

# TIGHAR TRACKS

A PUBLICATION OF THE INTERNATIONAL GROUP FOR HISTORIC AIRCRAFT RECOVERY

*Amazing by any definition, this beast is the proud creation of Lou Hilton (TIGHAR #0216) and his partners, Richard and Max Folsom and Herman Bayerdorfer.*



*TIGHAR photo by P. Thrasher.*

## NEITHER FISH NOR FOWL

Here's a riddle. How is the world of aviation historic preservation like a DC-3 on amphibious floats? The answer: It's big, noisy and confused. But while the venerable Gooney is able to sort out whether it's beast, fish or fowl, we aviation history enthusiasts go 'round and 'round our homebuilt Tower of Babel unable to agree on even the most basic definitions. Terms like "restoration" and "replica" are the subject of endless debate, and if you're looking for a real dogfight try "original." The problem was painfully apparent at TIGHAR's Aircraft to Artifact seminar in London, September 1 & 2, 1990, where directors and representatives of ten museums from eight countries struggled to forge that most basic tool of human endeavor – language.

### BUT IT'S JUST A SEMANTIC PROBLEM

Yes, and there's no problem more basic and serious than one of semantics. Language shapes thought which, consequently, determines action. If the language we use is imprecise or inaccurate our thinking will be equally sloppy and the actions we take, despite our best intentions, will probably not achieve the desired result. Without accurate terminology it's impossible to accurately assess progress or damage. Take the latest round of "warbird" losses, for example. On September 29, 1990 Lockheed PV-2D Harpoon, Bu. No. 84061, was destroyed when the pilot inadvertently stalled the aircraft in a pull-up while illegally buzzing a seaplane fly-in at Clear Lake, California. Eight people died – no semantic problem there, we all understand those words – but what aircraft was lost? Bu. No. (Naval Aviation Bureau Number) 84061 was delivered two weeks before the end of World War II and never left the U.S. Stripped and modified for civilian agricultural

work, the airframe was acquired in 1986 by its final owner who undertook to restore the aircraft to its former appearance when it served at NAS Oakland in 1947. Considerable time and money were spent on the interior and, although accurate fixtures were not always available (the turret was a later model) the aircraft certainly presented an excellent approximation of its earlier incarnation. So was the aircraft that slammed into Clear Lake an original Harpoon, a restoration, or something else?

A pilot and his passenger died in another low altitude stall, this time in the traffic pattern at Chatham, Massachusetts on October 2, resulting in the destruction of the fourth P-51 Mustang to be lost this year (the average has been two Mustangs destroyed each year since 1964). Although a former RCAF machine which saw no service in World War II, it was painted to resemble a wartime fighter, but had extensive modifications to make it suitable for civilian pleasure use. Original, restoration, or what?

### THE TIGHAR GUIDE

Fortunately, a great deal of excellent work has already been done to establish terminology which accurately describes the conditions and practices common to the preservation of all functional objects. In TIGHAR's opinion, nothing is more important to the future of aviation historic preservation than for these definitions to become known and accepted throughout the aviation world. Toward that end your foundation has compiled and published The TIGHAR Guide to Aviation Historic Preservation Terminology (see excerpt inside) as a service to the community of museums, collectors, and enthusiasts worldwide.





## AS WE GO TO PRESS ...

Artifact 2-1, the navigator's bookcase recovered by TIGHAR's 1989 expedition to Nikumaroro, is at the FBI Laboratories in Washington, DC. Scientists there will analyse traces of various substances present on the artifact in an attempt to help TIGHAR evaluate the possibility that the aluminum structure came from Earhart's aircraft. Special thanks to Bill Renz (TIGHAR #0779) of Cincinnati, Ohio who arranged this very special favor, and to the Federal Bureau of Investigation for its willingness to apply its expertise in the interest of history.

