

Three New Historic Aviation Photograph and Document Collections

By

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The collections described here were introduced initially on the Web site www.dmairfield.org during late fall 2006. The Web site analyzes, documents and brings to life the people and aircraft that landed at the Davis-Monthan Municipal Airfield, Tucson, Ariz., between 1925 and 1936. The people and aircraft are recorded in the Register from the Airfield that lay open for signature during that time.[1]

The collections today are owned and carefully preserved by the primary authors of this article, who are the sons of the original collectors. Many images in the collections are relevant to flight activities at Tucson. The three owners (authors Cosgrove, Gerow, Russell) contacted the webmaster (Hyatt) through his Web site and offered their images to enhance the historic value of the Web site. Two of their fathers (Cosgrove, Russell) were pilots who signed the Airfield Register celebrated on the Web site. Author Gerow's father photographed on the west coast many of the same people and aircraft that passed through Tucson. Working together preparing the images for the Web, and further discussions, led us to believe the collections might have wider interest and value if made available to historians in their entirety. This article serves to introduce the rest of the collections.

The collections contain thousands of items, including photographs, letters, brochures, cards, ribbons, jewelry, flags, awards, certificates, technical manuals and other aviation memorabilia and artifacts. The majority of items are from United States sources from the 1920s and '30s. A sample of over 300 items from the collections appears on the Web site. Whereas the Web sample is relevant exclusively to the people and airplanes of the Davis-Monthan Airfield Register, there are many more items in the collections not on the Web site that are germane to other aspects of aviation beyond the Golden Age (e.g., WWI, WWII, later military and civil air transport).

Most of the items are black and white photographs of

people, places and aircraft taken from just after the birth of aviation through the mid-to-late 20th century. The majority can be dated during the 1920s and '30s. Among the people of the collections are the movers and shakers of aviation's Golden Age. Maitland and Hegenberger, the pilots and passengers of the "Josephine Ford" and the pioneer pilots of Standard Air Lines are a few examples. Early aircraft manufacturers (e.g., Donald Douglas, Claude Ryan, Eddie Stinson) are represented, as are other pilots and staff of early airlines, air racers, barnstormers and entrepreneurs. Some previously unpublished images of female pilots are among those of the Cosgrove collection.

Aircraft photographs include the "Spirit of St. Louis," early Lockheeds, record-setting military craft of the period, including the "Question Mark" and "Bird of Paradise" and the Pitcairn autogiro flown on a record-breaking cross-country by Johnny Miller in 1931. Southwestern airfield photographs of Tucson, San Diego, Long Beach, Bakersfield, and Los Angeles' Mines Field are included as well. The 1928 Ford Reliability Tour and many air races are remembered with preserved documents and photos. Much of the collections' contents are unpublished.

A good number of the images were taken by the namesakes of the collections; some were not. The sample photos presented are all identified one way or the other. For the collections as a whole, some of the images are identified as to time, location, people or aircraft shown. Other images have no such information. But that does not reduce their usefulness to researchers who otherwise may be able to place or identify them.

The documents of the collections include numerous newspaper clippings featuring the original collectors and newsworthy descriptions of their aviation careers as they progressed. Personal and business letters, certificates and pilot

certificates are also represented throughout the collections.

Each collection is a treasure for historians. The photos were taken generally with great informality regarding framing and timing. Photographic techniques ranged from box camera snapshots and corporate portraits to high-resolution, large-format portrait and aerial photographs of great clarity and rich depth. The spontaneity of many of the photos, and the ability to discern details in their backgrounds, makes the individual pictures add up to much more than the sum of their collective parts.

In this article are presented six sample images from each collection. They provide an exclusive introduction to this valuable pictorial cross-section of civil, commercial and military aviation. The documents, memorabilia and artifacts that comprise each collection are unique to the birth, development, practice, lore and outcomes of aviation during the 20th century.

The collections are available for qualified research purposes. Individuals interested should contact the collection owners (references 2-4) for access and collection content details.

THE CORNELIUS BURTON COSGROVE, JR PHOTOGRAPH and DOCUMENT COLLECTION

Cornelius Burton Cosgrove, Jr. (1906-1999) was the manager of the Davis-Monthan Airfield from 1928 to 1932. As well, he was a military and civilian pilot, airplane owner and Travel Air dealer. He was a Register signer, as well as being a competent amateur photographer. Some images come from his 35mm Leica camera that he kept handy at the airfield during his tenure. Many document the arrivals and departures of well-known people and aircraft of the era. They give us almost a day-to-day “movie” of the comings and goings of the people and airplanes of the era. Some of his images can be cross-referenced to the Register and assigned approximate dates and times. His collection provides significant insight into the humanity and pioneering spirit of the people who gave us

the art and science of aviation here in the 21st century.[2]

Cosgrove’s collection is broad and, in some cases, deep. There are three volumes of never-before published WWI aircraft, pilots, airfields and “vacation” places visited by U.S. WWI pilots. There are WWI forms for reporting shot down aircraft, French train and theater tickets, pictures of “girls” in swim suits and news articles about the end of WWI. As found in many collections, some images of pilots and airplanes of the pre-WWI era are without identifying data; many others are documented.

