Many Issues of Aviation Magazines Available
In addition to the hundreds of aviation books available for sale or trade, the History of Aviation Collection (HAC) has complete sets of aviation magazines that may be purchased. When the Collection has the first complete set on hand, it is bound and made available for researchers. Duplicates are saved until a second or more sets are accumulated from donors. These sets are packaged and prices established according to their rarity. Current complete or partial sets for sale or trade include World War II Aero, Cross and Cockade, Over the Front, Air Classics, Flight (1950-75), Skyways (1942-59), Scale Modeler (1967-78). Single issues may also be available.

In addition, HAC has duplicates for sale of Technical Orders for aircraft and engines for a large variety of military aircraft. The funds received from the sale of periodicals and books are used to purchase new books and magazines for the HAC library.

A Doolittle Tale
Jimmy Doolittle’s pilot log books on file at the Doolittle Library of the HAC reveal not only his flying time in a large variety of aircraft dating back to 1917 but an occasional notation that shows his early adventures on the ground. There is a characteristically short item written in one of them during a European tour in the 1930s while demonstrating the Curtiss Hawk. It says: “Raced locomotive to crossing. Won.”

Flying School Class Books on File
The HAC has an extensive collection of Air Force flying school class books on hand that have been donated by those who attended basic and advanced flying training bases throughout the country during and after World War II. Books published for bombardier and navigator classes are also available for study.

A number of official and unofficial histories of Army Air Forces and Navy World War II bomber, fighter and transport squadrons, groups and wings are also on file. More are sought to make the HAC the repository one of the largest of these types of collections in the country.

Al Mooney Files
The files of Al Mooney, designer of small aircraft, have been donated to the HAC. These files include clippings, correspondence and photos. Mooney left the Culver company and started his own firm with Charles G. Yankey in 1946 in Wichita. The factory was moved to Kerrville, Texas in 1953. Mooney’s firm produced over 200 planes.

One of the Mooney designs was the Model Eighteen Wee Scotsman, a single-place model with 65-h.p. engine. The four-place Model Twenty Scotsman with a 145-h.p. engine and other models followed, including turbine, four- and six-place models.

Haddaway Featured in C.A.P. History
George E. Haddaway, founder of the History of Aviation Collection and the Doolittle Library, is one of many former members of the Civil Air Patrol (CAP) whose story will be told in a book about the CAP’s World War II days. The book is entitled “From Maine to Mexico” by Louis E. Keefe and is scheduled for release in June 1997 by COTU Publishing Co., Reston, Va.

When the U.S. entered the war, Haddaway helped persuade the Texas Private Flyers Association to join the CAP. The Wing-Over Club of Beaumont, Texas joined as a unit and began to fly patrols over the Gulf of Mexico in February 1942 searching for enemy submarines. Haddaway took part in these early patrols and
became the Beaumont base commander.

**Internet Contacts Increasing**

Ever since the History of Aviation Collection went on the World Wide Web internet last year, the number of "hits" or people checking on the guides to the Special Collections has been steadily increasing.

The guides to collections now available include the following: Admiral Charles E. Rosendahl Lighter-than-Air Collection; CAT-Air America Collection; George H. Williams World War I Collection; General James H. Doolittle Library; and the Braniff International Airways Archives. The web site also contains information for potential donors of funds and historical materials and links to other web sites of interest.

![Admiral Charles E. Rosendahl](image)

The UTD History of Aviation Collection contains approximately 2.5 million items pertaining to aviation history and over 200 separate collections donated by their owners. The Rosendahl and Williams collections are considered the finest of their types in the nation, if not the world. Both have been researched recently by a number of foreign writers and historians specializing in lighter-than-air flight and WWI air history. The site can be accessed through the World Wide Web at www.utdallas.edu/library/special/aviation/index/html.

**Inquiries Received from Aviation-Related Groups**

The HAC receives inquiries from aerospace companies, aviation-related associations and groups asking if the Collection would be the archive for their records. The answer is affirmative if it is determined that future researchers would benefit from the acquisition. For example, the records of the now-defunct Aviation/Space Writers Association (AWA) have been acquired. One of the most recent donations includes historical records from the Association of Local Transport Airlines (ALTA).