Corroboration of Richard Evans' account of an unexplained water collection device on Nikumaroro in 1944 (see *TIGHAR Tracks* Vol. 6 No. 4, "Nor Any Drop To Drink") has been obtained through the efforts of Allen Thomas (TIGHAR #1038) of San Bernadino, California. After reading of the need to locate the other three Coast Guardsmen who were with Evans that day, he succeeded in tracking down Herbert Moffitt of Hemet, California (even though we had listed him as "Herb Moffett of Hemmett, California"). Mr. Moffitt remembers the day and the incident. He agrees with Evans' estimate that the location was between one and two miles from the Loran station on the eastern shore, but in his recollection the structure was not on the beach edge but back about 50 yards "in a grove of big softwood trees." If he's right we may be able to pinpoint the spot through old aerial photography which shows the distribution of buka groves in those years.

Allen Thomas was also able to determine that another of the group, Brooks MacDonald, died at a VA hospital in St. Cloud, Minnesota in October, 1988. He's now hot on the trail of Pharmacist's Mate Charlie Race, the final member of the party that saw the structure.

Expedition preparations have begun for next year's return to Nikumaroro. Oceaneering International, Inc., who found the 747 cargo door on the bottom of the Pacific, have expressed their desire to help TIGHAR find and photograph the Earhart plane. Senior Vice President John T. Johnson has presented TIGHAR with an estimated cost for Oceaneering's services which makes clear the company's commitment to this important historical effort (that means we think it's a great deal). The next *TIGHAR Tracks* should include a preliminary budget for the Return to Nikumaroro and we'll be ready to begin fund-raising for the expedition. That issue will also include initial volunteer selections for the expedition. At this time we anticipate an eight person TIGHAR team. Qualifications and requirements for TIGHAR expeditions are detailed in the box at right.



## PARTICIPATING IN TIGHAR EXPEDITIONS

TIGHAR's archeological field work depends upon member volunteers. All TIGHAR members are welcome to participate in any Level I or Level II expedition at any time. For instance, the Project Midnight Ghost Expedition XX to be held between April 15 and May 1, 1991, is a Level I expedition. Anyone can participate in it safely if he or she has a basically sound constitution. Searchers stay in a local hotel, eat hot meals in a local restaurant, have quick and easy access to medical care, and the environment is extremely safe. While the work itself is not necessarily easy, as it involves a lot of walking up hill and down dale, anyone in reasonably good shape can do it. So TIGHAR invites any and all of its members to come and participate.

For Level III expeditions, though, the team is chosen by TIGHAR management from a field of applicants. Any TIGHAR member is welcome to apply, but not everyone can go, due to the remoteness of the site, the dangers of the expedition, the hostility of the climate, the difficulty of the work to be done, or a combination of all of these. On the other hand, team members are not expected to pay their own way on a Level III expedition. To be considered for any Level III TIGHAR expedition you should complete the following steps:

- Join TIGHAR, or make sure your renewal is up to date.
- Participate for a minimum of one week in a level I or II expedition.
- Take TIGHAR's Introductory Course in Aviation Archeology.

In addition, to be selected as a participant in a Level III expedition, you must be able to meet the following qualifications:

- Be a non-smoker. No exceptions.
- Be able to participate in the full expedition, including any training or familiarization procedures. There is rarely any opportunity to come late or leave early.
- The obvious corollary to the above - be able to be gone from home and ordinary pursuits for the entire period of the expedition, recognizing that no option exists for returning home for emergencies once embarked.
- Pass a rigorous physical, designed and by preference administered by the team physician who will have the responsibility for your health while in an area remote from hospitals.
- Sign a comprehensive release of liability, assignment of rights, and photographic release in TIGHAR's favor.

For the upcoming Earhart Project expedition, experience working outdoors in extreme heat is good; so is a willingness to listen to the doctor when he points out that 4° off the Equator is not a good environment for Northern European types to go sun-bathing.

If you have any questions about possible participation in a particular expedition, please do not hesitate to write or call TIGHAR headquarters. In addition to telling you what qualifications are needed, Ric or Pat will be happy to put you in touch with people who have participated in other expeditions.



On May 8, 1927 Charles Nungesser and François Coli, in their *Levasseur PL-8, l'Oiseau Blanc*, made the first successful take-off of an aircraft carrying sufficient fuel for a continent-to-continent crossing of the North Atlantic. Departing le Bourget Field near Paris, they set out to make the 3,700 mile non-stop flight to New York only to vanish, in the words of Charles Lindbergh, "like midnight ghosts."