Numerous Golden Age postal cachets are part of the collection’s attraction. One is an envelope carried aboard Amelia Earhart’s record-setting first flight from Hawaii to



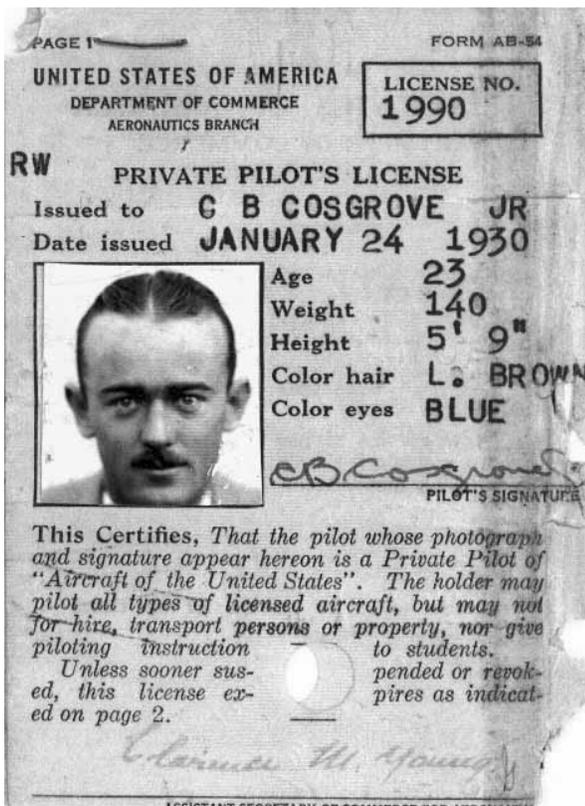
Pine Valley, California - 1926. C. B. Cosgrove’s Martin Bomber (MB-2) forced down by an ice storm 45 miles east of San Diego, Calif., on March 8. Image was taken with Cosgrove’s Leica camera (photographer unknown). Interestingly, throughout his collection, a self-effacing “?” was a common symbol used in his photo albums when he was referring to himself!

Among the artifacts of the Cosgrove collection is a card documenting his first airplane ride as a boy at a barnstorming event in Silver City, N.M. He flew in a Lincoln Standard biplane, a popular barnstorming model. The card lists the altitude and speed reached. It is boldly signed by the pilot. The fact that the original card remained in his collection for over 80 years is testimony to its meaning.

Oakland, signed by Earhart and addressed to her husband, George Putnam (although Earhart signed the Davis-Monthan Airfield Register three times, she never landed with her trans-Pacific Lockheed Vega, NR965Y). There are envelopes signed by Orville Wright commemorating 25 years of flight and one carried and signed by Captain Edwin C. Musick commemorating the first Pan American Honolulu-to-Manila flight, November 24, 1935.

There are two 7" x 9" Travel Air and Bellanca "Salesman's Books" containing 70 images of the respective airplane models from the 1930s. There are autographed images of Charles Lindbergh (landed Tucson, 1927), Eddie Rickenbacker, Robert Scott, Paul Tibbets, Robert Morgan, Jimmy Doolittle (landed Tucson, 1927) and Chuck Yeager.

There is an unusual collection of airline and hotel baggage stickers from Cosgrove's travels. There are items from Pan American's "China Clipper," the Graf Zeppelin, Imperial Hotel, Dollar Steamship Lines, and the Grand Hotel Pekin, 1932, among others. A special section of the Web site is devoted to describing the personality and accomplishments of Burt Cosgrove, Jr.



Pilot License – 1930. Cosgrove's private pilot license issued in 1930. From the frayed edges it appears it was carried in his billfold. The numbering system for pilot licenses beginning in the late '20s (federal licenses were required after 1926) was sequential. Thus, Cosgrove was the 1,990th person to acquire a federal pilot license. This is a fairly low number.

To be 23 years old, 140 pounds and a pilot in 1930 was a dream of many during the Golden Age. Interestingly, his collection also contains Cosgrove's Air Corps Reserve pilot license issued in 1939. Besides gaining five pounds and stating his blood type, little changed.



Tucson, Arizona – 1930. C. B. Cosgrove, Jr., Tucson's first airfield manager, standing in front of a Douglas O-2H, 28-165. Tucson Municipal Airfield, September 30. Image taken with Cosgrove's Leica, probably by Army pilot Thaddeus V. Foster (also a signer of the Airfield Register). During his four years as airfield manager, one of Cosgrove's roles was as a Travel Air dealer for Arizona and New Mexico. He was also field manager for American Airlines (1930-31). There are many images in the collection showing the AA Terminal situated at the northwest end of the airfield. Its location now (unfortunately) is under the roadway called Alvernon Way in modern Tucson.

Regarding T.V. Foster, he had a sense of humor and he and Cosgrove were good friends. In one image in the collection, Foster is seen circa 1929, replete with parachute, helmet and goggles, and much to the amusement of all, riding a donkey. The story goes that this image was posed as a jibe at Cosgrove.

