



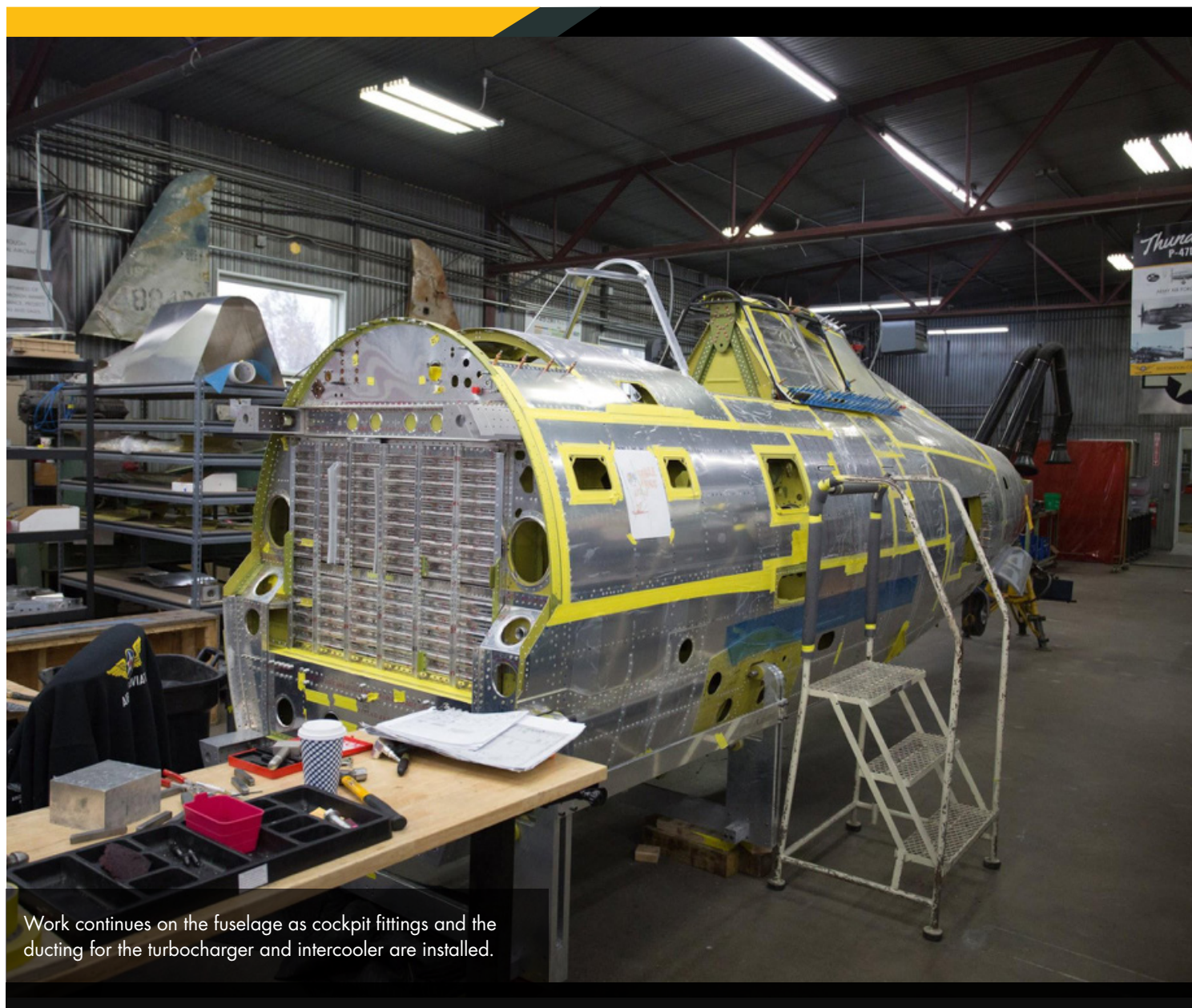
April/May-2019

APRIL/MAY

Dakota Territory Air Museum's P-47 Update
by Chuck Cravens



AIRCORPS AVIATION



Work continues on the fuselage as cockpit fittings and the ducting for the turbocharger and intercooler are installed.