# NOTES FROM THE FIELD

## Project Midnight Ghost

Expedition XIX: October 1–27, 1990

TIGHAR's nineteenth expedition to eastern Maine has returned with important physical evidence concerning the fate of Nungesser and Coli. The discovery of a small metal artifact near the top of Third Round Lake Hill in Washington County, Maine, may mean that TIGHAR has finally located the crash site of the White Bird, and seems to confirm suspicions that the remains of the aircraft have been salvaged. The discoveries of Expedition XIX complete a jigsaw puzzle that began with a find three years ago.

During Expedition XIII in October, 1987, two artifacts were unearthed near a logging road one mile south of the Round Lake Hills. At first assumed to be hardware for a horse harness (a broken horseshoe and a harness buckle were found in the same spot), the two items turned out to be unidentifiable in the United States. Dubbed "Gremlins" for their bug-eyed appearance and exasperating nature, the artifacts continued to baffle researchers until this year, when two European sources identified them as a type of buckle originally developed around the time of the Franco-Prussian War (1870) and subsequently used on French flying coats during and following World War I. (To date, however, no one has been able to produce solid documentation, so TIGHAR must consider the identification tentative.) From microscopic, metallographic, and microprobe analysis, we know a great deal about the physical properties and history of the Gremlins. What we have learned supports the theory that they came from *l'Oiseau Blanc*.

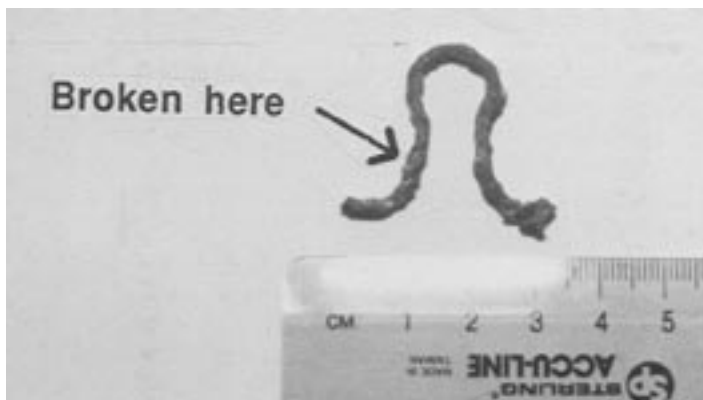
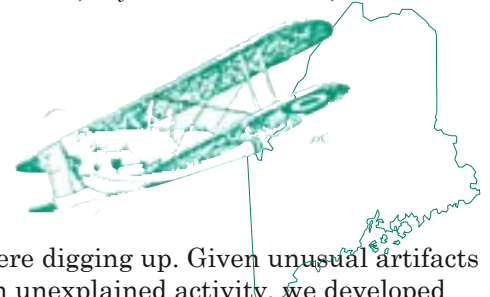
We soon determined that the Gremlins were part of a distinct trail left by someone hauling something very heavy out of the woods using a horse and a logging sled. A careful examination of available records and the forest itself confirmed that no logging has been done in this area; nor could any other explanation be found for the

type of stuff we were digging up. Given unusual artifacts associated with an unexplained activity, we developed the hypothesis that the Gremlins were airplane debris which fell off the load as someone hauled the White Bird out to the road. The only way to test the hypothesis was to backtrack the trail to its point of origin. If we were right, that point would be the airplane's crash site; if we were wrong, the site would reveal what our mysterious haulers had been hauling.

Backtracking an invisible trail by sweeping vast areas of wilderness with metal detectors has taken three years. At one point they turned. We went straight; that cost us 1989. But last spring Expedition XVIII found some wire near the top of Third Hill. It looked like their kind of junk, but it wasn't distributed along a clear line of travel as other debris had been. Was this where the trail began?

Expedition XIX found the answer. Further debris recovered at that site makes it clear that this is, indeed, the origin point of the trail; but the real prize was a tiny, twice-broken loop of steel which has exactly the dimensions, proportions, and characteristics which the loop to fit a Gremlin's hook should have. It not only links the entire trail together, but it also establishes that the operation that left it behind involved the recovery of metal that had lain in the ground for years.

