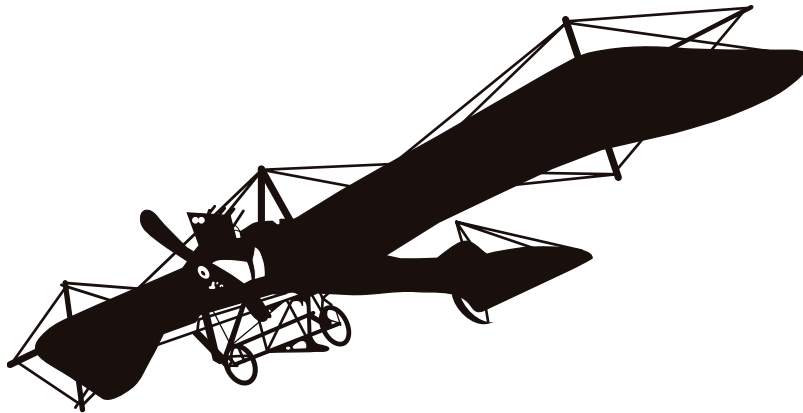


TIGHAR TRACKS

A PUBLICATION OF THE INTERNATIONAL GROUP FOR HISTORIC AIRCRAFT RECOVERY



WINDS ALOFT

The breezes that have been building for the last few years have become winds of change blowing through the aviation historic preservation community. For some, the freshening gale is generating new lift, while others are bracing themselves for severe turbulence.

Smithsonian Air & Space Magazine, for example, has set a journalistic altitude record with a courageous article in the April/May issue entitled "The Battle Over Warbirds." Writer Stephan Wilkinson (TIGHAR #0180) has examined the appalling attrition of irreplaceable aircraft through flying accidents and come up with some revealing observations about the whole issue of airworthy restorations.

On the wind-blown shores of England, The Royal Air Force Museum at Hendon has invited TIGHAR to conduct a two day seminar at the museum on Principles of Aviation Historic Preservation. To be held September 1 & 2, 1990, at the height of the Battle of Britain 50th Anniversary commemoration and just before the Farnborough Airshow, this first-of-its-kind public seminar on the ethical, methodological, and practical aspects of saving rare aircraft will be a milestone in the field. A special airfare and accommodations package will be available for TIGHAR members in the U.S. who wish to attend. Watch for details in the next *TIGHAR Tracks*.

At the Owl's Head Transportation Museum in Maine, the new winds have blown in new policies about the flying of original aircraft as well as precautions in the flying of one-of-a-kind replicas. The recent acquisition of an immaculate and airworthy 1911 Taube replica marks this outstanding museum's redefinition of its theme as a repository for functioning examples of pioneering 20th century transportation technology.

At the EAA Air Adventure Museum in Oshkosh, Wisconsin, the winds of change are buffeting the Board of Directors who have ordered an independent audit of the entire Experimental Aircraft Association by the accounting firm of Ernst & Young, amid allegations that the museum's facilities, funds, and airplanes have been used in unethical and illegal ways to personally enrich individuals at the organization's top. Whatever the outcome of the investigation, it is hoped that some fresh air will breath new life into one of aviation's great associations.

What the rest of 1990 will bring remains to be seen, but it's certainly off to a prodigious start. This fresh wind in the wires of aviation historic preservation is a tailwind that can take the fledgling science to new heights. TIGHAR and its members stand ready to help it fly.



XVIII DEPARTS

As this TIGHAR Tracks goes to press Project Midnight Ghost Expedition XVIII is ready to depart for eastern Maine to resume the search for L'Oiseau Blanc, the White Bird of vanished French aviators Charles Nungesser and Françoise Coli. The snows of the sixty-third winter since their disappearance have left the wooded hills of Washington County and, from April 16 to May 16 TIGHAR search teams will comb the hillside now suspected of holding the long sought crash site. Eighteen TIGHAR members have registered to participate in the expedition, and will be coming from places as diverse as California, Connecticut, and Kansas.

In Paris on April 3, 1990 a press conference was held at the Aéroclub de France at which Roland Nungesser, nephew of Charles Nungesser, prominent French political figure, and Secretary of the Comité pour le Souvenir Nungesser et Coli (Committee for the Memory of Nungesser and Coli) encouraged French support of TIGHAR's efforts. Jean Taquet, Director of TIGHAR*Europe*, received the compliments and best wishes of five generals, two astronauts and a bevy of government dignitaries as well as media representatives and it is hoped that this attention will result in financial aid for the project.

On May 4-6 Monsieur Nungesser and the Committee's President, Fernand Andreani (Legion of Honor, retired Air France Concorde captain, and holder of the Paris to New York commercial speed record) will visit Expedition XVIII in Maine.



THE FIFTH EDITION

The Fifth Edition of the Earhart Project Book has taken longer to write than was originally anticipated due to the wealth of new information and evidence which has emerged as a result of TIGHAR's 1989 Survey Expedition to the central Pacific. Final production is now in progress.