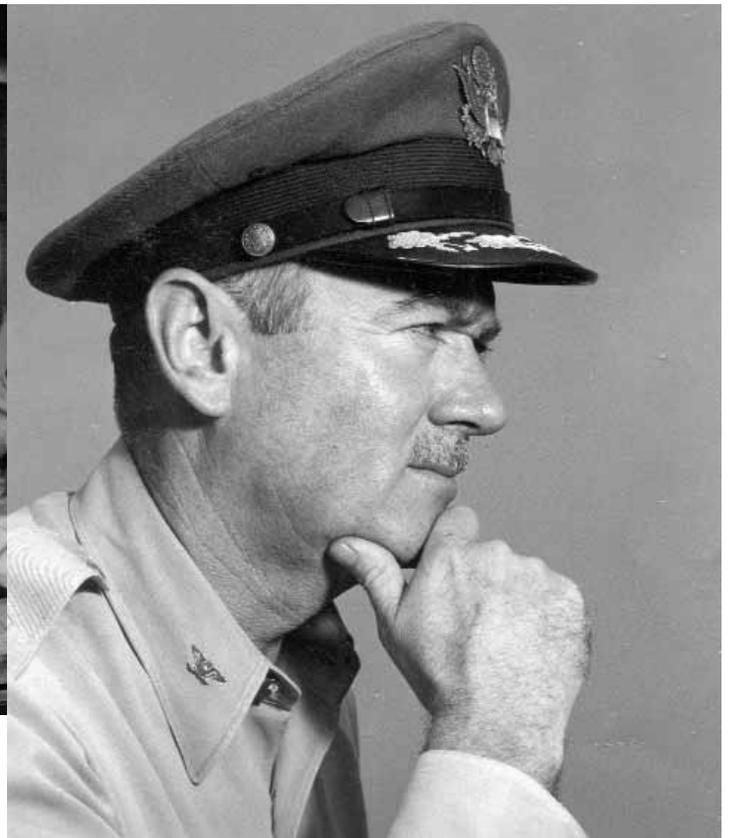
It is likely that Cosgrove holds the record at the Airfield for the lowest altitude parachute drop. During taxi with Foster, Cosgrove was in the gunner's seat. Foster hit the throttle before Cosgrove was strapped in. His D-ring caught on the gun mount, thus opening his 'chute. Cosgrove was dragged out of the airplane by the open parachute in the prop wash and hit the runway. He was harassed and accused of denting the runway. The donkey pose with the parachute was Foster's way of suggesting to Cosgrove that airplanes were too dangerous for him, and that riding the donkey (with ears deployed in airfoil fashion) would avoid any future accidents!



Location near March Field, Riverside, Calif. – circa 1940-41. During 1940-41, Capt. C. B. Cosgrove, Jr., flew this B-17C, which was featured in the academy award winning movie “They Wanted Wings.” It was his regularly assigned aircraft while he was General Eugene “Gene” Lowry Eubank’s pilot. (Photographer unknown)



Location “Redistribution Station #3” – September 2, 1945. General H.H. “Hap” Arnold and Lt. Col. C. B. Cosgrove, Jr., photographed at the time of Japan’s unconditional surrender. Arnold and Cosgrove are discussing the details of the surrender with the press. Cosgrove was commander of Redistribution Station #3. Arnold was a signer of the Davis-Monthan Airfield Register in 1930 and ’33 (as a Lt. Col.). (Photographer unknown)



Burbank, California – 1953. Official USAF photo of Col. C. B. Cosgrove, Jr., Base Commander of Burbank Field circa 1953. (Photographer unknown) Cosgrove was born February 8, 1906, and passed away August 7, 1999.

THE RUSSELL T. GEROW PHOTOGRAPH and DOCUMENT COLLECTION

Over his long and varied career, Russell Templeton Gerow (1897-1993) was at times a truck and aircraft mechanic, welder, pilot, aerial photographer, Army enlisted man in both world wars and tool-and-die maker. His range of vocational activity from 1910 to 1985 touched upon eight decades of what history calls the “American Century.” [3]

As an amateur photographer, Russ Gerow accumulated approximately 1,000 photographs and negatives, of which 200 deal directly with aviation’s Golden Age, primarily in southern California from 1925 to 1933. Unfortunately, only a fraction of the Golden Age images include captions or other identifying notes.

Another 200 provide an interesting glimpse of R.T. Gerow’s activities from September 1934 through the following summer as aircraft mechanic and cameraman with Standard Oil of California’s pioneering aerial survey team that mapped potential drilling sites in Saudi Arabia. Among this group are 72 aerial photos, the first ever oblique, vertical and stereoscopic images of structural and topographic features from northwestern Arabia southeast along the Persian Gulf to Qatar. Roughly 80 percent of these are captioned with date, location, topographical commentary and photographic altitude.

Another sub-collection of photos dating from the late 1940s through the mid-1950s includes 35 images of sophisticated airborne and field instrumentation built and shipped during Russ Gerow’s tenure as instrument maker and shop foreman of Superior Oil’s Geophysical Laboratory in South Pasadena, Calif.

In addition to the above, a substantial portion of the collection includes miscellaneous family and other photos dating from the early 1880s up through the 1980s. Among these are an interesting collection of a dozen or so 8”x10”

images taken in the late 1880s at Ft. Davis, Texas. These images include group portraits of cavalry officers and enlisted men in duty garb and weaponry of the period, and images of post buildings now gone. Apart from these photo groupings, a substantial collection of 35mm slides dating from the late 1940s through the mid-1960s chronicles Russ Gerow’s interests in family life, railroading and outdoors activities exploring California’s mountains and deserts.

The documents portion of the collection includes technical correspondence from aviation suppliers from the mid-1920s through the early 1930s; mechanic’s licenses; a 1930s-era U.S. passport; foreign vaccine records; notes relating to aircraft maintenance of the Fairchild 71 (NC13902) under his care in Arabia; sundry Middle Eastern coins; a Certificate of Merit from the Office of Scientific Research & Development for work on the Manhattan Project (which included machining the trigger mechanisms for Fat Man and Little Boy); various technical binders and resource files on stereophotogrammetry, optics, useful mathematical formulae, miscellaneous engineering subjects; and finally, a complete set of 1920s-era aircraft maintenance texts by Major Victor W. Pagé.