www.dakotaterritoryairmuseum.com

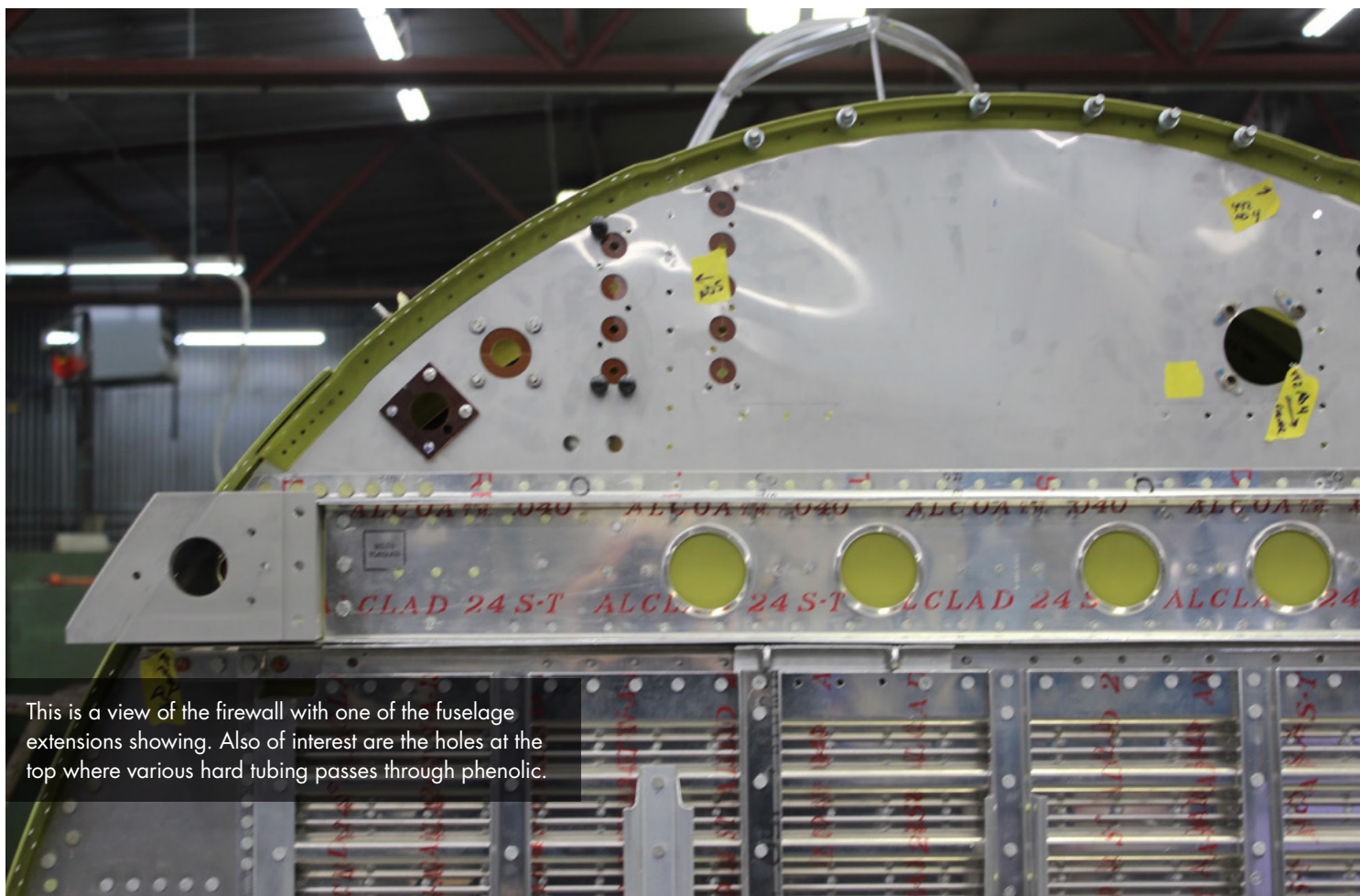


Update

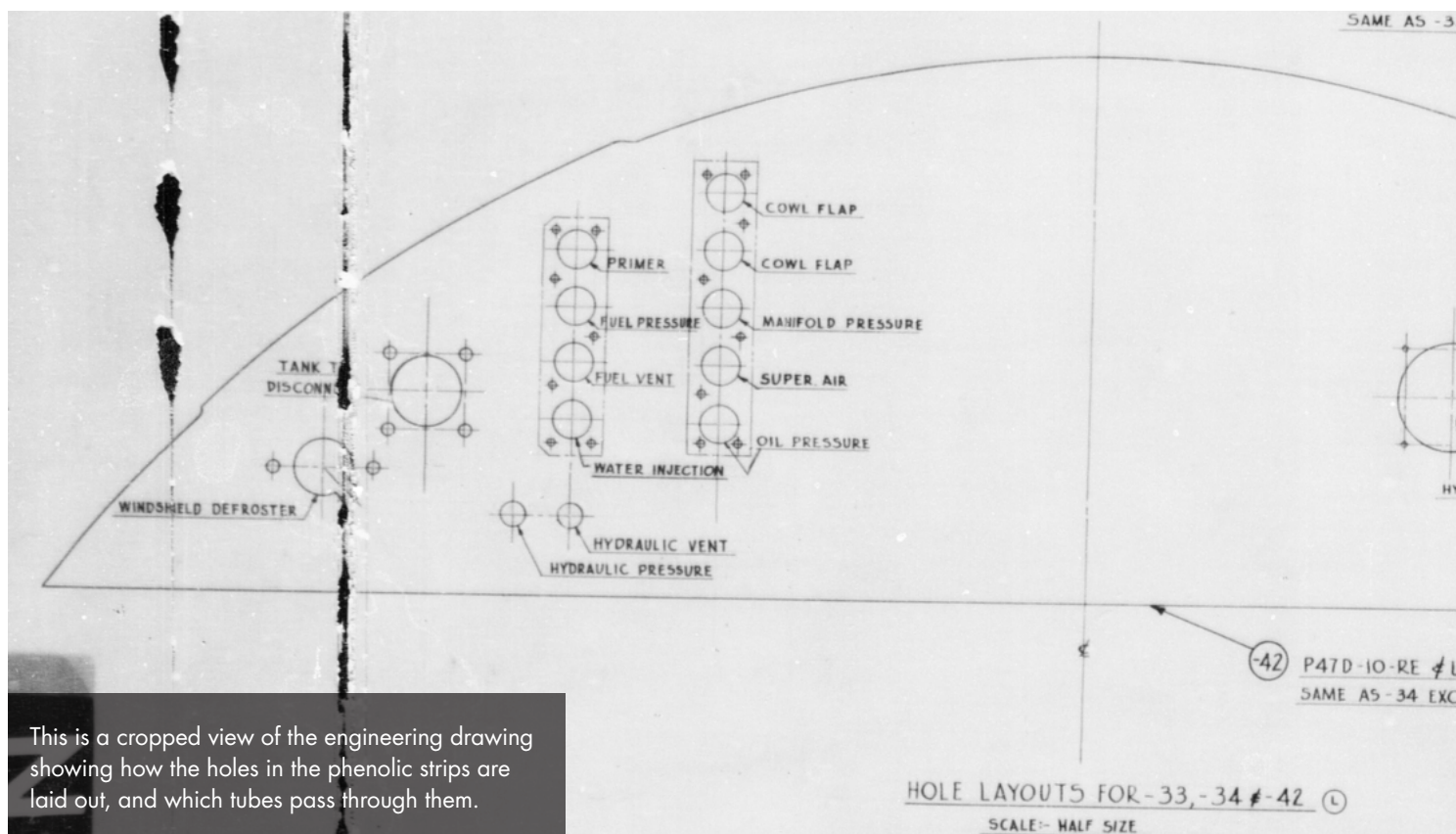
This month work progressed on the fuselage cockpit interior and cockpit enclosure, the same general areas as last month. Equipment installation on a complex, rare fighter like this one takes a lot of time! In this update we will also look into the connections between women pilots and the P-47.