In April 1991, Expedition XX of Project Midnight Ghost will conduct an examination of the site in an attempt to find other relics of *l'Oiseau Blanc*. Meanwhile, now that we have found a mate for the Gremlins it may be possible to find the documentation necessary to establish their identity conclusively. TIGHAR members who wish to participate in Expedition XX and/or assist in identifying the Gremlins should contact Project Director Richard Gillespie.



Charlie Sivert (TIGHAR #0269) of Olney, Illinois, got two metal detector "hits" 18 inches apart which turned out to be the broken loop. The break had occurred through the middle of a previously formed rust concretion (proving that it happened after the object had lain in the ground for many years). The 18 inch separation of the two pieces establishes that the break did not occur *in situ*.



Perfect fit. Two Gremlins (the one shown here has been cut for metallographic testing) were found more than a mile from where Expedition XIX excavated the loop. Note that the break occurred at precisely the point of maximum stress as if someone had tried to mate or demate the device after it was rusted and brittle. Such a break, at waist level, could account for the 18 inch separation of the pieces in the ground.



# THIS MUCH WE KNOW

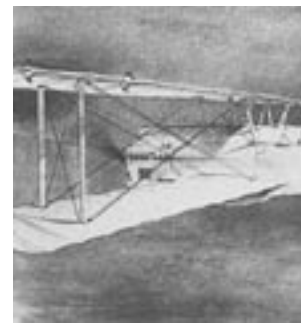
**On Monday, May 9, 1927** no fewer than eight residents of Washington County, Maine, witnessed the overflight of an aircraft which by time, route, and description could only have been l'Oiseau Blanc. The final witness, woodsman Anson Berry, heard the aircraft crash "up in back of Third Round Lake Hill."

**On Wednesday, November 7, 1951** Raymond C. Beck of Chatham, New York saw "a very large engine, protruding at an angle from the forest floor" while he was hunting on the western (the "back" in local parlance) side of Third Round Lake Hill. Beck was following the township border marked on trees with yellow paint and, concerned about getting lost, was not far from "the yellow line" when he saw the engine.

**In what was probably November of 1974** at least three persons used an old logging sled and a medium sized draft horse (about 1800 pounds) to haul a very heavy load from a spot very near the yellow line (now marked in blue) on the western side of Third Round Lake Hill to a newly constructed logging road about one mile away. Whatever made up the load was gathered from at least three or four locations within a area a few hundred feet square. Lengths of wire of a type commonly used to bind hay bales were twisted together and fashioned in such a way as to secure the load. However, due to the unevenness of the ground and the weight of the item(s) carried, the wire frequently broke and had to be replaced. The material being removed from the woods was not limited to large objects. Small metal items which had lain in the ground for many years were collected and at least three of these were dropped during the salvage process. These three pieces, found and recovered by TIGHAR in 1987 and 1990, have been tentatively identified as fastenings used on French aviation apparel during and following World War I. Two of the three artifacts clearly exhibit damage due to abrupt and powerful tensile stress, and metallographic examination of one artifact indicates exposure to temperatures in excess of 650° C (forest fires don't get that hot). One of the artifacts was broken during the salvage operation.

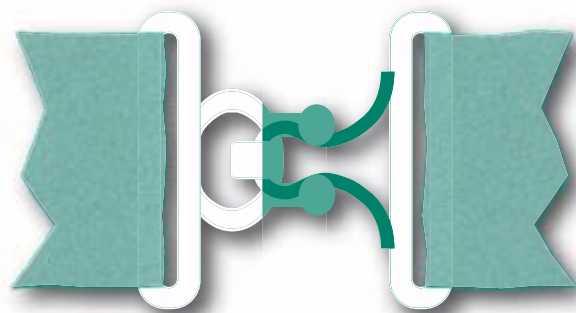
**In 1974 or 1975** Robert Gunou of Warren Michigan saw a brief program on local television which told of two hunters who had found, and after much difficulty removed, an old engine and aircraft debris from the Maine woods. Learning of an old story concerning a woodsman who had heard an airplane crash in the fog and of local speculation that it had been the pre-Lindbergh French flight, the hunters were able to confirm that the engine they had recovered was the same type used in the lost French airplane. The point of the television piece was that "the French had beaten Lindbergh but they were killed."

