Never let it be said that the aviation community is not generous. You’ll find elsewhere in this issue a very brief article on the 6th annual Land of Enchantment RV Fly-In that took place at War Eagles Air Museum in mid-October. Even with bad weather, the attendance was impressive. The airport ramp was filled with aircraft (most were RVs, but there were also a few Cessnas and Pipers and even a big North American T-28 Trojan). The airplanes came in from as far away as Oregon, Delaware, Florida and Ontario, Canada. Nearly 400 people enjoyed a long weekend filled with flying, food, drinks, camaraderie and genuine Southwestern hospitality.

The rain, wind and fog that hung around for much of the Fly-In did not dampen the attendees’ spirit of generosity. The annual raffle of company-donated RV-related parts and services, such as avionics, kit parts, exhaust systems and engine discounts, drew in a total of $14,260. Every penny of the raffle money collected, split right down the middle, went to two local charities, the Las Cruces Community of Hope and the Lee and Beulah Moor Children’s Home in El Paso. This collection was almost 50% more than the amount taken in last year, which was in itself a record. Representatives of the two charities attended the Saturday night banquet to accept the donations “in real time,” and to say that they were thrilled beyond words is an understatement. The generosity of the nation’s RV community has increased every year. We can’t wait to see what 2007 brings.

With renowned warbird pilot John Muszala at the controls, John MacGuire’s newly repaired P-38L Lightning roars over the sod farms near Doña Ana County Airport in this May 1989 photo. Note the blanking plates over the missing turbosuperchargers.

**Featured Aircraft**

In the mid-1930s, as international tensions increased in Europe and as Japan continued to build up forces in Asia, some U.S. military planners realized that the still-isolationist nation was in a bad position. At the time, the Army and Navy fought bitterly over what little procurement money was available, and there was virtually no interest in developing new technology. Most aircraft in service were obsolete. But two forward-thinking junior U.S. Army Air Corps officers, LT Benjamin Kelsey and LT Gordon Saville, had a strategy to beat the bureaucracy.

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The two young officers invented a new category of bomber-defense aircraft that they called an “interceptor,” and they convinced the Air Corps to solicit proposals from industry to develop one. Circular Proposal X-608, issued in February 1937, called for a long-range, high-performance aircraft using Allison’s new turbosupercharged liquid-cooled V-1710 V-12 powerplant. The top speed was to be 360 miles per hour, compared to the 300-miles-per-hour capability of contemporary aircraft. The new airplane would also have to be able to climb to 20,000 feet in six minutes and carry very heavy armament, including a cannon. Consolidated, Curtiss, Douglas, Lockheed and Vultee submitted proposals.

The Lockheed Aircraft Corporation, of Burbank, California, won the competition. On June 23, 1937, the Air Corps awarded contract number AC-9974, for $163,000, to Lockheed for one twin-engine XP-38 interceptor. Lockheed called it the Model 22—it was the 22nd aircraft design to emerge from the fledgling, 11-year-old company, and it was Lockheed’s first military contract.

The XP-38 was the product of a 50-man design team led by Lockheed’s Chief Designer, Hall L. Hibbard, and young, energetic Senior Designer Clarence L. “Kelly” Johnson, who later created the “Skunk Works” and became arguably the most famous aircraft engineer in the world. Hibbard and Johnson had considered six unorthodox airframe configurations, including a pusher-prop model and an asymmetrical twin-boom design with the cockpit in the left boom, before settling on the classic P-38 layout. Detail design work, plus competing priorities as Lockheed geared up to mass-produce Hudson light reconnaissance bombers for the Royal Air Force, delayed the start of XP-38 construction until July 1938. Buildup went quickly, however, and the sleek all-silver prototype rolled out of the factory (shrouded in canvas and in great secrecy) on December 31, 1938. It was trucked to March Field, near Riverside, California, to start flight testing.