Fuselage

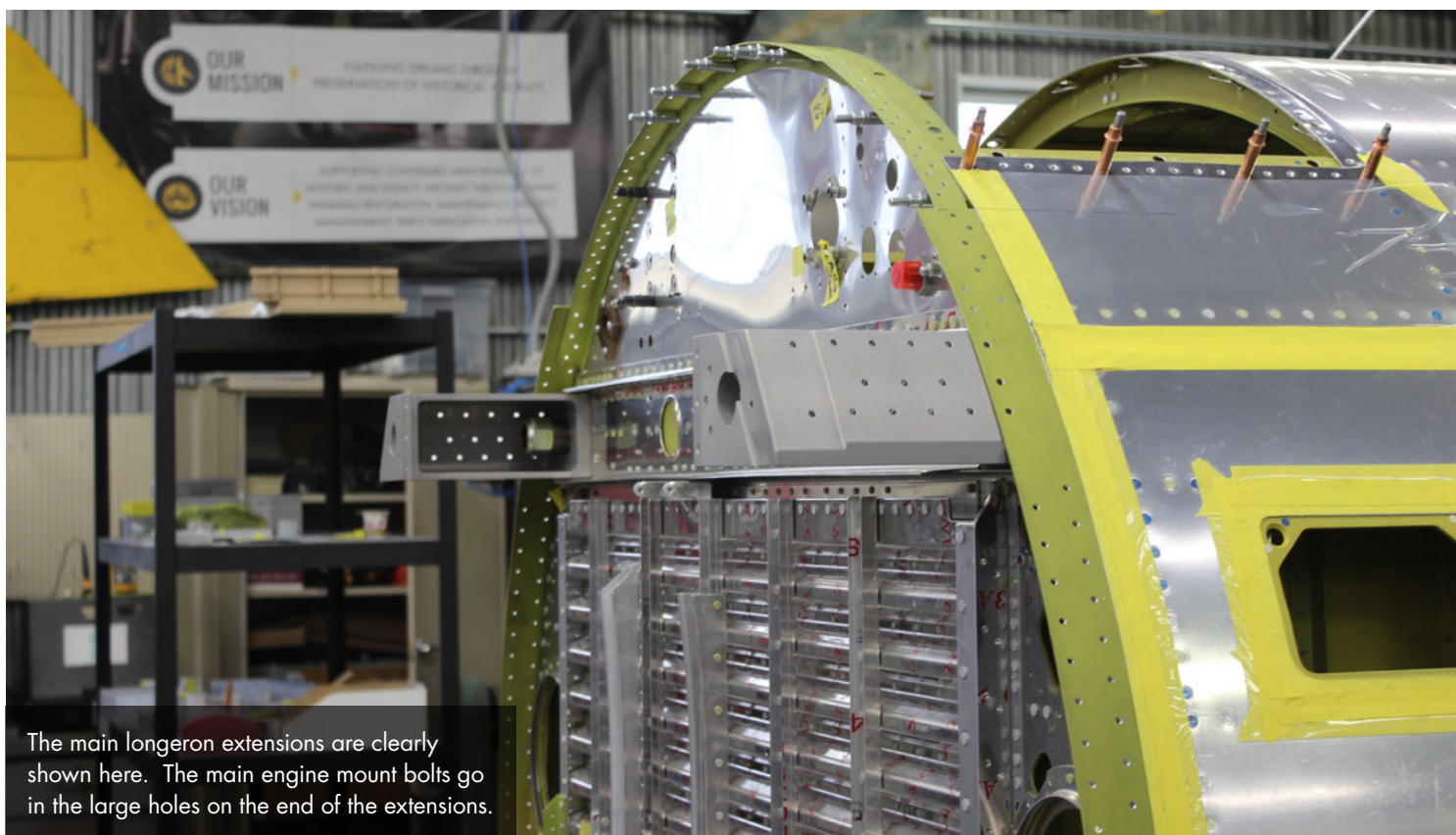
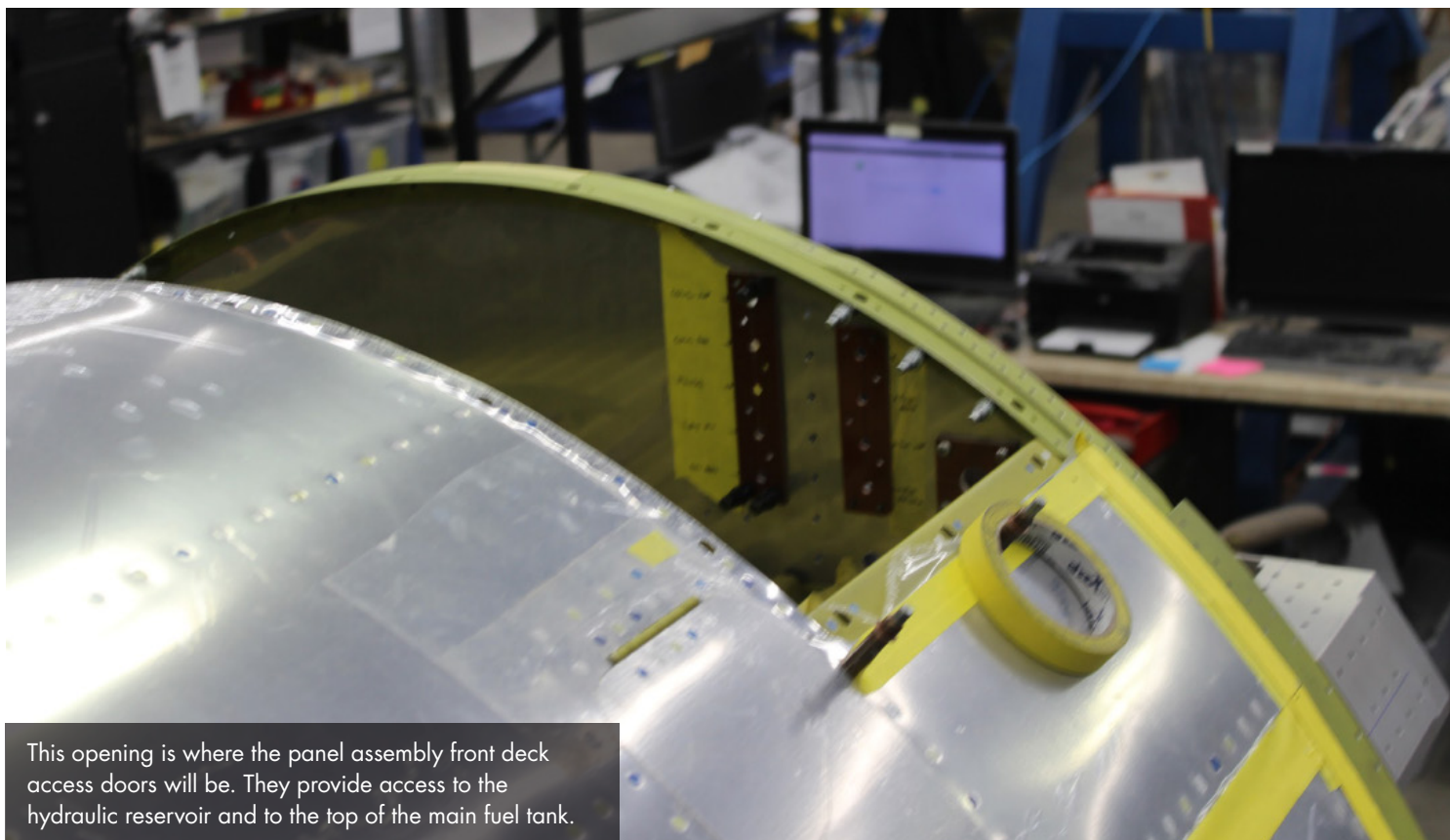
Most of the fuselage work this month centered on equipment installation.

