania oil fields. He had fought in the Spanish-American War. He had served as a captain in the Corps of Engineers in World War I. In 1903, he had earned a degree in Mechanical Engineering from Harvard, which led to a job building large manufacturing plants as a construction superintendent. When construction work proved not to his liking, he took on the management of the family's oil business in Bradford. The decline of the oil industry in Bradford in the late 1920s with the opening of more-productive fields in Western Pennsylvania is one reason why the city tried so hard to attract other businesses, such as the Taylor Brothers Aircraft Corporation.

When Taylor moved to Bradford in 1929, Piper bought \$400 worth of stock. As a prominent local businessman, he soon took a seat on the aircraft company's Board of Directors, with the strong backing of Bradford business leaders who saw this as a way to protect their \$50,000 investment. Quickly becoming Secretary-Treasurer, Piper soon had some serious run-ins with C. Gilbert.

Business conditions at the time were dismal. With the Great Depression in full swing, the market for Taylor's *Chummy*, at a relatively expensive \$3,985, quickly dried up. Against considerable opposition, Piper eventually convinced Taylor to build a lower-priced, easy-to-fly, simple-to-maintain airplane that would appeal to the general public. The resulting airplane, the Taylor E-2, had an open tandem cockpit, a high wooden wing and an anemic, 20-horsepower, two-cylinder Brownbach *Tiger Kitten* engine. It sold for about half of the *Chummy's* price. The new monoplane "flew" for the first time on September 12, 1930. Severely underpowered, it struggled to gain even five feet of altitude before settling back to the runway. Legend has it that Gilbert Hadrel, the company accountant, cueing on the name of the engine, remarked "Why not call the plane a *Cub*?" Thus was an aviation classic born.

Featured Aircraft (Continued on page 3)

Featured Aircraft (Continued from page 2)

Alas, finding a better engine for the *Cub* was a difficult job, and time was short. In 1931, with demand for the *Chummy* virtually nonexistent and sales of the *Cub* stalled for lack of a suitable powerplant, the Taylor Brothers Aircraft Corporation, in debt to the banks for \$15,000, declared bankruptcy. Piper bought the assets of the company for \$761. His was the only bid. He retained the company's name, gave a half-interest to C. Gilbert Taylor and kept the founder on as President and Chief Engineer. A new era in the company had begun.

Continental Motors Corporation soon introduced their four-cylinder 37-horsepower A-40 engine. Although the new engine had some teething problems with twisted crankshafts and blown gaskets, it was just what the *Cub* needed. The U.S. Department of Commerce type-certificated the re-engined Taylor E-2 *Cub* on July 11, 1931. Sales for that year were 22 aircraft at a price of \$1,325 each—a price that didn't increase for many years.

If it weren't for the brashness of a 19-year-old scion of a wealthy family who aspired to a career in aeronautical engineering despite his lack of a degree in the field, the most famous *Cub* of all might not be called the J-3. Young Walter Jamouneau went to work at Taylor Brothers in 1932. One of his first assignments was

to tweak the E-2 design. The resulting airplane, slightly more rounded than the E-2 and with an improved Continental engine, became the J-2, the "J" standing for "Jamouneau." The youthful designer continued to refine the airplane over the next few years. He introduced a steel-tubing frame, put bucket seats instead of boards in the tandem cockpits, added a steerable tail wheel and even installed brakes on the main wheels, a very rare feature in light aircraft at the time. The engine was upped to 40 horsepower (later 50, and eventually 65), and buyers could choose Continental, Franklin or Lycoming powerplants. By 1937, Jamouneau's work culminated in the definitive version of the light, cheap, easy-to-fly airplane that changed the course of general aviation—the Piper J-3 *Cub*.

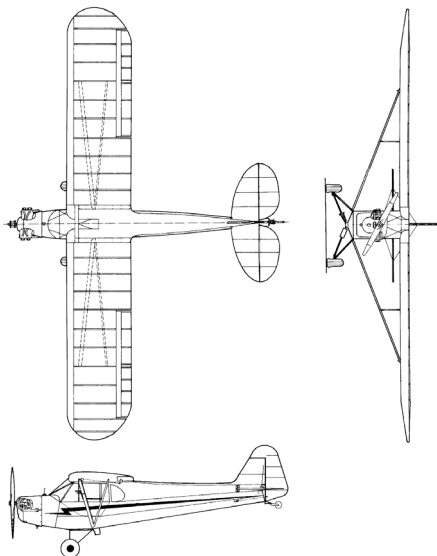
On March 17, 1937, as Jamouneau was finalizing the design of the J-3, a spark from an electric drill ignited some doped-soaked rubbish in the painting room at the factory. The resulting fire destroyed the plant and all of the aircraft inside. Faced with the need to rebuild, Piper took advantage of the "opportunity" and moved the plant and more than 200 employees as well, since the support of the people of Bradford for the business had waned over the years. Having bought out C. Gilbert Taylor's interest in the firm (largely because the founder did not like Jamouneau's changes to the *Cub*), William Piper also changed the name of the company. By late 1937, the new Piper Aircraft Corporation had started up in an abandoned silk mill next to the airport in Lock Haven, Pennsylvania, and by year's end had turned out 687 aircraft. The last *Cub* rolled off the line in 1947. By then, 14,125 *Cubs* had been built—all of them originally painted bright yellow with black trim.