The following images represent three of the four main geographical areas in which Russ Gerow’s 10-year aviation career unfolded during the years 1925 to 1935. The fourth area, Catalina Island, Calif., (summer 1932 - spring 1933), is omitted due to space limitations. The three represented areas are Kern County, Calif., and environs, 1925-1928, Long Beach, Calif., 1928-1932 and Saudi Arabia 1934-35. No photographic records exist of his 1933-34 employment at Douglas in Kansas City, where he worked on the DC-1 and was credited with a design improvement to the plane’s ignition harness.

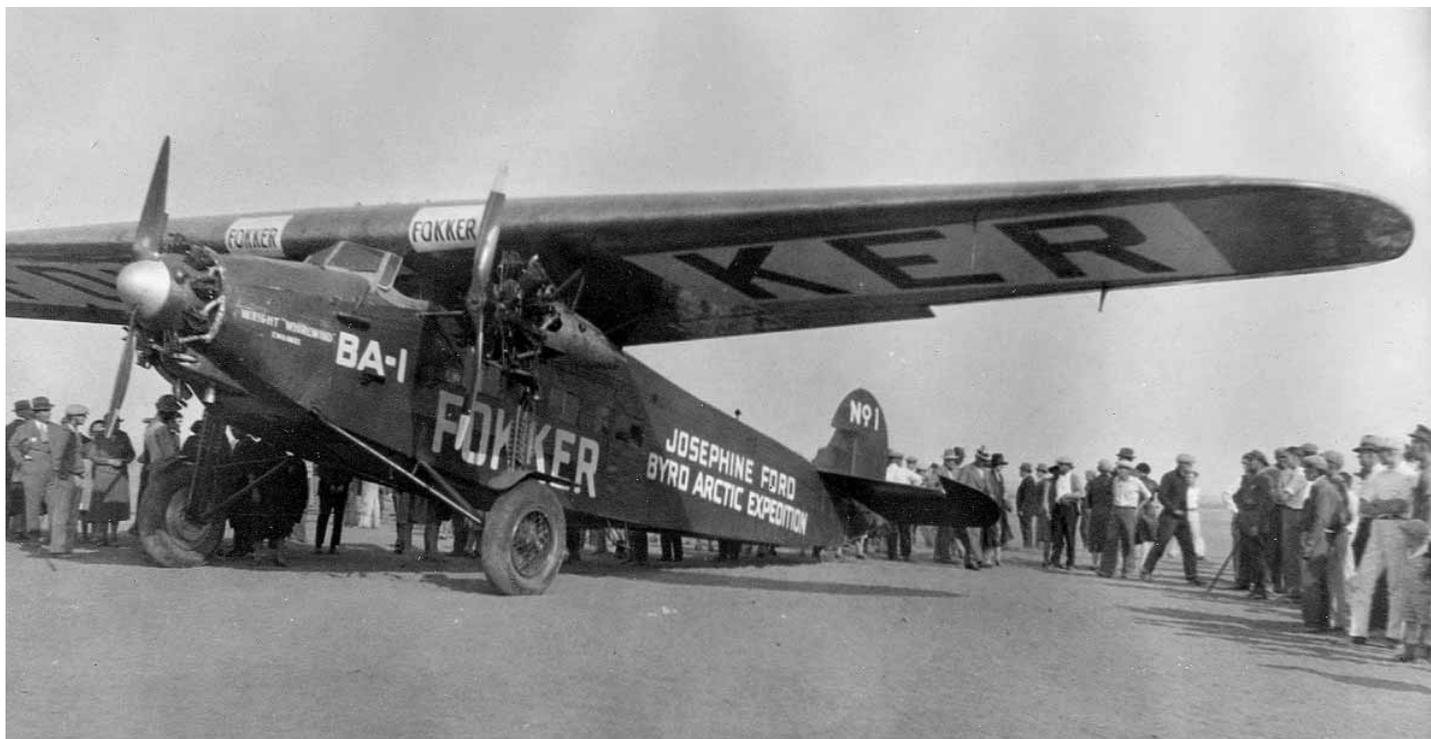


Ventura, California.—1926. Thomas-Morse S.4C “Scout” (80-hp Le Rhone 9C) taking off at Ventura Field, May 1926. Pilot is Russ Gerow’s flying instructor, Air Service Reserve Lieutenant David R. Matthews, who soloed Gerow at Taft in June 1925. This image shows the clean lines of the “Scout” and evokes the typical rural setting of most airfields of the time. The Tommy’s 8’7” wooden prop kicked up enough dust to make it look more “chesty” than it was, but up close the wide-open rotary must have been ear-splitting. The lack of hard shadows on the plane suggests that this photo was taken before the usual midday “burn off” of the marine layer that blankets the central California coast in spring and summer. (Photo taken by Russ Gerow) [caption continued on next page]

Though forgotten now, Lt. Dave Matthews (1894-1926) was one of the best-known aviators in central California and "vice-commander" of the famed Santa Barbara Aero Club. As a former Rockwell Field flight instructor, San Diego airfield owner and a popular civilian flying instructor, Matthews' career paralleled that of his Long Beach contemporary, Earl S. Daugherty, in many respects. While flying for "pleasure" at Santa Barbara on September 8, 1926, Matthews and another local aviator, Louis Bernard Bauhaus, crashed to their deaths under somewhat mysterious circumstances.