The new work, while technically an updating of the Fourth Edition published August 20, 1989, is in fact approximately 85% new material, including:

- The truth concerning Earhart's aircraft, her flight, and the area in which she vanished.
- The documented events of the day Amelia Earhart disappeared, including her misquoted last remarks.
- Documented evidence that Earhart was on Nikumaroro and in rudimentary two-way radio communication with the searchers for three nights following her disappearance.
- The TIGHAR Survey expedition to the Phoenix Islands with the results of post-expedition research and the analysis of artifacts recovered on Nikumaroro.

The Earhart Project Fifth Edition is available for a contribution to the project of \$100 or more. TIGHAR members who have already supported the project and obtained an earlier edition can get the Fifth Edition for a contribution of \$25 or more.



DEAR TIGHAR



Our recent round of voting to choose an airplane for the TIGHAR decal resulted in some interesting points of view from our members, and some great artwork from TIGHAR member and official artist Michael Rodericks. As you will recall from the last issue of TIGHAR Tracks, we are producing two decals: one with l'Oiseau Blanc, because it was the clear winner in the voting; and one with the Flying Tigers P-40, because it was a strong runner-up. Here are some of the votes:

PBY Catalina

1. It was a workhorse used throughout the world by both the U.S. and Commonwealth countries. You could land most anywhere and people were glad to see you (come and go).

2. This symbol should represent the goals of TIGHAR ... A PBY had a crew ergo teamwork vice the undesirable attributes of a fighter pilot (lone glory); multi-purpose (combat, cargo, passengers) vice single purpose; endurance — they stayed up forever (well almost) you could cook and sleep on them unlike the P's and F's — up for a short time, shoot your wad and must get back 'cause you're running out of energy ...

Wayne Padgett
Daly City, CA

Sikorsky S-42 Type Flying Boat

The Sirkorsky S-42 type flying boat flew the Pacific, Bermuda, and Atlantic survey flights for Pan Am in the 1930's. She set a number of international air records in 1934 and blazed the overseas air trails for both Pan Am and other U.S. airlines.

Jonathan L. Johnson
Groton, CT

The Wright Flyer

After all, it is the granddaddy of all this airplane stuff.
Vance Blaettler
San Diego, CA

The Flying Wing

Recently went to Castle AFB Museum and saw the original wing photographs. Seems appropriate for TIGHAR, since the B-2 is a 50 year old throwback?
Bob Kiel
San Carlos, CA

There were those who voted for, not an airplane, but a symbol:

A barn door, half open, with a generic engine/cowling/prop showing through it.

You're right to question the appropriateness of a gaudy "warbird" but what specific aircraft is more (or less) worthy? ... what we're involved with is "the airplane sleeping in the weeds/swamp/bushes/barn," not flying. It's the mystery beyond the barn door that appeals, not the airplane in full flight.

Stephan Wilkinson
Cornwall-on-Hudson, NY

We were surprised not to have more votes for the Spirit of St. Louis than we did:

Spirit of St. Louis or other late 20's or early 30's type aircraft

1. Immediately recognizable as an aircraft.
2. The "Spirit" is still internationally recognizable.
3. Aircraft from this period are old enough that they make the point that we see our mission as recovery and preservation of historically significant aircraft.

4. I like the Curtiss P-40, but it represents only a part of the total picture. The "Spirit" is probably more totally representative.

*Dean Knutson
Minneapolis, MN*

Speaking of P-40s:

1. It is attractive (has aesthetic appeal).
2. Fits the TIGHAR name.
3. Why change a good thing?

*Bill Whittington
Portola Valley, CA*

Everyone in the world knows the P-40, the Flying Tigers, etc. Sometimes people stop and ask me about the logo and what it is, then I get to tell them about our "TIGHARs." My French friends think it's à propos. I agree. Don't change a thing.

*Ron Pittner
Paris, France*

Well, I spent nine years with the Flying Tiger line ... and I am a big fan of anything that keeps the image alive.

... I can assure you that advertising agencies used by the Flying Tigers line were always quick to point out that the name and the symbol (a shark-mouthed P-40) have incredible recognition value among the general public and the aviation community. Few people really know the facts behind the Tiger myth, but almost everyone associates it with a bygone aviation era. Whatever symbol you choose — count me in — your work is great!

*Rick Siciliano
Houston, TX*

And here are some of the many votes for l'Oiseau Blanc: I believe the White Bird would better illustrate the historic aircraft recovery idea of our organization. Also

because of its configuration (bi-plane) it looks historic.
*George Wojcicki
Rochester, NY*

I know some of my smart-ass friends will say no old biplane was made without wheels — so I will proceed to straighten them out by telling them the whole story.

*C.G. Frantz
Sugar Grove, IL*

... TIGHAR was started from the inspiration to try to find the White Bird wreck... if they really made it to the U.S., Nungesser, Coli and the plane deserve wider recognition just as some other historic planes are instantly recognizable by the public. ... as a small tribute to these brave fliers. Not to slight others such as Earhart and Noonan, but none undertook as risky and difficult a flight with so little recognition for their achievement.

*Rick Eldridge
Virginia Beach, VA*

... No aircraft is more representative of TIGHAR's ideals, goals, and efforts than l'Oiseau Blanc.