War Eagles Air Museum's J-3 *Cub*, serial number 2042, was built on December 21, 1937—the 42nd J-3 produced. Its original registration number was N20242. Its first owner was Donald A. Bailey of Dedham, Massachusetts, who had earned his private pilot's license on October 31, 1936. Bailey first flew the factory-fresh *Cub* on January 9, 1938, on a 45-minute

Piper J-3 Cub Characteristics

Powerplant	Continental A-65 65-horsepower air-cooled horizontally opposed four-cylinder
Cruising Speed	73 mph
Maximum Speed	85 mph
Range	190 miles
Service Ceiling	11,950 feet
Weight (empty)	~ 700 pounds
Weight (max.)	~ 1,200 pounds
Length	22' 5"
Wingspan	35' 3"

flight from Canton to Norwood, Massachusetts. He eventually logged 1,100 hours of flight time in the New England area. From 1943 until 1986, the airplane was in storage. Then its new owner, Bill Batesole, totally restored it to "factory new" condition, flying it for the first time after the restoration on June 13, 1987. The aircraft took a silver award at the "Sentimental Journey to *Cub* Haven" celebration at Lock Haven in 1987, and the runner-up award in the "Contemporary Age 1933-1945" category at Oshkosh the same year. War Eagles Air Museum obtained the aircraft from the Owl's Head Transportation Museum of Rockland, Maine, in December 1991. It is the oldest of only four (at last count) flyable 40-horsepower J-3s in the world today, and is the world's oldest flyable Piper aircraft of any model. ☺



Centennial of Flight Information On The Web

Check War Eagles' website for more information on Centennial of Flight events and other activities. While you're there, go to the Guestbook and you'll find pictures of the events posted as they become available. ☺

Centennial of Flight Events

War Eagles Air Museum's Centennial of Flight events kicked off with the U.S. Postal Service's *First Flight* postage stamp unveiling on August 2, shifted into high gear with the September 20 Fly-In, and cruised along at full speed with the Chili Cookoff on October 25. The remaining events are:

- | | |
|-----------------|--|
| November 9 | Film Series— <i>Twelve O'clock High</i> * |
| November 16 | Film Series— <i>Chain Lightning</i> |
| November 23 | Film Series— <i>The Bridges at Toko-Ri</i> |
| November 30 | Film Series— <i>No Highway in the Sky</i> |
| December 7 | Film Series— <i>Strategic Air Command</i> |
| December 14 | Memorial plaque dedication at the site of 1953 B-36D bomber crash in the Franklin Mountains |
| December 14 | Film Series— <i>Flight of the Phoenix</i> |
| December 17 | World's oldest airworthy Piper J-3 <i>Cub</i> takes flight at War Eagles Air Museum (weather permitting), launching all-day Centennial of Flight celebration |
| January 4, 2004 | Dayhike to aviation monument on Guadalupe Peak |

* All films in the Classic Aviation Film Series are presented free of charge at 1:30PM at the International Museum of Art, 1211 Montana Avenue, El Paso, Texas. For more information, call (915) 543-6747.

Global Aviators in El Paso

by Rich Rollins

Seventy-nine years ago, the people of El Paso saw aviation history being made when three big Douglas *World Cruisers* stopped in the city on one of the last legs of the first successful around-the-world flight.

The British and French both had tried this feat, but the U.S. Army Air Service pulled it off. The Douglas Aircraft Company of Santa Monica, California, created the *World Cruisers* by modifying an existing torpedo bomber. The sturdy aircraft could mount either wheels or pon-

toon landing gear, which proved useful in some of their more remote ports-of-call. The four aircraft built (not including the prototype) were named *Seattle*, *Chicago*, *Boston* and *New Orleans*.