No stranger to aerial mishaps, Lou Bauhaus was involved in the widely-witnessed May 24, 1920, crash of a three-place aircraft that he and brother William had designed and built. The front page story of the May 25, 1920, Oxnard Daily Courier ("Carpenteria Aviator was Well Known Here") reported that the Bauhaus Brothers airplane "struck nose on and buried itself deep in the soft earth of the old Ellery lima bean field, where it remained straight up as though it had been planted like a post." Lou survived to crash another day but, unfortunately, Bill did not.

Six years later, on September 9, 1926, a front page story in the same newspaper ("Inquest Today over Bodies of Crash Victims") reported that the JN-4 in which Matthews, 30, and Bauhaus, 31, were flying experienced trouble 20 min after takeoff. At around 2,000 ft., Matthews was seen attempting to crawl from the front to rear cockpit, it was thought, to manually work the control cables. The plane then staggered in the air and plowed into the ground inverted at a 45-degree angle. The club's "commander," airmail pioneer Earl Ovington, himself recovering from a near-fatal crash a month earlier, speculated that, "the control lever slipped from its socket and was lost." This is curious considering that the aircraft had dual controls, as was mentioned by the article. In any event, whatever conditions conspired to kill this popular flier 81 years ago may forever remain a mystery following the coroner's inquest, which officially ruled the cause of the crash as "indeterminate."



Bakersfield, California – 1926. In a scene repeated dozens of times around the country, the Byrd North Pole Fokker F.VIIA-3M "Josephine Ford" lands at Bakersfield, Calif., on November 5, 1926. Kern County's leading newspaper, The Fresno Bee, reported on page 16 of its November fifth edition ("Polar Plane at Airport Rites") that several hundred people were on hand for the airport's dedication that day, timed to coincide with the Fokker's arrival en route to Los Angeles from Crissy Field, San Francisco. (Note: this airfield, also known as Kern County Airport No. 1, was later named Meadows Field in honor of former county airport commissioner and aviation pioneer Cecil C. Meadows.) A San Mateo Times article ("Will Visit San Mateo") on November 4 reported that NX4204 was expected to stop for a few minutes at Varney Field after Crissy, but lack of subsequent news coverage suggests that the impromptu San Mateo stop may have been scrubbed in the interests of time. (Photo by Russ Gerow)

The Fokker's 11:30 a.m. arrival at Bakersfield, one of seven lunch/fuel stops tacked onto the original 38-city itinerary, was marked by speeches from pilot Floyd Bennett, Mayor L.K. Stoner and other dignitaries. The plane's nationwide PR swing to promote aviation was underwritten by Edsel Ford, whose three-year-old daughter was the plane's namesake. Additional funds were provided by a \$2.5M Guggenheim grant according to the San Mateo Times.

After Bakersfield, the "Josephine Ford" headed south to San Diego then east and landed at the Davis-Monthan Airfield on November 9. Airplane and crew (Floyd Bennett, pilot, Bernt Balchen, copilot, Donald Keyhoe, George Noville, Charles Kunkle, Roy Hooe and John McPhail) remained over night, departing for El Paso, Tex., the next day. [caption continued on next page]

Shy and retiring as an adult, Josephine Clay Ford, Edsel's only daughter, became one of America's leading philanthropists. But when she died on June 1, 2005, age 81, no obituary we have found mentioned the legendary trimotor that boldly transported her name to every corner of America when she and commercial aviation were both just toddlers.



Long Beach, California — circa 1930. Douglas M-4 (c/n 338) operated by Continental Air Map Co. of Los Angeles, Calif., from 1930-1938. With a 1926 sticker price of \$15,000, this ship amassed 913 hrs 53 min of engine time before being ground-looped by Western Air Express (WAE) pilot Bart Cox at Alhambra, Calif., on January 23, 1930. Continental acquired it "as is" in May 1930 for ten cents on the original dollar. Rebuilt with improvements by Russ Gerow, which included Bendix brakes and a middle crew station with an aerial darkroom, NC1475 mapped a large portion of California and various national parks in southwest Utah for the U.S. Dept of the Interior. Retaining its original red and silver color scheme, NC1475 survived the years and was restored to flying condition in 1976 at Douglas/Long Beach as a short-winged M-2 (C150). As though jinxed by its WAE livery, the ship was again ground-looped during taxi tests the day before Western Air Lines 50th anniversary gala on April 17, 1976. After substantial repairs, it was flown cross-country to the Smithsonian, throwing a rod at Amarillo, Tex. A Santa Fe air museum miraculously came up with an airworthy 420-hp Liberty "loaner," which allowed completion of the flight to its honored rest in the NASM's "Hall of Transportation," where it remained on display for 30 years. Within the last few years, ex-NC1475 was moved to its new display location in the Steven F. Udvar-Hazy Center at Dulles International Airport. Crew shown here, left to right: Joe Mountain, pilot; Russ Gerow, mechanic and camera; Dick Kerr, navigator and back-up pilot. (This photo was taken on the Long Beach, Calif., flight line circa 1930-31 by an unknown photographer.)