**In June, 1980** Ray Beck read an article in *Yankee Magazine* entitled "The Unfinished Flight of The White Bird." This was the first account of the Anson Berry legend ever published outside Washington County, and included a map which outlined the area where the airplane was thought to have crashed. Beck immediately recalled the engine he had seen in that same area in 1951 and returned there to locate it. However, despite his very specific recollections, his familiarity with the terrain, and repeated attempts to retrace his steps (once with TIGHAR in May, 1984), Beck could not find the engine. 🐾



l'Oiseau

## Theoretical Reconstruction of Gremlin Fastener



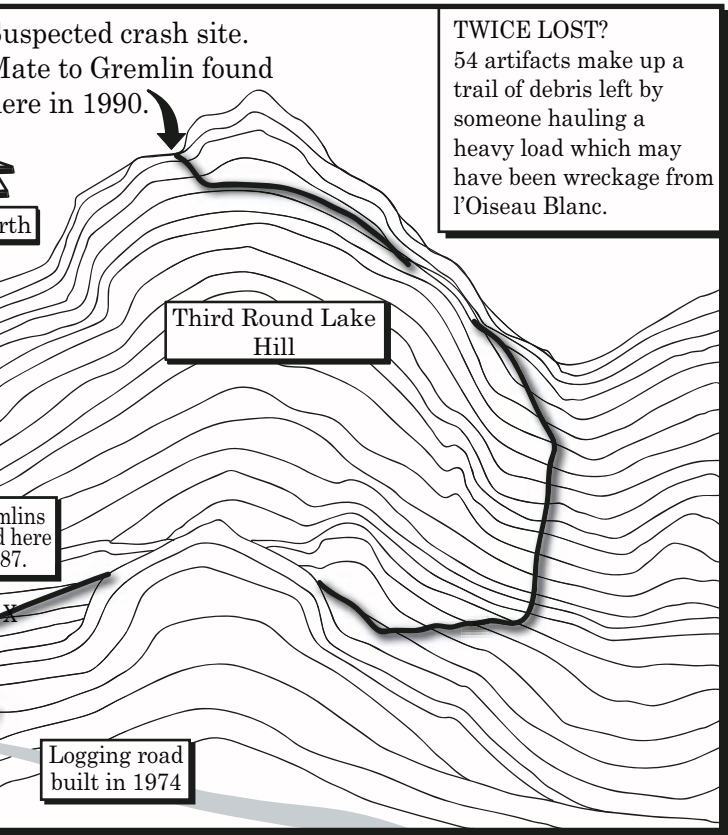
Alan Olson (TIGHAR #0019) and TIGHAR Executive Director Gillespie pinpoint a metal detector hit during Expedition XL





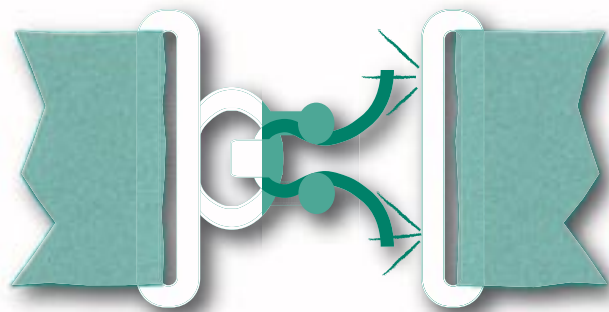
Painting by Robert Gillespie

l'Oiseau Blanc



TIGHAR photo by P. Thrasher

## Theoretical Tensile Failure of Gremlin



# WINGS OF THE MORNING

The traditional version of the Anson Berry Legend holds that the reclusive woodsman was fishing late in the afternoon of May 9, 1927 when he heard an airplane approach from the northeast, pass overhead in the fog, and crash somewhere in the Round Lake Hills. But the version told within the Berry family differs in that the event is said to have happened in the morning. Does it matter which version is correct?