**Air America Reunion**

Cocoa Beach, Florida will be the site of this year's Air America Association meeting May 30 - June 1st. Larry Sall, Associate Library Director for Special Collections and honorary member of the Association will be attending. "I am honored to be involved with these people; working on the CAT/Air America Archives has been one of the most fulfilling aspects of my career," said Sall.

**Doolittle Squadron Still Recruiting**

The Doolittle Squadron made up of those donating at least $100 to honor the late General James H. "Jimmy" Doolittle and support the Doolittle Library has not yet reached its goal of 500 members. Those donating receive a unique Doolittle Squadron certificate suitable for framing. The donations are used to enhance the Doolittle Library collection of military aviation materials and are tax-deductible.

**Air Force One Film Coming**

In July 1997, Columbia Pictures will release "Air Force One" starring Harrison Ford and Glenn Close. It is about an in-flight takeover of the President's aircraft by a group of rogue terrorists. Major scenes were filmed at Rickenbacker Air National Guard Base, Ohio. A mini-Air Force was assembled consisting of KC-135, F-15s, a C-141, several helicopters and more than 50 ground vehicles, plus the production company's own 747 painted to resemble the real Air Force One. The Air Force was reimbursed for all costs of the use of government aircraft.

**Newest Museum Now Open**

The Mighty Eighth Air Force Heritage Museum, built to honor the more than 10 million men and women who served with the Eighth since it was created in 1942, is now open to the public at Savannah, Georgia, its birthplace. The museum features a library, art gallery, meeting and study rooms, gift shop and snack bar and is open seven days a week from 10 a.m. to 6 p.m. Admission is $7.50 for adults, $6.50 for children ages six to twelve.

At its peak during World War II, the Eighth's personnel strength was 350,000. More than 26,000 crew members were killed and more than 28,000 became prisoners-of-war. General Doolittle was commander of the Eighth from January 1944 to the end of the war.

Web Site: www.utdallas.edu/library/special/aviation/index.html
Braniff Files Reveal Interesting History

There are 48 boxes of Braniff International Airways historical materials in the History of Aviation Collection, plus much material still to be recorded. The files include the history of Mid-Continent Airlines dating from its incorporation in 1936. Braniff acquired Mid-Continent in 1952.

The chronological history of Mid-Continent Airlines began in 1932 with Hanford’s Tri-State Air Lines which had begun service in 1928 between Sioux City, Minneapolis and St. Paul with single-engine Lockheed Vegas. Before 1928, north-south air service was purely a matter of charter flights by private operators. From 1928 to 1934, the Hanford lines flew charter and intermittent scheduled flights from Omaha to Sioux City, Minneapolis, and Bismarck, N.D. with a variety of equipment including Ford trimotors, Stearmans, Ryans, and even one Sikorsky amphibian. Additional cities were added and in December 1933, Hanford and Rapid City Airlines merged and became Hanford Air Lines. Ten-passenger Lockheed Electras were added in 1935 and gradually replaced the older equipment. The company was reorganized in 1936 and the name Mid-Continent Airlines was adopted in 1938. The company headquarters and the focus of its operations was located in Omaha, Nebraska.

The southern part of the middle west grew rapidly in the 1930s despite the Depression because of an oil boom. Cities like Fort Worth, Dallas, Wichita, Tulsa and Oklahoma City were being connected with scheduled service, and Paul Braniff, with his brother Tom, organized Braniff Airways in November 1930. The company was renamed Braniff International Airways in 1948 when service was inaugurated from Houston to Lima, Peru with Douglas DC-6s. Service began in 1948 to La Paz, Bolivia (the world’s highest airport at 14,000 feet) from Lima using DC-3s which were soon replaced by DC-4s equipped with JATO (Jet Assisted Take Off).


Jerry Colonna, comedian who appeared with Bob Hope on his radio, television, movie and stage appearances leers at Mid-Continent hostess Terry Pidmainer in this 1947 photo taken at a stop in Omaha.

Space History Materials Directed Elsewhere

Expansion limitations at the McDermott Memorial Library in which the HAC is housed are such that books, periodicals, technical manuals, and other types of materials pertaining to the history of space research and development activities cannot be accepted. It is suggested that potential donors contact NASA’s history or public affairs offices in Washington, Houston or Florida.