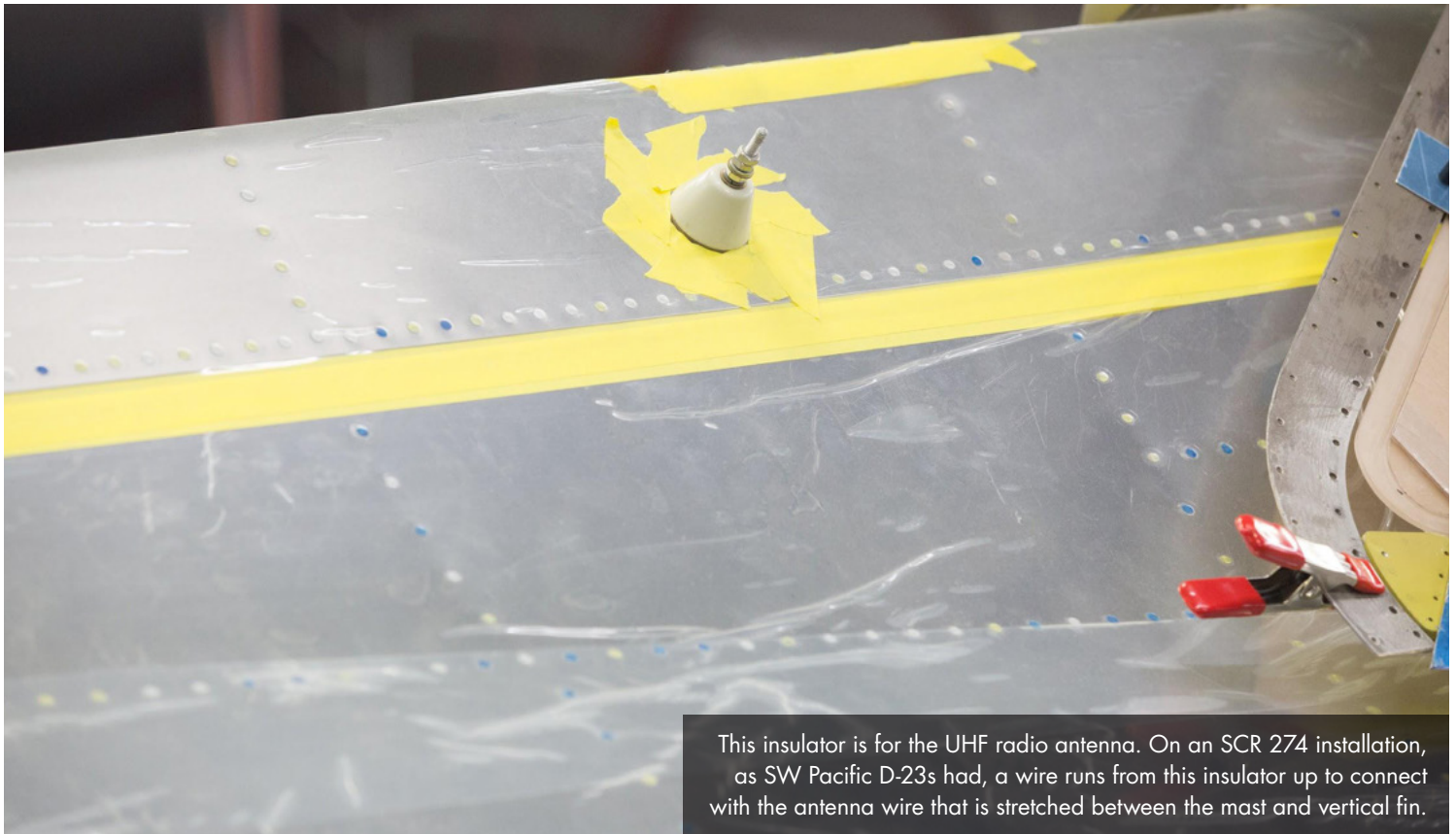


This is a view of the firewall with one of the fuselage extensions showing. Also of interest are the holes at the top where various hard tubing passes through phenolic.



This is a cropped view of the engineering drawing showing how the holes in the phenolic strips are laid out, and which tubes pass through them.





This insulator is for the UHF radio antenna. On an SCR 274 installation, as SW Pacific D-23s had, a wire runs from this insulator up to connect with the antenna wire that is stretched between the mast and vertical fin.