On April 6, 1924, the journey officially began in Seattle at Sand Point on Lake Washington. For the next 3-1/2 weeks, the four aircraft traveled up the Pacific Coast towards Alaska. Over the Aleutian Islands, the *Seattle* crashed into a mountain in blinding fog and high winds. Neither of the airmen aboard was seriously injured, but they had to hike out 10 miles to civilization. The *Chicago*, *Boston* and *New Orleans* continued on through Japan, China, Thailand, Burma and India, surviving a seemingly endless series of forced landings, repairs and bad weather. Transiting the Middle East, with its vast deserts, furnace heat and terrible sandstorms, they reached Paris in July in time to celebrate Bastille Day. Just as the aeri-

al fleet started west across the North Atlantic after stops in the British Isles, the *Boston* lost oil pressure and was forced to land at sea. The crewmen were rescued, but the aircraft sank. The *Chicago* and *New Orleans* made it safely to America via Iceland, Greenland, Labrador and Nova Scotia. In the meantime, the prototype *World Cruiser*, renamed *Boston II*, was flown from Santa Monica to join the remaining two aircraft for the westward trip across the U.S. back to Seattle.

El Pasoans got their chance to meet the intrepid pilots on the evening of September 20, 1924. Escorted by seven aircraft from Fort Bliss, the three *World Cruisers* appeared over the city, circled once and landed. Military and city officials, and a crowd of more than 20,000 excited spectators, greeted the exhausted airmen. At one point, the crowd surged forward to get a closer look, threatening to overwhelm the soldiers protecting the crews. It was said that El Pasoans showed more enthusiasm and turned out in larger numbers than any other city of its size in the United States. During their short stay, the aircrews were treated as conquering heroes. They were honored guests at a banquet at the Hotel Paso Del Norte. The mayor presented them with gifts while 5,000 El Pasoans cheered. After some much-needed rest, they got a warm send-off in the morning as they took off on the next leg. On September 28, they returned to Seattle after a 175-day aerial odyssey. The mission was hailed as the greatest feat in aviation up to that time, and gave the Douglas Company its proud motto "First around the world." ✪



Douglas World Cruiser Chicago
(Photo courtesy Smithsonian Institution,
SI Neg. No. 78-4647)

Historical Perspectives

by Robert Haynes



symbolizes a century of flight—the Douglas DC-3.

The more I thought about it, the more obvious it was. What other airplane has been in service for so many years in so

When I began writing this article about the airplane that best symbolizes 100 years of aviation, several possibilities came to mind. I first thought of the Boeing 747. Beginning with its introduction into regular airline service with Pan Am in 1969, this big four-engine jet airliner revolutionized global air travel for the public by offering flights to far-flung destinations at reasonable fares. I thought of the Boeing B-29 *Superfortress*. This aircraft arguably hastened the end of World War II and saved millions of lives on both sides of the conflict by delivering the two most powerful weapons ever used in combat to the Japanese cities of Hiroshima and Nagasaki. The B-29 was also the “mother ship” for the world’s first supersonic aircraft, the Bell XS-1 which, piloted by Captain Charles E. Yeager, first exceeded Mach 1 on October 14, 1947. I considered the Curtiss JN-4 *Jenny*, a World War I biplane that brought early aviation to the masses in the barnstorming era of the 1920s. I also thought of the Lockheed SR-71 *Blackbird*, a triple-sonic screamer that even today, some 40 years after it first flew, still represents the pinnacle of aircraft performance. In the end, I chose none of these candidates. I finally realized that only one aircraft most clearly

many different roles? How many other aircraft designed in the mid-1930’s are still in active service today? What other airplane is so likely to continue to fly well into the second century of flight? Many aircraft types were born since the DC-3 first flew on December 17, 1935. Relatively few survive today, especially



DC-3 leaves Doña Ana County Airport on a daily cargo run.

as a percentage of the total production run. From 1935 through 1947, Douglas built 10,654 DC-3s. Today, around the world, about 1,000 of them still fly and earn their keep carrying passengers and cargo. I strongly believe the DC-3 will still be flying long after the last 747 completes its final flight.

The DC-3 first flew exactly 32 years to the day after Orville Wright’s first flight. It was the first aircraft with low enough operating costs for the airlines to make a profit carrying passengers. It could fly coast-to-coast in 16 hours—a fast trip at the time. Within just four years, DC-3s made up about 90 percent of the world’s airline fleet. Boeing and Airbus can only dream about such a market share today!