Long Beach, California — circa 1932. Milo G. Burcham and Russ Gerow (right) pose in front of Burcham's Brunner-Winkle Bird BK (100-hp Kinner), c. 1932. This airplane logged in at Tucson on November 12, 1929. It was traveling with a sister ship (NC28K) west-bound from the factory in Brooklyn, N.Y., to new owners on the west coast. It is not certain when ownership was transferred to Burcham.

NC48K was "totaled" on October 12, 1931, at El Monte, Calif., when it entered a terminal flat spin that left Burcham, chief instructor at the O'Donnell School of Aviation, and his advanced aerobatic student, Miss Vinetta Sloan, shaken but unhurt. In his spare time, Gerow completely rebuilt NC48K in exchange for room and board at the Burcham residence for the duration of the project. [caption continued on next page]

Having learned to fly before licenses were required, Gerow obtained his student pilot's permit on January 26, 1932, and took instruction from Burcham in this aircraft. Snow-covered Mt. Baldy appearing faintly above the empennage suggests that this photo was probably taken in winter or early spring.

As one of the greatest acrobatic pilots of his day (Russ Gerow quote), Milo Burcham and his distinctive Boeing 100 (R872H) were a marquee act at major international airshows during the mid-1930s. Owner of the inverted flight endurance record for almost 60 years, Burcham won the 1936 World Aerobatic Championship at Los Angeles and finished fifth in the 1937 Bendix as F.C. Hall's personal pilot, replacing the late Wiley Post. Desiring a more significant role in aviation, he joined Lockheed in 1941 and pioneered stratospheric aeroembolism tests with Dr. W. Randolph Lovelace at the Mayo Clinic. As Chief Pilot, he was less fortunate on October 20, 1944, in the flame-out crash of the third YP-80A Shooting Star (44-83025) into a gravel pit just north of Lockheed Air Terminal. At the time of his death, Milo Burcham, 41, had more stick time in P-38s than any other pilot. (This photo was taken on the Long Beach flight line circa early 1932 by an unknown photographer.)



Long Beach, California — circa 1931. Curtiss O2C-1 "Helldivers" of VN-13 inbound to Naval Reserve Air Base (NRAB) at Long Beach Municipal Airport. NRAB operated under the command of the 11th Naval District and served as home to training squadron VN-13RD11, and later VN-16, from the facility's commissioning in May 1928 until the eve of WWII. In its early years, NRAB offered aviation ground school three nights a week to fleet personnel and provided a convenient air terminal for visiting military brass. By 1940, the city's relentless efforts to reclaim the property had soured relations to the point where naval authorities, in a well-aimed parting shot, instead turned the facility over to the Army! (Photo by Russ Gerow)

Santa Catalina Island is seen in the distance and just barely visible through the haze off its left end is San Clemente Island 63 miles off shore. Note distinct line of deeper water and anchorage of Battle Fleet with San Pedro breakwater at right edge of photo. The long flat ship above tail of plane at right is the Navy's first aircraft carrier, the "Old Covered Wagon," USS Langley (CV-1), that was later refitted as a seaplane tender and lost in action near Java on February 27, 1942. Vanished landmarks of the Long Beach shoreline include the famous Pike amusement park, right, and the Rainbow Pier and Municipal Auditorium, center. The tall, wedge-shaped Villa Riviera, extreme bottom left, survived the devastating March 10, 1933, Long Beach quake with little more than cracked plaster and today thrives as luxury condo apartments — no longer right on the beach but several hundred yards behind the city's highly developed waterfront.

Saudi Arabia, 1934-35. In September 1933, Standard Oil of California (Socal) subcontracted Continental Air Map to chart its recently acquired drilling concession in eastern Saudi Arabia. For this purpose, a customized Fairchild 71 camera ship, powered by a 420-hp P&W Wasp B, was purchased from Fairchild's Kreider-Reisner Aircraft Division at Hagerstown, Maryland. Completed on February 5, 1934, NC13902 (c/n 801) was hoisted aboard SS Exochorda sailing from NYC to Alexandria, Egypt, on the sixth. Navigator/geologist Kerr and his pilot, noted aircraft designer Charles F. Rocheville, flew the plane from Cairo to an unauthorized landing at Jubail, Saudi Arabia, by way of Gaza, Baghdad, and Basra. After two months of flying under very difficult field conditions, Rocheville left Arabia on June 1, 1934, due to illness and injury. He was replaced in early September by Joe Mountain (pilot) and Russ Gerow (mechanic and cameraman) who, under mission-leader Kerr's guidance, completed the bulk of the 320,000-square-mile aerial survey work by June 1935.



The Fairchild's camera-mounting system allowed taking pictures vertically through the floor and obliquely by lowering a six-pane sash window aft of the cabin door. Note special 24" x 18" balloon tires (inflated to 16 psi) for operating in deep sand. It was reported that NC13902, with its royal blue fuselage and bright orange wings and tail, came to a bad end some years later, the specific details of which are still being researched. Shown here, left to right: Joseph D. Mountain, Richard C. Kerr, Russell T. Gerow. (Photo taken at Socal's Jubail headquarters, winter 1934-35, by famed geologist Max Steineke.)