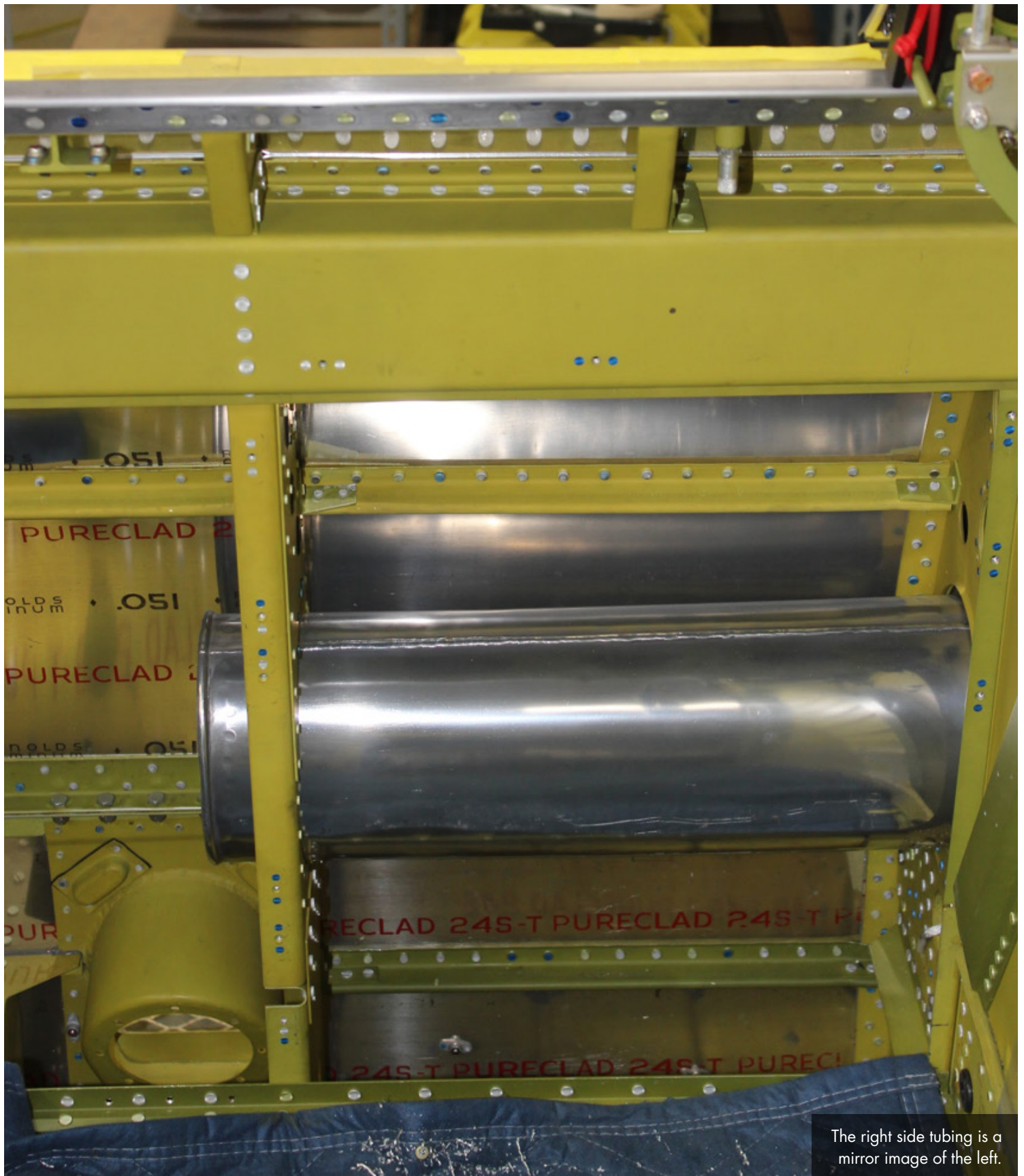


Randy works on a section of the firewall extension.



Inside the Cockpit

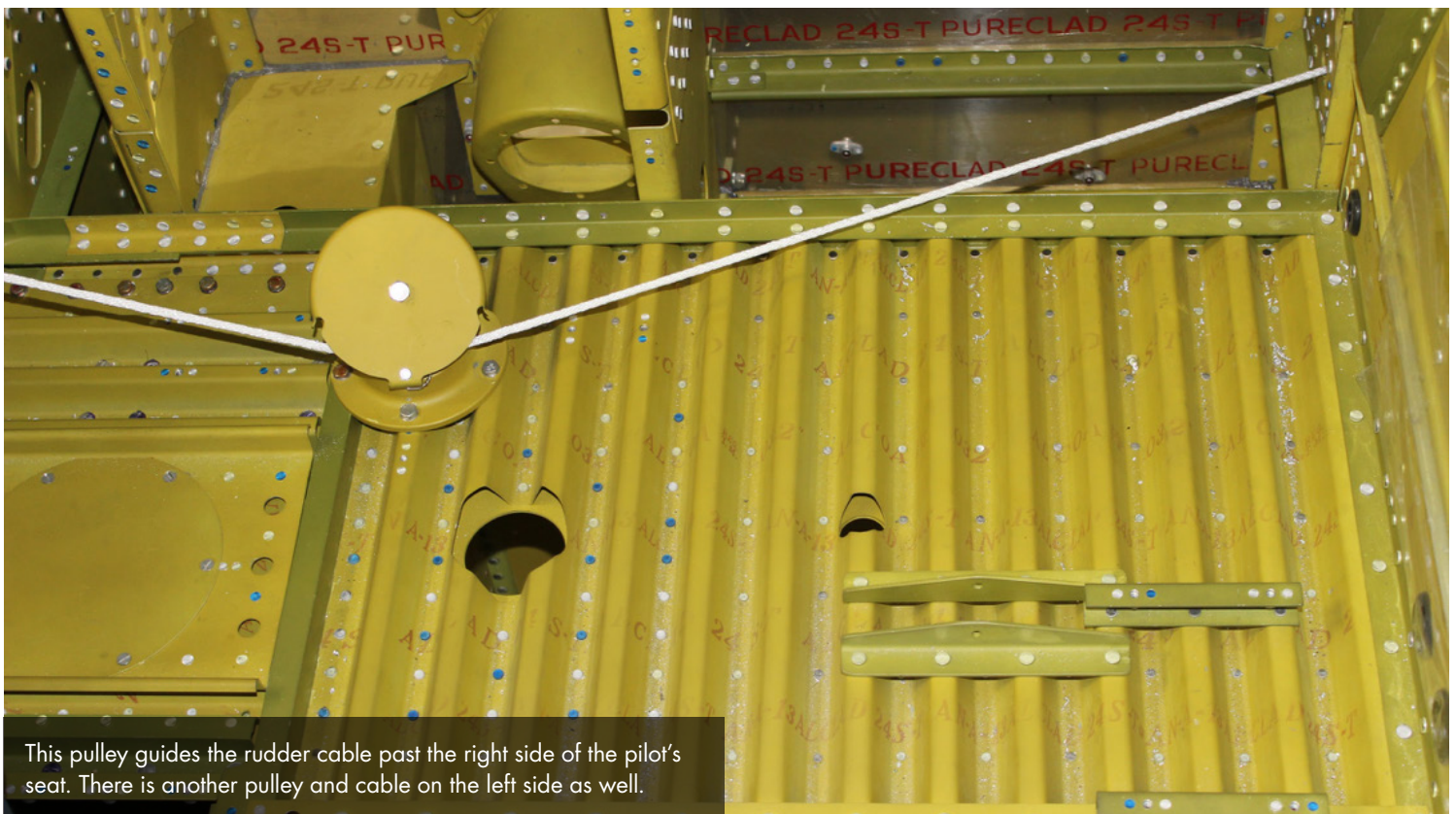




The right side tubing is a mirror image of the left.



