Prof. John H. Morrow, Jr.
Was 1997 Jalonick
Distinguished Lecturer

The 1977 George W. Jalonick, III
and Dorothy Cockrell Jalonick Memorial Distinguished Lecture, latest
in a series inaugurated at UT Dallas,
was held December 6 at the
university’s Conference Center Au-
ditorium. Prof. John H. Morrow, Jr.
of the University of Georgia History
Department was the guest lecturer. A
well-known, highly respected aviation
history scholar, he is the author
of Building German Air Power 1909–1914 and The Great War in the Air:
Military Aviation from 1909-1921.
The title of Professor Morrow’s lecture
was “The Great War in the Air:
Memory, Myth and Reality.”

Honored at a dinner following the
lecture was George H. Williams who
had established the HAC’s World
War I Aviation Library named for
him which is considered one of the
finest collections on the subject in
the country. The recent acquisition
of the renowned Ferko Collection of Ger-
man World War I materials added to
the Williams Library has already at-
tracted scholars from Europe, as well
as many members of the League of
World War I Aviation Historians,
which Williams helped to organize.
Formerly chairman of the HAC Advi-
sory Board, his successor is C. France
McCoy, an attorney and HAC volun-
teer who specializes in French avi-
ation.

FOF Museum’s Olin
Lancaster Retires;
George Lodge Named
Interim Director

Olin Lancaster, executive director
of the Frontiers of Flight Museum
since its founding in 1989, retired on
December 31, 1997. George W.
Lodge has been named as his interim
replacement until a permanent direc-
tor is selected.

A graduate of the University of
Texas at Austin, and the Southwestern
School of Banking at SMU,
Lancaster was named director after
14 years in banking. He was commission-
ed as a Naval Aviator and served
in the Pacific theater. Credited with
the first arrested landing on an angle-
deck carrier, he made over 200 car-
rier landings. He and his wife Sally
have moved to Florida’s east coast.

George Lodge is considered one
of the most experienced air show
directors in the nation with experi-
ence dating from 1985. He has been
active with the Confederate Air Force
and is currently wing leader of the
Dallas/Fort Worth Wing. He has been
vice president and board member of
the American Airpower Heritage
Foundation for the past three years.

Lodge is a graduate of Drexel Uni-
versity, Philadelphia, Pa. and holds an
MBA degree from Northwestern
University. He has a background in
magazine production, having served
with Newsweek magazine and as pub-
lisher of two commercial airline maga-
azines. His military experience was
with the infantry in the U.S. and West-
ern Germany.

Flying Facts

Who holds the world’s speed record
for non-stop flight around the world?
According to HAC sources, it’s Air
Force Major Chris Stewart who led a
flight of two B-1 bombers on a war-
game bombing mission around the
world on June 3, 1995. For 36 hours
and 13 minutes he flew non-stop,
averaging 460 mph and shattered previ-
ous world records in time, distance
and speed. He received the Mackay
Trophy for “the most significant aerial
achievement of the decade.” Stewart
has started a second career as a writer.
Last October, Shattered Bone was
released—a novel about the theft of a
B-1 bomber by a Russian mole.

Linda Finch’s round-the-world
record has been disapproved by the
National Aeronautic Association.
Having made headlines for the flight
(Mar-May 1997) to commemorate
Amelia Earhart’s ill-fated flight and
100th birthday, Finch did not submit
all the required documentation to sub-
stantiate her claims. Finch’s Lockheed
10E was accompanied by a 1955
former Navy twin-engine Grumman
HU-16 Albatross for the entire trip
and navigators were changed several
times. The HU-16 was piloted by
Reid Dennis which was a round-the-world “first” for an amphibian. It served as a platform for aerial photography and transported 8 or 9 people on different legs. Co-pilot was Andrew Macfie; Robert Bell was the mechanic.

Lest we forget, Ann Pelligreno, also flying a Lockheed 10E, followed the Earhart trail between June 9 and July 7, 1967.