We know from original French records that l'Oiseau Blanc's route to New York was to pass directly over Washington County, Maine. If everything went as planned, the flight was expected to arrive in New York between noon and 3:00 p.m. However, if New York proved unattainable the plan was to make for Montreal so as to at least set an impressive distance record. Knowing its departure time, its fuel on board, and the fuel consumption/power profiles to be used on the flight, we can say with some certainty that, if it was still aloft, l'Oiseau Blanc would run out of fuel around 5:00 p.m. Eastern Daylight Time. Therefore, a report of the aircraft over Washington County, still four hours' flying time from New York, in "late afternoon," does not track with the crew's known plans. If they were that far behind schedule they should have been proceeding toward their alternate, not their primary destination. [For more information on this subject, see Nungesser & Coli Disappear Aboard l'Oiseau Blanc, produced by the Government of France and published in English by TIGHAR, \$50.00.]

If, however, the Berry family is correct and the aircraft was heard during the morning hours, then l'Oiseau Blanc was on schedule and on course for New York when it was lost. This corresponds with the assessment of the French Meteorological Service which, in its later analysis, could find no headwinds which would have put the flight significantly behind schedule. Indeed, Nungesser and Coli chose their date of departure specifically because a rare combination of weather systems promised favorable winds for the East to West crossing. The forecast failed only in predicting clear skies along the American east coast rather than the low ceilings and visibility which in fact developed. Of further interest is the fact that fog, so much a part of the Anson Berry Legend, is a morning phenomenon on the inland lakes of coastal Maine and is rarely present late in the day.

For over sixty years it has been assumed that Nungesser and Coli were lost at sea, victims of their own naïve conviction that the North Atlantic could be crossed "the wrong way." Original records show, however, that the flight of the White Bird was a brilliantly conceived and meticulously planned effort with an excellent chance of success. If TIGHAR's suspicions are correct and the flight ended in the morning hours of May 9 in the Round Lake Hills of Maine, then the complex series of events which ultimately resulted in Lindbergh's triumph was a much closer thing than anyone has ever imagined.



# SO MANY AIRPLANES, SO LITTLE TIME

One of the consequences of TIGHAR's successes on high-profile projects like Earhart and Midnight Ghost is a flood of requests and ideas for new TIGHAR projects. Naturally, we welcome any and all such suggestions – and just as naturally, not all of them are suitable or possible to undertake as TIGHAR projects. Frequently, however, we here in Wilmington are faced with a potential project which looks worthwhile and feasible provided there is adequate research, field, and financial support from you, the members. The obvious answer to the dilemma is to bring the membership into the decision-making loop and, having a real flair for the obvious, that's what we're going to do.

You'll soon be receiving the first circular of something we'll call a TIGHAR Project Proposal. It'll be a one sheet, quick-and-dirty synopsis of a potential aviation historical project, including an outline of the facts as we know them, estimates of time, people and money needed to pursue the project, and a tear-off "I'll support it" slip for you to return if you think we should go ahead. If the proposed project doesn't turn you on just pitch it, or if you feel strongly that the foundation shouldn't mess with it, tell us so. With each TIGHAR Project Proposal, we'll include a blank form for your use if you become aware of an opportunity or situation you feel needs TIGHAR's attention.

TIGHAR Project Proposals will not go out on set a schedule, but as potential projects arise. The final responsibility of deciding whether or not proposed projects become TIGHAR projects rests, as always, with the foundation's Executive Committee, but your response to the TIGHAR Project Proposals will have a major bearing on those decisions. Watch your mail for the first circular.



# MEMPHIS BULL

For many of us true believers, there's no such thing as a bad airplane movie. So when, in early 1989, word began to leak out of Hollywood that there was to be a big-budget remake of the classic wartime B-17 documentary *The Memphis Belle*, a thrill of anticipation ran up my spine. Then in August of that year came word that one of the five Forts gathered together for the production had crashed and burned during filming, and the thrill came back down as a cold chill. This had better be a good movie.