The DC-3 was tough, flexible, easy to operate and simple to maintain. In World War II, DC-3s converted to military use (known as C-47s or *Dakotas*) served in

many nations’ armed forces in every theatre of the war. In addition to hauling military cargo, they carried paratroopers, towed gliders, rescued downed aircrews, dropped off and picked up clandestine agents and transported high-ranking officers and VIPs. After the war, most ex-Air Corps DC-3s returned to airline service. Those remaining in the military played a key role in one of the first major U.S./Soviet confrontations of the Cold War. In June 1948, Soviet forces blockaded all road and rail routes into West Berlin. The U.S. responded by setting up the Berlin Airlift to supply *all* the needs of the people of the beleaguered city. The only aircraft that could do the job initially was the DC-3. Until larger aircraft such as the Douglas C-54 *Skymaster* became available, DC-3s flew tons of cargo into West Berlin around the clock, thus keeping hope alive for the West Berliners.

In the 1950s, airlines began to replace their DC-3s with the larger, faster, more advanced aircraft that were then becoming available. But to this day DC-3s remain in limited airline service, especially in developing areas of the world. By far, the most common use of the DC-3 today is in the air cargo business. Several operate daily right here at Doña Ana County Airport. I encourage you to come out and see War Eagles Air Museum’s fully restored DC-3. If you visit at the right time, you may also catch one of the daily DC-3 cargo flights arriving or departing. You’ll be able to see and hear for yourself the aircraft that I believe is the most significant testament to a century of flight. The Douglas DC-3 was truly “the plane that changed the world.” ✪



Visiting DC-3 on the ramp next to the War Eagles Air Museum’s Tupolev Tu.2.



Interior of War Eagles Air Museum’s fully restored DC-3.

Centennial of Flight Fly-In

Saturday, September 20, dawned clear, bright and cloudless in the southern New Mexico desert—a perfect day for a fly-in. By 9:00, more than 30 aircraft had parked on the ramp in front of War Eagles Air Museum, each one marshaled into position by fatigued members of the El Paso Composite Squadron of the Civil Air Patrol.



The 99s' pancake breakfast satisfied nearly 200 hearty appetites.

The Centennial of Flight Fly-In, jointly put on by War Eagles and the El Paso Chapter of the 99s, had something for everyone. The 99s cooked a pancake breakfast in spite of occasional power outages. 99s President Didi Shaffer welcomed the throng. Featured speaker J. D. Huss of the Albuquerque FAA Flight Standards District Office held a safety seminar on spatial disorientation. Suzie Azar followed up with a talk on her “race to Kitty Hawk,” and Rich Rollins described the day, exactly 79 years ago on September 20, 1924, when three big Douglas *World Cruisers* stopped in El Paso during their epochal circumnavigation of the globe.

All Fly-In aircraft and pilots were eligible to win awards. Museum co-founder Betty MacGuire handed out very nice engraved acrylic plaques to the winners.

Don and Valdeen Wooton of Silver City, New Mexico, took Largest Airplane hon-

ors with a Cessna 210 at 3,800 pounds. (The F-100 {44,000 lb.} and the Hawker 800XP {28,000 lb.} were larger, but the rules said one award per entry, and these two aircraft won in other categories).

Raytheon Aircraft Company's Hawker 800XP, flown 900 miles from Wichita, Kansas, took the Furthest Flown trophy.

David Tokoph of El Paso easily trumped all other entries in the Fastest Aircraft category with his Mach 1.6 North American F-100F *Super Sabre*.

Topping the Smallest Airplane category, Henry Roden and Beth Oliver of Anthony, New Mexico, showed up in a Lancair 320, with a wingspan of only 28 feet.

War Eagles Air Museum' chief pilot Jack Bell of Santa Teresa, gracefully accepted the award for the oldest licensed pilot with a valid Medical. Steven Smith of Las Cruces, who escaped without giving his age, won the Youngest Pilot award.

Finally, David Tokoph's beautiful *Super Sabre*, resplendent in Thunderbird markings, took the People's Choice award.

We had no idea how many people or aircraft to expect at this event. As it turned out, the attendance exceeded our most optimistic expectations. We don't have an exact count, but we figure about 300 people attended, of which about 200 took care of consuming *all* of the 99s breakfast supplies.

We'd like to offer a very special thanks to all of the many individuals and organizations who generously pitched in to help



Winner of the Fastest Airplane and People's Choice Awards—David Tokoph's stunning North American F-100F *Super Sabre*.



Visitors inspect Fly-In aircraft on the ramp.

Chili Cookoff

Bright and early on Saturday, October 25, 17 chili cooks set up their stoves and tables between the Museum and the shop hangar for the War Eagles Air Museum Chili Cookoff.



Chili judges taste and award points to 17 different entries in the “First Annual” War Eagles Chili Cookoff.

Sanctioned by the Chili Appreciation Society International (CASI), the cookoff was intended to attract people who might not otherwise visit the Museum, in addition to providing an interesting aviation setting for the cooks.