Jennifer Murray and Quentin Smith became the first flight crew to circumnavigate the globe in a piston-powered helicopter. The 97-day, 28,500-mile trip was made for the benefit of the Save the Children Foundation. Murray, 56, became the first woman helicopter pilot to fly around the world. Smith, 32, was a gold medalist at the 1994 World Helicopter Championships.

The famous Air Force song, “Off We Go Into The Wild Blue Yonder” was written by Robert W. Crawford, a voice teacher at Princeton University. He won a $1,000 prize in a 1939 Liberty magazine contest.

Willis W. Beasley, editor of The Happy Warrior, the 492nd Bomb Group newsletter, reports that only ten B-24 Liberators out of more than 18,000 built, exist in museums today.

Wright Brothers Celebration Planned

Congressmen Tony P. Hill (D-Ohio) and Walter B. Jones, Jr. (R-NC) have introduced legislation that will establish a federal Centennial of Flight Commission to plan a national celebration in 2003 for the 100th anniversary of the Wrights’ first successful powered flights.

Aviation Magazines Wanted

To complete the extensive collection of aviation magazines, HAC has some missing issues that are needed before they can be bound. It is hoped that Air Log recipients will be able to fill these collection vacancies:

- American Aviation: Vol. 9 (1945); Vol. 10 (1946); Vol. 12 (1947); and Vol. 13 (1948).
- Aero Digest: 1924 to 1926.
- Flight (UK): Vol. 2 (1910), Vol. 3 (1911)
William G. Fuller Files Available for Study

William G. Fuller, one of the few enlisted men to win wings in World War I, donated his files to the HAC in 1963. Besides being a pilot, he was a collector of aviation books, documents and mementos. One of the rare books he found was Der Vogelflug, published in 1899, which was a reference used by the Wrights.

Fuller was a U.S. Air Service pilot for ten years and became the first manager of Fort Worth's Meacham Field, serving there for 17 years. During that period he is credited with inventing the lighted windsock and flexible field lights. He organized Relief Wings of Texas and Oklahoma to provide ambulance planes, physicians, nurses and radio operators to stricken areas. He also readied a seaplane base at Lake Worth in 1942 to accommodate seaplanes being ferried to the war fronts. A stint with the Civil Aeronautics Administration followed. He served as Fort Worth and Grand Prairie aviation director and became mayor of Euless, Texas. The Fuller files contain hundreds of travel, aircraft and airport photographs, as well as data on aircraft and airports around the world.

More Doolittle Reflections

As noted in the last issue, Jimmy Doolittle expressed his observations about various subjects in his letters, speeches and writings over the years. Here are more that have been gleaned from his files:

Philosophy of Life: "One's destiny—which in the final analysis is one's ability to serve his fellow man—is determined to some degree by the public at large, to a greater degree by his immediate associates, subordinates, contemporaries, superiors and, most of all, by himself."

About Pilots: "For a pilot, you look for a chap who has good eyesight, who has fast reactions, a good sense of balance, but most important, you look for someone who really loves to fly. It would be very difficult to make a good pilot out of someone who hates it. We always incline to do best those things that we enjoy doing."

About Test Piloting: "There is no work as intensely interesting as testing and improving high speed airplanes. Not even air racing. But I have yet to hear of the first case of anyone engaged in this work dying of old age."

About Prayer: "Prayer doesn't need a dramatic answer to be effective. And there have been times when, without prayer to help guide me, I've done stupid and foolhardy things. This is enough proof for me."

Museum News

The Western Aerospace Museum is improving its current facility at historic North Field, Oakland, California Airport and undertaking a joint venture with the Alameda Naval Air Museum to expand into Alameda Point (former Alameda Naval Air Station). The joint effort is expected to result in one of the largest aerospace museums on the west coast. The Western Aerospace Museum address is 8260 Boeing Street, North Field, Oakland International Airport, Oakland, CA 94614. The Museum's Web Site can be accessed at http://www.cyberair.com. Phone: (510) 638-7100.

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