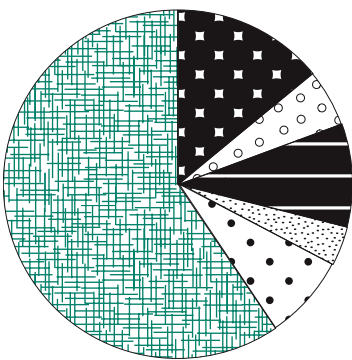
It isn't. *Memphis Belle* is a disappointment, and not just because of the usual technical inaccuracies. Flying Fortress fans will cringe at all those Gs masquerading as Fs, but what the heck? You use what you've got (as with those Hispano Buchons doing their usual ME-109 routine). And it's probably too much to expect of Hollywood that it might refrain from throwing in a few P-51s that weren't there. Let's not even fault the film for its uneven special effects or for so fictionalizing the Belle's last mission that any resemblance to fact is purely coincidental. No, the real pity is the filmmaker's decision to portray the bomber's crew as unprofessional, undisciplined and panicky. TIGHAR's many projects and investigations have given me an opportunity to study World War II aviation and to interview numerous veterans in the context of critical historical inquiries. Yes, they were young. Yes, they were scared. And among the thousands of crews, on thousands of missions, no doubt each of the incidents portrayed in the film had its parallel. But to represent the carryings-on shown in *Memphis Belle* as the norm presents a distorted and unjust picture of what it was like. The wartime aircrews to whom the film is dedicated deserve better.



# STRICTLY BUSINESS

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## REPORT TO THE MEMBERS



	Salaries	14.4%
	Office Expense	5.1%
	Debt Service	9.4%
	Capital Improvement	3.7%
	Member Services	7.8%
	Projects	59.5%

The chart above represents the proportions of money spent by TIGHAR on various categories of expenses during the the last fiscal year, July 1, 1989 through June 30, 1990. Here's some more detail:

"Salaries" means just what you think it means – what Ric Gillespie and Pat Thrasher are paid by TIGHAR for running the foundation on a day-to-day basis; more than half of this amount is posted to time spent on projects (i.e., the Earhart Project, Project Midnight Ghost, etc.). "Office expense" is the rent, the telephone bill, the electric bill, the oil for the furnace, all the utilities anyone pays to operate an office. "Debt service" is payment on loans or debts. "Capital improvements" is office equipment. "Member services" – you're looking at a large portion of that right now, the newsletter; Gatherings and courses also fall in this category. And that bit at the bottom? That's what we spent on projects in direct cash costs. If you calculate it out, in fiscal 1989 almost 70% of TIGHAR's money was spent directly on projects. o put it another way – out of your \$35 dues paid in 1989-90, \$23.37 was spent on historical research and recovery.

If you are familiar with the usual ways non-profits spend their money, you are quite likely asking, "Where are the fund-raising costs?" Well, we don't have them, at least not in the usual sense. TIGHAR does no traditional fund-raising. We don't have \$100-a-plate dinners, we don't do direct mailings, we don't rent booths at airshows. Why? They're expensive, and we think they're a waste of the money people have given TIGHAR for more exciting things like projects.

If you'd like any more information about TIGHAR's finances or structure, including full financial statements, please let us know, preferably by mail; we'll be happy to send you more details.