THE HAROLD B. "HAP" RUSSELL PHOTOGRAPH and DOCUMENT COLLECTION

Harold "Hap" Russell (1904-1964) had one love in his life: flying airplanes. He was building them in his uncle's warehouse in San Diego as a kid. He was flying solo at age 15 and his mother never knew until she read in the *San Diego Union* in 1920 of his flight to carry a parachute jumper to try and set a new altitude record. He gained fame in model airplane competitions in California, and formed a company for model engines manufacturing. [4]

The collection comes to us, literally, from that long-lost cardboard carton in the attic. The photos, jewelry, letters and more were knocked around for many years and it is truly a miracle that they have survived at all. After not being in the family's possession for some time, author Russell was called by an American Airlines flight attendant that said she had a box of material that he would be interested in. It turned out that her mother had purchased his father's home in California and found the box some 12 years after Hap's death in 1964. It is very good luck that the carton was found by a sympathetic person. The carton, about egg-case sized, was transferred promptly and carefully to its rightful and appreciative owner.

Russell's collection consists of about a hundred images,

dozens of news articles, a few letters and some interesting American Airlines physical memorabilia including a small sheaf of his business cards, an original "Flagship" pennant and all his American Airlines five-year service pins (seven of them) made into a charm bracelet for his wife.

The collection has great historical interest for author Russell, as he remembers his father telling him of Dutch Flats in San Diego of Ryan Aircraft using the Flats to test the "Spirit of St. Louis" and so much more that went on there. He spoke of flying rum and tequila from Mexico during prohibition, and even joining the San Diego police force so as not to be caught! He gave the impression that flying in the early days was for young adventurous men and women who would try things that no one else would try, and catch the interest of the public. Russell felt that one of the attractions of the early airlines was that people wanted to fly and experience the feeling; to go someplace faster and tell people about it.

From barnstorming on the west coast during the 1920s, to chief pilot for the new and short-lived Standard Air Lines in 1928-29, to a 35-year career with American Airlines, Hap Russell flew consistently from Jennies to jets.



San Diego, California –1923. Hap Russell with a Thomas-Morse S4C (left) and a Jenny, July 29, 1923. Both aircraft were his barnstorming mounts of choice. A photograph very similar to this one was carried inside Russell's service caps all through his transport career. Glued to the top lining, next to his head on every flight is the original photo of the young Hap Russell. This talisman, along with his rabbit's foot, as well as an original American Airlines cap, is among the collection. You will see his caps in some of the following images. Now you know what was inside each one, and what was in his pocket.



Location unknown – circa 1929. Hap Russell, center, with John Martin, left, and an unidentified pilot (perhaps William Kingsley). NC9742 is one of the Standard Air Lines Fokker Super Universals. Note the fuel bowser at right foreground. Enlarged, the nose of this airplane is painted with the name "Californian." Unlike the earlier Fokker Universal also used by Standard, the Super Universal was a closed-cockpit airplane. From the windsock on the terminal building, we can see that the breeze is in the pilots' faces on this day.



Location unknown – circa 1929. Standard Air Lines pilots. Standing, left to right: Harold Kelsey, Harold B. “Hap” Russell, William Kingsley. Kneeling left to right: Donald Cornell, John Martin. Identification of Kelsey, Kingsley and Cornell made by comparison with known images of them. Hap Russell holds the distinction of being the most frequent signer of the Davis-Monthan Airfield Register (83 times). Standard Air Lines aircraft (at least three different Fokker models) hold the distinction of being the most frequent visitors to the Airfield (over 250 landings).



Location unknown – circa 1928-1929. Standard Air Lines’ Fokker F.VIIA, NC7888, landed at Tucson four times during January 1929. Each time it was flown by Hap Russell. From the original image it is difficult to identify the people. However, we are fairly certain that the gentleman on the far left is Paul Richter and fifth from left is Jack Frye. Both of these men at the time are officers as well as line pilots of Standard Air Lines.

The design and lettering on this image suggest it may have been copy for a promotional postcard or advertisement. The original image is 6” x 10.” Note the thumbtack holes.

This airplane is the “Texan” of Standard Air Lines. NC7888 crashed in fog near Beaumont, Calif., two months to the day (3/30/29) after its last landing at Tucson, killing three passengers and the pilot.



Location unknown – circa early 1930s. Hap Russell in an interesting, early American Airways company portrait. His first transport job ended when Standard Air Lines was bought by TWA in 1929. American Airways was formed in 1930 as part of a confusing flurry of divestments and acquisitions on the

leading edge of the Great Depression. Hap left Standard for American. The Fokker F.XA was the flagship type for American Airways in 1930, and Russell's experience with the airplane at Standard qualified him for the job at American.

With competition and schedules responding to the vagaries of the economic downturn, one had to be adventurous to travel coast-to-coast on American Airways in 1930. Because of airmail changes during the early 1930s, its parent company had to sell American Airways to a new, independent company. Therefore, on April 11, 1934, American Airways became American Airlines. We can safely assume the image was taken sometime between 1930 and 1934, probably closer to 1930. Hap Russell remained with American Airlines for the rest of his flying career as employee number 11.

This image, along with other special artifacts whose inscrutable importance was known only to Hap, was found in a small, engraved wooden box inside the outer cardboard carton.



Airlines captain, April 2. Hap Russell enjoyed a 35-year career with American Airlines. One of the more poignant artifacts in his collection is a charm bracelet fashioned for his wife from his seven five-year pins, each one sporting rubies and diamonds in numbers commensurate with his years of service. This image appeared in a newspaper article published April 15, 1936. The article (headlined: Stepping Ahead on Wings) details Hap's flight hours at 10,500 during 15 years of flying. That equates to 700 flight hours per year, a considerable total for the era. One of American Airlines' DC-3s in the background.