The rudder pedals are in place with a protective cloth covering the floor.



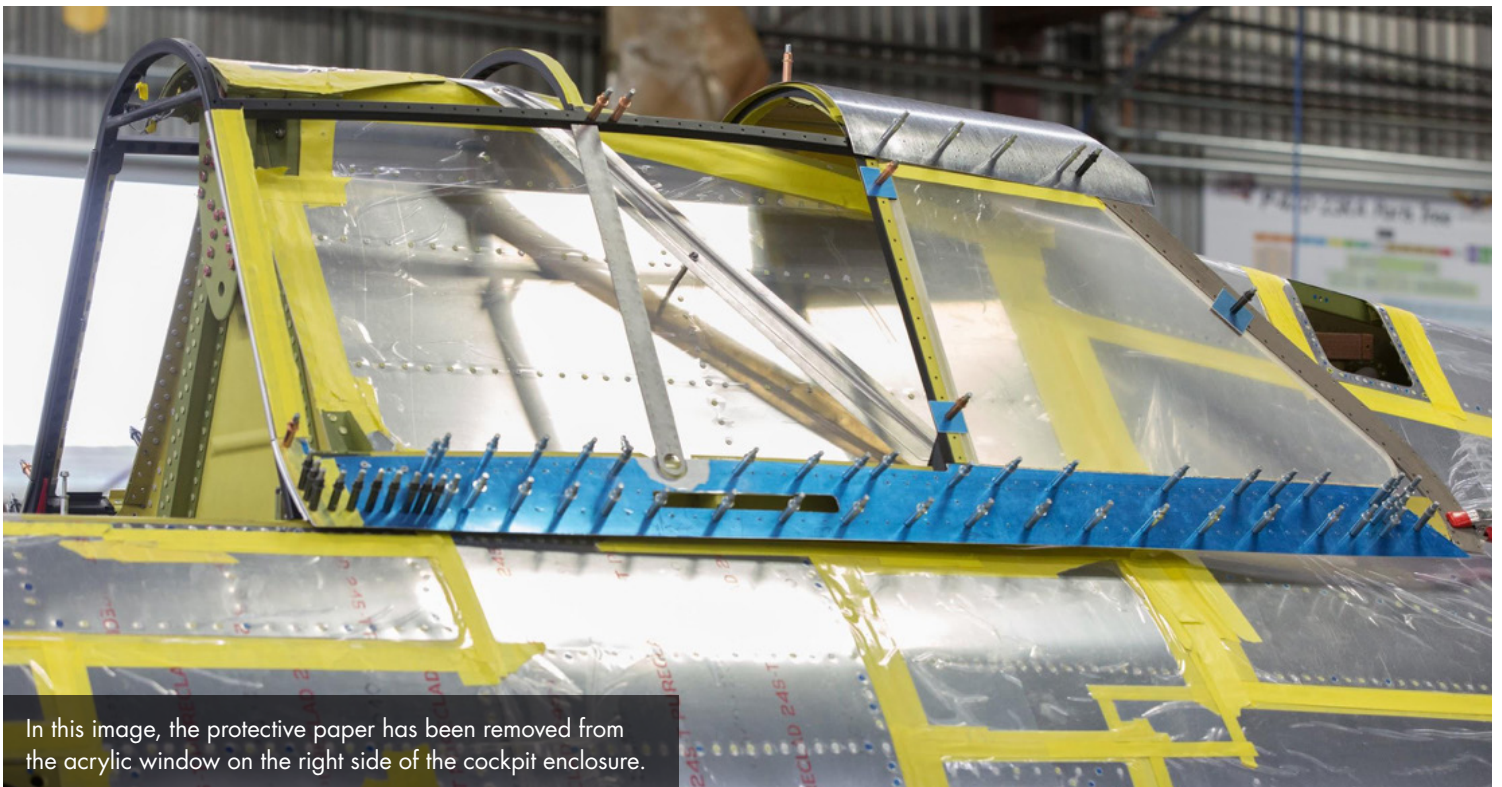
This pulley guides the rudder cable past the right side of the pilot's seat. There is another pulley and cable on the left side as well.



Cockpit Enclosure



A mock up acrylic window material is in place on the canopy.