Piloted by LT Kelsey, the XP-38 flew for the first time on January 27, 1939. The 34-minute flight was not trouble-free. Just as he lifted off, Kelsey encountered severe vibration that blurred the instrument panel into unreadability and flexed the wingtips up and down three feet. He landed in a very nose-high attitude, scraping the bottoms of the twin vertical tails on the runway before the main gear touched down. Lockheed quickly fixed the problem—three of four soft aluminum flap control rods had broken—and the XP-38 returned to the air, notching up five additional flights in the next two weeks. On February 11, General Henry H. “Hap” Arnold, with a strong desire to get the Army Air Corps into the news in a positive manner, ordered Kelsey and the XP-38 to try for a new trans-country speed record. A planned transfer of the aircraft to Wright Field, near Dayton, Ohio, for official Army testing grew into a transcontinental dash from March Field to Mitchel Field on Long Island, New York. The 2,400-mile flight went well until Kelsey began his descent to land at Mitchel at about 5:00PM. He was a little low on his approach and tried to add power to adjust his glide path. He did not know that he had picked up a lot of carburetor ice during his five-mile final. When he advanced the throttles for more power, the engines did not respond. Here’s what a contemporary newspaper article had to say about what happened next: “‘Mystery’ Plane Crashes at End of Test Speed Hop...A new secret twin-mo-
The Army pursuit monoplane crashed into a tree on the edge of Mitchel Field on Long Island tonight at the end of a near-record transcontinental test flight—the plane slipped down and sheared off the tops of trees bordering the field, the undercarriage caught in a thirty-five-foot tree, and the plane plunged down into a sand pit on the Cold Stream Golf Course...the pilot and sole occupant, Lieutenant Ben S. Kelsey, crack test flier, was saved from serious injury by the plane’s all-steel cabin..."

Despite the XP-38 crash, the Air Corps remained interested in the potential of the aircraft, and on April 27, 1939, ordered 13 refined and improved YP-38s. Production orders from France, Britain and the Air Corps came in even before the first YP-38 flew, totaling 733 by July 1940. By the end of the War, Lockheed and its war-time production partner Consolidated Vultee, in Nashville, Tennessee, had produced over 10,036 P-38s in eighteen different versions.

Because of its power, speed and high performance, the P-38 was the first aircraft to experience several new and largely unexplored aerodynamic phenomena. For example, early models suffered from severe horizontal tail buffeting or “flutter.” Lockheed test pilot Ralph Virden died on November 4, 1941, when his YP-38 dis-integrated in a high-speed dive due to flutter-induced structural failure. Adding wing root fillets and horizontal tail mass balances—small weights above and below the elevator surface—solved the flutter problem. Another problem was “compressibility,” a condition that occurs when shock waves form in the airflow over an airplane as it nears the speed of sound (i.e., goes “transonic”). Pilots who had the misfortune to fly into the realm of compressibility experienced sudden, terrifying, violent tail buffeting, accompanied by the airplane lunging and thrashing about as though it was trying to free itself of invisible bonds. Then the controls froze solid and a horrifying, uncontrollable nose-down pitching moment made the hapless airplane “tuck under,” often with fatal results. The compressibility problem was solved by the addition of small electrically operated dive recovery flaps on the bottom of the wing outboard of the nacelles. Thousands of P-38s already in the field had to be modified with the new flaps. Because of a time delay in Air Corps approval of the fix, and a shortage of modification kits, many P-38 pilots in combat had to fly under placarded flight restrictions for many months.

**Featured Aircraft (Continued from page 2)**

Lockheed P-38L-5-LO Lightning

**General Characteristics**

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<tr>
<td>Weight (maximum)</td>
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On July 26, 2006, War Eagles Air Museum and the entire Southwest aviation community lost an enthusiastic mentor, a good friend, an esteemed colleague, a respected leader and a superb pilot with the passing away of Marion S. “Jack” Bell.

Jack was born in Grayson County, Kentucky, in 1923, but grew up in Denver, Colorado. He was a student attending the Colorado School of Mines when the Japanese attacked Pearl Harbor. As soon as he was able to, he cut short his studies and enlisted in the Marine Corps as an aviator candidate. He went to flight schools in Fort Collins, Colorado, Livermore, California and Corpus Christi, Texas. He earned his wings on February 13, 1944. The new Marine Corps Lieutenant immediately reported to Miramar Naval Air Station in California for advanced flight training in the Vought F4U Corsair and the Grumman TBF/TBM Avenger. Finally, he was assigned to an Avenger squadron aboard aircraft carrier-escort USS Cape Gloucester (CVE109), which was in one of four Marine Carrier Groups formed to support amphibious assault landings in the anticipated invasion of the Japanese island of Kyushu. While the Cape Gloucester was en route to the Philippines, Jack flew anti-submarine and air-defense patrols. The ship was anchored in Buckner Bay, Okinawa, on August 6, 1945, when word came that the first atomic bomb ever used in warfare had destroyed the Japanese city of Hiroshima.