By all indications, the event was a big success. All the chili was gone within 37 minutes of the start of the public tasting. CASI's New Mexico Great Pepper Bud Barrick was so pleased that he's calling this the “First Annual,” and the 2004 War Eagles Chili Cookoff is already on the CASI calendar for the last weekend in October. Bud promises at least 30 cooks next year and “more chili,” so hungry visitors won't find empty pots so soon after tasting starts. Thanks to all who made this event a winner. ☺

Membership Application War Eagles Air Museum

The War Eagles Air Museum collects, restores and displays historic aircraft, mainly from the World War II and Korean War time periods, to encourage awareness and appreciation of military aviation history through exhibits, educational programs and special events. The Museum is a nonprofit organization as defined by the United States Internal Revenue Code. Operated by staff and volunteers, the Museum is supported by funds obtained from admissions, memberships and contributions. All dues and contributions are tax deductible to the extent permitted by law.

War Eagles Air Museum memberships are available in six categories. All memberships include the following privileges:

- Free admission to the Museum and all exhibits.
- Free admission to all special events.
- 10% general admission discounts for all guests of a current Member.
- 10% discount on all Member purchases in the Gift Shop.

In addition, a Family Membership includes free admission for spouses and all children under 18 living at home.

To become a Member of the War Eagles Air Museum, please fill in the information requested below and note the category of membership you desire. Mail this form, along with a check payable to “War Eagles Air Museum” for the annual fee shown, to:

War Eagles Air Museum
8012 Airport Road
Santa Teresa, NM 88008

Membership Categories	
<input type="checkbox"/> Individual	\$15
<input type="checkbox"/> Family	\$25
<input type="checkbox"/> Participating	\$50
<input type="checkbox"/> Supporting	\$100
<input type="checkbox"/> Benefactor	\$1,000

NAME (Please print) _____

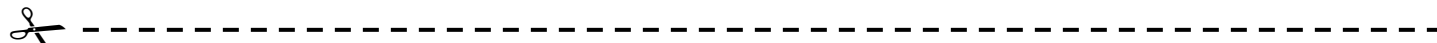
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War Eagles Air Museum sincerely thanks the following organizations for their 2003 support of the Corporate Youth Sponsors Program. Because of their support, student groups in the El Paso/Juarez area can learn about the contributions of military aviation to America’s history. For many students, visits to the Museum made possible by donations from these sponsors kindle interest in aviation and related fields as possible career choices. ✪

War Eagles Air Museum Corporate Youth Sponsors			
Bronze	Silver	Gold	Platinum
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War Eagles Air Museum

Santa Teresa Airport
8012 Airport Road
Santa Teresa, New Mexico 88008
(505) 589-2000



Film Series Scores Coup

The Classic Aviation Cinema film series, sponsored by War Eagles Air Museum and hosted by noted film historian Jay Duncan, presented *The Spirit of St. Louis* on October 26. About 40 people watched James Stewart portray pioneer aviator Charles A. Lindbergh in the story of the first successful trans-Atlantic flight in May 1927.

The Ryan Airlines Company in San Diego, California, built the *Spirit* in 60 days for \$15,000. A young Ryan aeronautical engineer named Donald A. Hall made the innovative modifications to a conventional M-2 high-wing monoplane that enabled the aircraft to carry enough fuel for the 3,600-mile New York to Paris flight.

After the movie, special guest Nova Hall, Donald A. Hall's only grandchild, discussed his grandfather's work on Lindbergh's plane. In 1999, while preparing to move, Nova discovered a World-War-I-era steamer trunk in his family's garage



L. to r., Diane Papadakis, graphic designer, Jay Duncan, film series host and Nova Hall, grandson of Donald A. Hall, designer of the Spirit of St. Louis.

with the initials "D.A.H." on the front. When he pried open the trunk, Nova discovered it was filled with unpublished documents, papers, personal correspondence, photos and movie clips of the *Spirit of St. Louis* that his grandfather had meticulously saved. Recognizing the historical value of the material, Nova wrote a book about the aircraft his grandfather had designed. *Spirit and Creator: The Mysterious Man Behind Lindbergh's Flight to Paris* sheds new light on the partnership between Lindbergh and Hall that made possible one of the most impressive feats in aviation history. Diane Papadakis, designer of the War Eagles Air Museum Centennial of Flight poster, was the book's graphic artist and also attended the film screening.

The film series continues through December 14 at El Paso's International Museum of Art, 1211 Montana Avenue. 🌟

For more information, visit:

www.war-eagles-air-museum.com