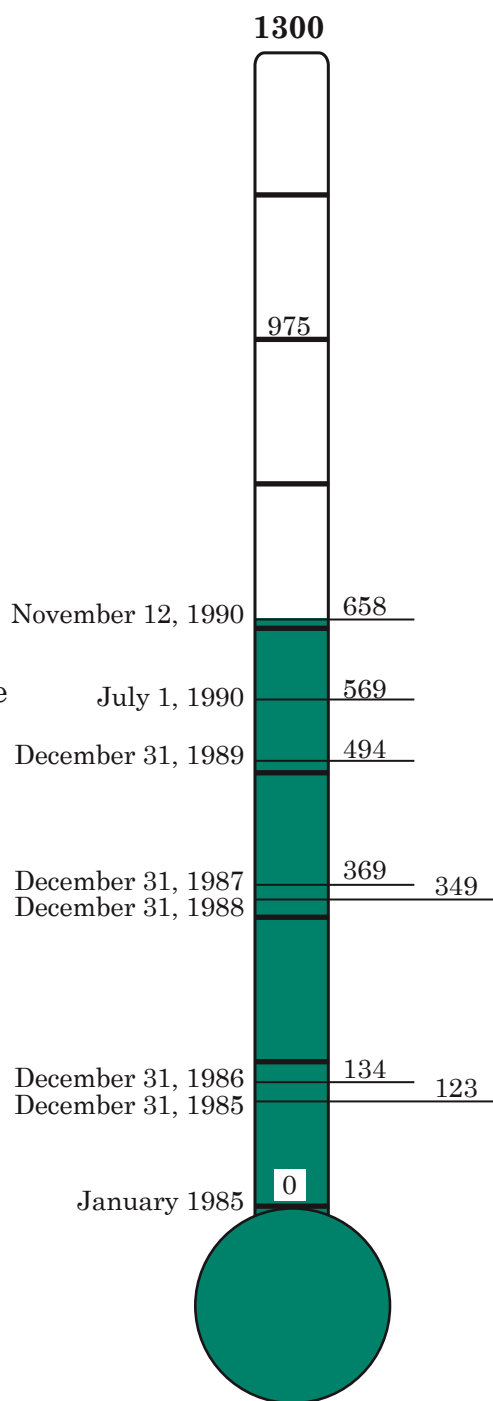


# Now is the time for all good TIGHARs ...

It is sometimes hard to keep in mind that TIGHAR, besides being a wonderful foundation which does excellent scholarly work and neat expeditions, is also a business which must be run according to standard business principles if it is going to survive. Right now things are real tough for businesses everywhere. The stock market is crazy, the threat of war hangs in the air, the budget is all weird, people are losing their jobs – in fact, the doomsayers claim we are sliding right into a recession. How is TIGHAR coping? Well, we're expanding to meet the challenge. That's how you come out of tough times stronger and bigger and ready to show 'em how it's done. We're going all out to get new members, and keep the members we have. We need 1,300 active members to break even; until then we have to make up our budget every month with larger donations from able individuals. We will not cut services; in fact, we're working every day to improve the services we offer to every TIGHAR member, to make it possible for any member to participate in any way he or she wants.

At press time, TIGHAR had 658 active members – a jump of 15% since July 1, the beginning of our fiscal year. With 1,300 active members, our basic operating budget of \$8,000 per month would be met, because the average TIGHAR member spends \$76.70 per year, including his/her membership, on TIGHAR. We're focusing on member-

## MEMBERSHIP GOAL FOR 1991



ship growth now because it is that individual member, that \$76.70, which will build the TIGHAR of the future.

So what does all this have to do with you? You brace yourself; you can hear it coming: just send your check for \$76.70! Well, no. Oh, send a check, if you can and you want to; we never turn down donations. But what TIGHAR really needs is not more money from a few people, but more people. It's true: it's better to have one hundred people give ten dollars than one person give a thousand (of course, it'd also be nice to have one hundred people give a thousand ...).


Can you think of one person who might like TIGHAR? One person who has spotted your newsletter on your desk or coffee table and said, "Hey, what's this? This looks interesting"? One person who might be persuaded to join TIGHAR and join the fun? If you, the TIGHAR member, can persuade one person to join TIGHAR, then we'll have our 1,300 members by the end of the next calendar year, and the foundation's future will be secure for years to come. 🐾

## TIGHAR'S MEMBERSHIP HISTORY

## CALIFORNIA SAN DIEGO

### REGIONAL JANUARY 19 GATHERING

The first ever TIGHAR Regional Gathering, held September 22 in Manchester, New Hampshire, turned out to be quite an evening. TIGHAR members from all over New England got a personal update on the foundation's various activities from Executive Director Richard Gillespie and President Patricia Thrasher, as well as a chance to inspect artifacts, ask questions, and discuss their interests and viewpoints with fellow TIGHARs. The concept of the Regional Gathering proved itself as something the membership welcomes and enjoys. Next stop – California.


We're not quite sure how it happened, but there are more California TIGHARs than any other regional variety. On January 19, 1991, they'll all have a chance to gather in San Diego. That weekend TIGHAR will be offering its Introductory Course in Aviation Archeology at the San Diego Aerospace Museum (Saturday 9-5, Sunday 9-3, tuition \$249 for TIGHAR members, \$284 for non-members), and the California Regional Gathering will be held that Saturday evening. If you're a California TIGHAR and you haven't yet earned your Certificate of Training, don't miss this chance to take the Introductory Course. And by all means mark your calendar for the California Regional Gathering, January 19. Watch for more about this event in the next *TIGHAR Tracks*. 

**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, 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.