INFORMATION FOR AUTHORS

Manuscripts can be on a CD or Floppy Disk. Macintosh or Windows if it has been purged of viruses. A hard copy of the Manuscript with separate Captions, References or Footnotes, Authors Notes, etc., must accompany the CD or Floppy Disk.

- **Manuscripts** typed on one side of 8 1/2 x 11-inch paper. Include author's name on first page.

- **Computer printouts** fine, but please **NO** fancy type fonts, and no second-generation copies! Your copy is scanned by computer to generate type for printing your article. Italics or fancy fonts are not recognized by the scanner program and errors abound. This increases time required to produce the *Journal* and increases the cost.

- **Dot matrix and typewriter of Arial/Helvetica/Geneva fonts read well, but please, ragged right margins for word spacing.**

- **Captions, References, bibliography and author's biography** should follow manuscript.

- **Prefer photos** to be glossy but not necessary. Color photos are fine. If you are providing scanned images (we prefer to scan ourselves) they must be highest quality JPEG and at least 300 dpi resolution. For example, an 8"x10" print would be 2400 x 3000 pixels in size.

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A particular subject should not normally be longer than two parts. Exceptions may be made where the subject matter has outstanding merit. Ideal manuscript length for a single insertion is 30 pages, including references, etc. For style and form consult recent *Journals*.

Please include brief author's biography written in third person, together with author's photo.

DISCUSSION

The three collections summarized in this article provide an exciting look at Golden Age aviation from three different, though complementary, viewpoints: Cosgrove's view as an entrepreneur/manager and military pilot/officer, Gerow's view as a professional photographer/aviation mechanic/pilot, and Russell's view as an inveterate and wizened pilot of the line. The antics and camaraderie illustrated in some of the Cosgrove collection images, the multi-level, workmanlike precision of Gerow's, and the sensitive and humble, yet proud, accomplishments illustrated in Russell's collection lend a prismatic sizzle to the view of aviation during the Golden Age.

These outstanding collections are held and maintained by private individuals. The mind reels thinking about what similar collections might exist undiscovered in attics and albums around the country.

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ABOUT THE AUTHORS



C. Burton Cosgrove, III: Co-author Cosgrove is a fourth-generation New Mexican and is retired from the bench. For 18 years he was Magistrate, Metropolitan and District Court Judge of Bernalillo County, Albuquerque, N.M. Among many awards for his mediation and sentencing policies, he was named "Judge of the Year"

for 1988-89. Beyond his reputation as a jurist, he is widely recognized for his collections of historic memorabilia. Among them are 300 American flags, hundreds of model airplanes and many autographed photos of famous aviation personalities, as well as the photo and document collection introduced in this article, which is a legacy from his father. Many of his collections were on display in his courtroom during his career, and he frequently conducted educational tours for school children and Boy Scouts. Cosgrove and co-author Hyatt are writing a book about the Cosgrove collection that will be available in 2009.



Michael W. Gerow: Co-author Gerow is a lifelong aviation buff. He is a private pilot, but spends his spare time these days researching and writing about his late father's photo collection. Mr. Gerow "discovered" the Davis-Monthan Airfield Register Web site two years ago and has since become a regular contributor of photos, background research and text. His recent biographical sketch of Capt. Carlton Foster Bond, Army Air Corps, will soon be joined on the Web site by profiles of Clarence M. Young and Emile C. Genereaux. Another recent project, "Operations of Continental Air Map Co., 1928-36," will appear in an Aramco publication this fall. A greatly expanded version of that story will be posted on the Davis-Monthan site later this year. For the past 15 years, Mr. Gerow has served as public relations director for WelComm, Inc., a high-tech advertising and public relations firm in San Diego, California. He and his wife Susan have five children, ages 15-25.



Edward G. Russell: Co-author Russell was born in Long Beach, Calif., and adopted by Harold and Elisabeth Russell at age three weeks. He enjoyed his first airplane ride in 1932 in an American Airlines Fokker in San Diego. He was in the USAF 1949-1961 as aircrew for photo recon units during the Korean conflict and later with SAC. He retired from the wine industry after 32 years, wherein he brought joy to people by having retail stores in San Diego, winery operations in both southern and northern California, and distributorships in southern California. He now lives in Gilbert, Ariz., with his wife Sheri, spending as much leisure time as possible in Puerto Penasco, Mexico.



Gary W. Hyatt, Ph.D.: Co-author Hyatt is a commercial pilot and A&P, a member of the AAHS, Aircraft Owners and Pilots Association, Mooney Aircraft Pilots Association and the Experimental Aircraft Association. He is pilot/mechanic for a cherry Mooney M20C. He was professor of biology at the University of Illinois, Chicago, and retired from the Procter & Gamble Co., Cincinnati, Ohio. What started this whole thing was his copy of the Davis-Monthan Airfield Register purchased in a shop in Alexandria, Va., in mid-2000. He transcribed its 3,689 records to a computer database for sorting and analysis. He published an article in the *Journal* [5] last year derived from one such analysis. He travels around the U.S. with his wife, Chris, partly in support of his Davis-Monthan Airfield Register project. He created the Web site www.dmainfield.org in 2005. Contact is welcome from others interested in Golden Age flight, which may add insight to the pilots and aircraft and to the Davis-Monthan Airfield and its history. He may be contacted through his Web site.