Jack returned to Colorado after the War and married his life-long wife, Annette Koerner of Denver. The couple had three children: Gregory, Alexis and Mark, and four grandchildren.

He flew North American P-51 Mustangs in the Colorado Air National Guard from 1946 until 1949, when he graduated from the Colorado School of Mines with a degree in metallurgical engineering and retired from the military entirely. The same year, he began his career with the Phelps-Dodge Refining Corporation as an assistant foreman in El Paso, Texas. He ascended the corporate ladder quickly, becoming a plant manager, a Vice President and finally, in 1979, President of Phelps-Dodge Corporation. As President, he was required to live in New York City, where six-day workweeks meant that he did not have much time to fly. Still, on occasion he was able to fly North American AT-6 Texans with SkyTypers on gigs all over the country. His last SkyTypes flight was at the 1996 Summer Olympics in Atlanta, Georgia. He retired from Phelps-Dodge and returned to El Paso in 1987.

Jack met War Eagles Air Museum founder John MacGuire while serving on the Board of Directors of an El Paso organization. The men immediately became fast friends. Jack was one of the Museum’s first and most enthusiastic volunteers. Later, as Chief Pilot, he flew many of the Museum aircraft in addition to his own Cessna 210 Centurion and Pitts S-2A Special. Active in countless civic and professional organizations, he was President of the United Way of El Paso in 1975 and he was honored by the City of El Paso with the Conquistador Award in 1976. He was elected to the El Paso Aviation Hall of Fame in 2002.

From all of your friends and fellow aviators, we wish you clear skies and strong tailwinds. We’ll miss you, Jack.
Fourth Quarter 2006

Historical Perspectives
by Robert Haynes

In addition to writing these columns, I often fill in for regular staffers at War Eagles Air Museum on weekends. One of my duties is to secure the premises. I walk through the hangar at closing time to make sure that all visitors have left and all doors are locked. With the Museum still and quiet at these times, I often get the inspiration for a column such as this one. On my final walk-about on a rainy Saturday in August, I paused near the North American F-86 Sabre and the Mikoyan-Gurevich MiG-15UTi Fagot. That these aircraft sit beside each other is deliberate and symbolic. It lets visitors directly compare the two major aerial adversaries of the Korean War, and see the arch-rivals now in peaceful co-existence. On that Saturday, I found myself trying to understand why the nations that built these aircraft over 50 years ago were so much at odds with each other for so long. Why did the U.S. and the Soviet Union use these weapons against each other in the high, frigid Korean skies? Part of the answer is simple. The first jet-vs.-jet dogfights between the F-86 and the MiG-15 showed Soviet leaders how far behind the West they were militarily. The MiG-15 was ineffective in Korea because the U.S. Air Force had superior technology and, more important, was more adaptable. The flaw in the MiG-15, and in the entire Soviet system, was an inability to adapt to changing circumstances. In contrast, the U.S. was a society in flux, full of change and willing to embrace transformation and experimentation. This, more than any other factor, led to the fall of the Soviet Union in 1991. The question of why the Soviet Union and the U.S. opposed each other so vehemently is harder to answer.

The two had much in common. Both had fought bloody wars of conquest and had created huge continental empires filled with diverse languages, different cultures and suppressed minority groups. Both had abolished slavery in the 19th century, but had failed to fully integrate their former slaves into society. Both had developed independently, with little mutual contact. The spark that ignited the 75-year conflict between these two nations was the Bolshevik Revolution that erupted in Russia in 1917. It is an uncomfortable but undeniable fact that the Western powers made a united attempt to crush the nascent Communist state that was emerging in Russia. In 1918, the World War I nations, including the U.S., sent an expeditionary force to Russia to aid the White Russian forces against the Communist Reds. This triggered the Soviet Union’s mistrust of the West that continued until nearly the end of the century.