*Doug Carson
Boulder Creek, CA*

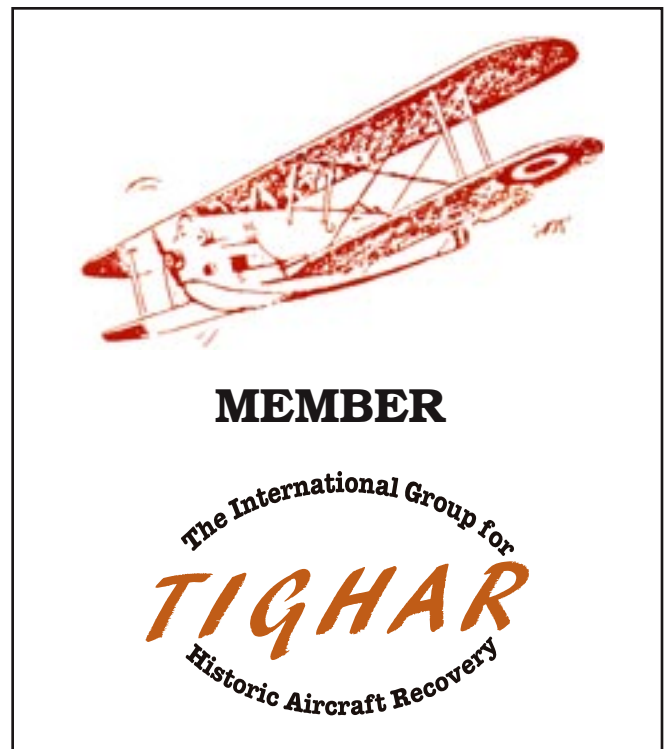
And one last thought ...

Icarus

The first man to get lost in the air, and we're still looking for him — daylight hours only.

*Jim English
N. Chatham, MA*

Thanks for all your great comments. We'll be sending out decals in May.



STRICTLY BUSINESS

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At last, at last, at long long last ... The TIGHAR Membership Directory is assembled, printed, stuffed, and ready to mail. Aha! you say. So why don't I have my Directory? Well, it's like this. This is a good Directory, and it's pretty thick. Which means it's pretty heavy. Which means it's pretty expensive to mail. **AND** it's free to all members, which is a pretty good deal. But without the cash generated by sales, it may be a pretty long time before we can get them all out the door if we have to wait until we can make up the postage bit by bit, cash flow being pretty tight just about everywhere this time of year. **SO** if you have a few extra dollars – we'd be pretty grateful if you'd contribute them and help us get this thing out the door. A thousand fifty page directories take up a lot of floor space ...

Don't forget the other TIGHAR books, yours for contributions of \$35.00 – TIGHAR Tracks, the First Five Years; \$50.00 – Nungesser and Coli Disappear Aboard l'Oiseau Blanc; and \$100 – The Earhart Project Book, Fifth Edition. Collect them all! Each of these books represents years of work, and is a major scholarly achievement in the field of aviation archeology.



TIGHAR (pronounced "tiger") is the acronym for The International Group for Historic Aircraft Recovery, a non-profit foundation dedicated to promoting responsible aviation archeology and historic preservation. TIGHAR's activities include:

- Compiling and verifying reports of rare and historic aircraft surviving in remote areas.
- Conducting investigations and recovery expeditions in cooperation with museums and collections worldwide.
- Serving as a voice for integrity, responsibility, and professionalism in the field of aviation historic preservation.

TIGHAR maintains no collection of its own; neither does it engage in the restoration or buying and selling of artifacts. Instead, the foundation devotes its energies to the saving of endangered historic aircraft wherever they may be found, and to the education of the international public in the need to responsibly preserve the relics of the history of flight.

TIGHAR Tracks, published nine times each year, is the official publication of The International Group for Historic Aircraft Recovery. A subscription to **TIGHAR Tracks** is included as part of membership in the foundation (minimum donation \$35.00 per year). The editors welcome contributions of written material and artwork. Materials should be addressed to: Editors, **TIGHAR Tracks**, 1121 Arundel Drive, Wilmington, DE 19808 USA. Telephone 302/994-4410. Photographs and artwork will be returned on request.

Editors: Patricia R. Thrasher and Richard E. Gillespie

MEMBERSHIP FORM

I would like to join TIGHAR. Enclosed is my donation of —

\$35.00 for a one year membership

\$60.00 for a two year membership

\$125.00 for a five year membership

\$1,000 for a life membership

As a member of TIGHAR, I will receive the following benefits:

- Annual subscription to TIGHAR Tracks
- Membership patch, directory and catalog
- Expedition and educational opportunities

Name _____

Address _____

Telephone _____

Please return this form with your membership dues to TIGHAR, 1121 Arundel Drive, Wilmington, DE 19808 USA; Telephone 302/994-4410, 9 a.m. to 5 p.m. EST/EDT, M-F. ALL DONATIONS TAX-DEDUCTIBLE WITHIN THE LIMITS OF THE LAW.

