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Hattie Meyers Junkin Papers - Periodical Articles, General

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falo, N.Y., for twice referring to B-52 as Superfort in March issue. It's stratofort of course; charge it off to Freudian slip by ancient writer dreaming of an earlier day. Britain's new Jet Provost T.Mk.5 trainer, also called BAC.145, is now in flight test. Latest version of widely-flown trainer, of which two prototypes are ordered so far, features pressurized crew compartment, lengthened nose for more avionics equipment, and a 360[[degree symbol]] vision from canopy. Employs same 2500-lb thrust Viper 11 powerplant as in earlier Jet Provosts.

Lockheed C-141 transports have been operating from Norton AFB, Calif., since early April, following shift of 63d Military Airlift Wing from Hunter AFB, Ga., with its 15th MA Sq. U.S. Army's CH-47B Chinook, now in development at Boeing Vertol plant, Morton, Pa., will carry 40% greater payload at 20% higher speed than CH-47A, affording 60% improvement in combat potential over CH-47A at only five percent cost boost. More C-121 Constellations are being modified to serve as WV/EC-121 Warning Star aircraft for radar patrol and guidance to fighters over North Vietnam. Lockheed is performing work under \$15 million contract at Ontario, Calif., with December completion date.

Hueycobra has been adopted by Army as official name for Bell AH-1G chopper gunship. Army normally names its aircraft after Indian tribes -Mohawk, Iroquois, Sioux, etc. - but chose Hueycobra as "most descriptive of fighting ability of AH-1G." New contracts for Hueycobra bring total production order to 530, with deliveries scheduled through December 1968.

Reconnaissance is such long word - and hard to spell, too - that it's often shortened to recce (reckey) or recon (reek-kahn). Neither abbreviation is official, but armed forces in U.S. and Britain generally say recce. USAF's Reconnaissance Technical Squadrons, for example, which process film from photo planes, are called Recce Tech squadrons. Rolls off tongue somewhat more smoothly than Recon Tech.

[[2 Images to the right of the page. Both advertisements.]] [Image 1: Top Right - 17-Jewel Pilot's GMT World-Time Chronograph Direct From Switzerland At 1/2 U.S. Price

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[[Image 2 - Right of page under photo 1. Caption: 2 FREE 3 1/2 x 5 PHOTOS photographs of the world's GREATEST FIGHTERS plus a Free Catalog listing the latest Aircraft plus World War II planes and U.S. Naval Ships. Send 25c to cover mailing and handling. Rush your request nor, to AVIATION PHOTO EXCHANGE Dept A-57. 80x 75084 LOS ANGELES CAL]]

LAIRD (continued from page 46)

duce the comforts of an enclosed cabin; the company anticipated its use on a projected passenger service between Wichita and Chicago. In actual operation, however, the aircraft was an utter disappointment. Weaver returned from the coast just in time to help Beech test the experimental cabin job. After a few flights it became apparent that engine induced vibration was beyond tolerable limits. Later on, the airframe was rebuilt and a single 280-hp Packard V12 installed. A few test flights were then made, but performance was not exciting and the shortage of fuel for the high-compression Packard made it a poor choice for commercial purposes. Beech decided to try a 400-hp Liberty-12. By this time the machine had been christened the Laird Limousine. Shortly after putting in the Liberty, the expansion tank in the radiator exploded as Beech was taking off on a trial flight. The Limousine mushed in hard and was reduced to kindling and shredded fabric. Beech escaped unharmed, but the incident spelled finish for the airliner project. During spring and summer of 1921, Swallows participated in numerous races and sporting events all across the country. Laird pilots picked up most of the prizes at the Wichita Aerial Tournament on Memorial Day; this sort of thing was repeated over and over again. Several weeks after the Kokomo meet in September, Weaver flew to Chicago, picked up Col. Charles Dickinson and continued on to New York for Aviation Day Mineola on October 16th. This outstanding flight provided further proof of the Swallow's dependability. More awards were collected in November at the International Aero Congress in Omaha and the Kansas City meet.

At the Kokomo meet, Matty had left the impression that things in Wichita were going splendidly and outwardly it may have seemed that way. However, disagreements with respect to management and policy were apparently creating discord between the principals - Moellendick and Beech on one side, Laird and Weaver on the other. As an indirect result Moellendick let Buck Weaver go at the end of the year.

Moellendick let Buck Weaver go at the end of the year. Laid, beech, and Cyle Horchem did well at the American Legion flying meet in Wichita Falls late in April of 1922. Horchem owned three Swallows and one of these had completed a 35,000-mile tour of the U.S. and Mexico with his aerial circus. Occasionally Horchem's showmanship resulted in a great plug in the papers for the Laird company. Such was the case in Mexia, Texas, early that year. A carnival was in town and this prompted someone to bet Horchem that he could never get his Swallow off the ground with a Johan, a genuine

A carnival was in town and this prompted someone to bet Horchem that he could never get his Swallow off the ground with a Johan, a genuine giant, nearly nine feet tall weighing 503 pounds. Horchem took the bet and invited the big fellow for a ride. Getting "The great Johan" into the cockpit must have been a real

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