The U.S. did not recognize the Soviet Union until November 1933, when Joseph Stalin, the most paranoid head-of-state ever, was the Soviet leader. Some historians say that this denial of Soviet legitimacy led to the Nazi-Soviet Pact of August 1939. This agreement sidelined the Soviet Union and gave Adolf Hitler the green light to invade Poland. I believe the main reason Stalin signed the Pact was to buy him time to continue the massive industrialization and agricultural improvement programs that were then underway. But he did not buy very much time at all. Hitler invaded the Soviet Union on June 22, 1941. The resulting conflict cost millions of lives, destroyed untold amounts of property and, indirectly, sowed the seeds of the Cold War. The Nazi invasion was terribly traumatic for the Soviet people. It vastly increased the Soviet leadership’s fear and mistrust of the West. After the War, in fact, the primary goal of Soviet leaders was to protect the nation from ever again being invaded, no matter what the cost.

The lingering trauma of Hitler’s invasion and Stalin’s fear of a U.S. nuclear surprise attack fueled the Cold War for decades. Tensions increased with the rising tide of Communism in Asia. Despite U.S. beliefs, Asia was never a focus for the Soviets, who were more interested in the industrial working classes of Western Europe. Communism in Asia took on a life of its own, especially in China. Moscow could not control the development of Communism in China, so the Soviet Union eventually faced opposing forces on both its European and Asian borders. Stalin supported North Korea not only to reduce the U.S. presence in Asia, but also to curtail increasing Chinese influence. After the Armistice, to counter Korean-based U.S. troops and in response to increasing Sino-Soviet discord, the Soviet Union had to devote ever-increasing military resources to securing its Asian border. Added to forces in Europe needed to deal with NATO and quell uprisings in Hungary, Poland and Czechoslovakia, this was a huge economic burden.

Although not taken during the Korean War, this photo shows well the similarities and differences between the Mikoyan-Gurevich MiG-15 (left) and the North American F-86 Sabre (right). Of note, the Sabre is painted in the markings of then-Major (and future astronaut) John H. Glenn’s “MiG Mad Marine,” in which he downed 3 MiGs in 27 missions over Korea.

Historical Perspectives (Continued on page 8)
P-38s served in all theaters of operation throughout World War II, from primary escort duty in the early days of the daylight bombing campaign in Europe to fighter missions in North Africa and Italy and even in the harsh conditions of the Alaskan Aleutian Islands. They gained the most fame in the South Pacific, where they savaged Japanese ships and aircraft with a kill ratio of more than 10 to 1. A flight of P-38s over Bougainville in the Solomon Islands shot down the Mitsubishi G4M Betty carrying Admiral Isoroku Yamamoto, architect of the Pearl Harbor attack. Major Richard Bong, the U.S.'s top-scoring fighter pilot of World War II, scored most of his 40 victories in a P-38. No other World War II aircraft performed the variety of roles that the P-38 did with such tremendous success.

War Eagles Air Museum’s P-38L-5-LO left Lockheed’s Dallas Modification Center in May 1945. The War Assets Administration surplused it in January 1946 and stored it at Kingman, Arizona. Russell C. Reeves, of Tulsa, Oklahoma, bought it in April 1946 for $1,250. He sold it to the Tennessee Valley Authority (TVA) in November 1950 for aerial survey work. In July 1953, the Aero Services Corporation, of Philadelphia, Pennsylvania, bought it and sent it to South America for photomapping work. The next owner was James M. Cook, of Jacksboro, Texas, who bought the aircraft in January 1957 and flew it for 12 years in weather research for the Department of Commerce. The penultimate owner, furniture tycoon Gary R. Levitz, of Grand Prairie, Texas, bought it in June 1969. He modified it for air racing by removing the turbosuperchargers (to reduce weight and because they weren’t needed in the thick air close to the ground at which pylon races take place), removing the wing flaps, installing lower-drag “H”-model engine cowlings, fitting an air induction scoop atop the engines and riveting shut the oil cooler outlet doors. Shortening the propeller blades by several inches allowed operation at higher RPMs while keeping the tips below sonic speed. Starting in 1970, Levitz raced the all-black aircraft as Double Trouble at the Mojave and Reno Air Races. At Reno in September 1983, it suffered extensive damage to the right propeller, boom and wingtip when the landing gear was inadvertently retracted in the pits during an engine runup. War Eagles Air Museum founder John MacGuire bought the damaged aircraft soon after the incident. He had it repaired and eventually transported to the Museum, where it resides today as a spectacular example of one of America’s most significant combat aircraft.

RV Fly-In Is A Big Success

War Eagles Air Museum hosted the Land of Enchantment RV Fly-In again this year, and again the flying weather was awful. But the lingering rain, overcast and even a rare morning fog didn’t stop over 110 of the small “kitplanes” and their enthusiastic builder/owners from converging on Doña Ana County Airport over the weekend of October 14–15. By all accounts, the Fly-In was a huge success. Nearly 400 people enjoyed a memorable barbecued brisket, chicken and sausage meal with all the trimmings, and a local El Paso establishment, Jaxon’s Restaurant and Brewing Company, supplied several kegs of a variety of quality microbrews. Some of the Fly-In events were aircraft judging, demonstration flights, formation flyovers and displays of engines and other RV equipment. Best of all, two charities in Las Cruces and El Paso received a total of $14,260 raised from the sale of raffle tickets for donated RV items. A great time was had by all.
Membership Application
War Eagles Air Museum

The War Eagles Air Museum collects, restores and displays historic aircraft, mainly from the World War II and Korean War time periods, to encourage awareness and appreciation of military aviation history through exhibits, educational programs and special events. The Museum is a nonprofit organization as defined by the United States Internal Revenue Code. Operated by staff and volunteers, the Museum is supported by funds obtained from admissions, memberships and contributions. All dues and contributions are tax deductible to the extent permitted by law.

War Eagles Air Museum memberships are available in six categories. All memberships include the following privileges:

- Free admission to the Museum and all exhibits.
- Free admission to all special events.
- 10% general admission discounts for all guests of a current Member.
- 10% discount on all Member purchases in the Gift Shop.

In addition, a Family Membership includes free admission for spouses and all children under 18 living at home.

To become a Member of the War Eagles Air Museum, please fill in the information requested below and note the category of membership you desire. Mail this form, along with a check payable to “War Eagles Air Museum” for the annual fee shown, to:

War Eagles Air Museum
8012 Airport Road
Santa Teresa, NM  88008

NAME (Please print)___________________________________________________
STREET ____________________________________________________________
CITY ______________________________ STATE _____ ZIP _________—______
TELEPHONE (Optional) _____—_____—____________
E-MAIL ADDRESS (Optional) ___________________________________________

Will be kept private and used only for War Eagles Air Museum mailings.

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War Eagles Air Museum Corporate Youth Sponsors

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Historical Perspectives (Continued from page 5)

Partly due to the cost of maintaining its vast empire, living standards in the Soviet Union stagnated in the 1960s and then dropped while the military and economic power of the West increased. Some historians say that this shows the inadequacy of Communism. Others argue that the West sabotaged the Communist ideal. There is truth in both arguments. “Communism” and “Socialism” are not the same. No nation has ever been “Communist” as defined by Marx and Lenin. In true Communism, the State “wITHERS away.” Governments, armies, banks, prisons and even money are no longer necessary because “the people” provide for each other “from each according to his abilities, to each according to his needs.” A nation must first become Socialist to prepare for Communism. Soviet leaders endlessly told the people that they had to sacrifice to build Socialism to prepare for the eventual triumph of Communism.

“Socialism” implies an advanced, industrialized State of workers supported by farmers, the collective efforts of whom form the co-operative environment necessary for Communism to evolve. Obviously, this ideal makes certain assumptions about human nature that have little basis in reality. Under the pragmatic leadership of Stalin, there was no chance for the Soviet Union to become truly Communist. Whereas Communism called for the State to erode away, the Soviet Union instead became the largest, most cumbersome, most bureaucratic nation in history. The corruption, stagnation and inequalities, exacerbated by international rivalries with the Capitalist West, led in some cases to conflict, such as in Korea.

Thus these two Korean War jet fighters, the U.S. F-86 and the Soviet MiG-15, can be interpreted to represent the essence of the Cold War struggle between Capitalism and Communism. They were born when no one knew which system would prevail, and they carried with them the hopes, fears, ideals and histories of two great societies. Seeing these two aircraft side-by-side in the Museum leads me to hope that today’s “clash of civilizations” between two equally disparate philosophies (religions, in this case) can some day be resolved in a similar fashion.

Sources


Tolstoy, L., *Anna Karenina*: 1875-77 (re-published in 2003 by Barnes & Noble)

For more information, visit: www.war-eagles-air-museum.com