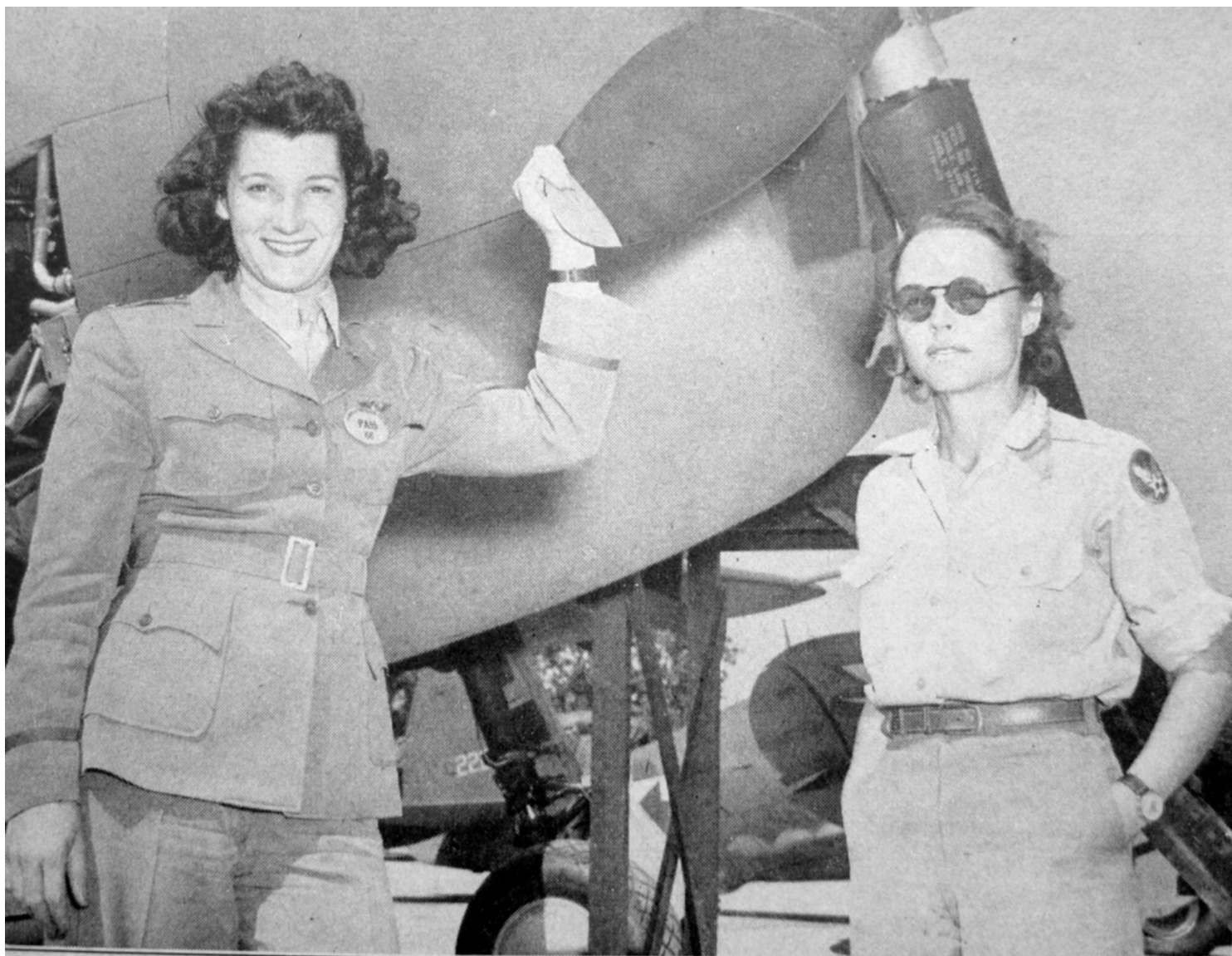


In this image, the protective paper has been removed from the acrylic window on the right side of the cockpit enclosure.





The WASP and WAF Connection



WAFS, Thresa James, left, and Betty Gillies, right, are pictured with one of the two Thunderbolts that they carried away from Republic's plant a short time later. They had delivered two others to Mod. Center.

Betty Gillies was one of the "originals", or the first 27 woman to sign up for the WAFS. In fact, Betty was the very first to sign up, and she was also the first woman to fly the P-47. Photo courtesy of Harold Morgan Collection

One of the lesser known and definitely under-appreciated contributions to the war effort came from women pilots. 1,102 women served in either, or both, the Women's Auxiliary Ferrying Squadron (WAFS) and the Women Airforce Service Pilots (WASP).

The WAFS were hired as civilian ferry pilots, and were organized and commanded by Nancy Harkness Love and the USAAF Ferry Command. Nancy was originally restricted to hiring 25 women, but she eventually hired 27. The women hired for the ferry command were all experienced, trained pilots, and were required to have



at least 500 hours of flying time. In the beginning, the WAFS were only authorized to ferry light trainers and utility aircraft. That policy was soon to change, however, and in time the WAFS/WASP flew every aircraft type in the USAAF inventory.

During the same time period a second group of women pilots was also established. The Women's Flying Training Detachment or WFTD was organized and commanded by Jackie Cochran. The WFTD pilots were trained to fly by going through exactly the same pilot training as the male Air Force cadets. At its onset, the program was based at the Houston, Texas Municipal Airport. Once the training program

was in full swing, it became clear that Houston was too congested, and flight training time was too limited by morning fog and frequent thunderstorms for efficient training purposes. Therefore, the training program was moved to Avenger Field in Sweetwater, Texas in February 1943. By August, the WAF and WFTD were combined into a single organization, the Women Air Force Service Pilots or WASP.

At the time of combining the two groups, Jackie Cochran was named overall Director of Women Pilots, and Nancy Harkness Love the Director of the Women Pilots in the Air Transport Command.



A group photo of WASP ferry pilots at the Evansville Republic factory air field. *Photo courtesy of Harold Morgan Collection*

While the WASP and WAF contributions were varied and numerous, including providing flight training, target towing, flight testing and other missions; the focus here will be on ferrying fighters. The need for ferrying fighters was greater than transports and bombers because, for the most part, they were shipped by sea to combat areas. Bombers and transports were ferried by women pilots as well, but many made the flight to Europe or other theaters instead of being shipped.



The logistics of getting planes to combat areas presented a real challenge. In the east, Republic had factories building P-47s in Farmingdale, N.Y. and Evansville, IN. Curtiss was building P-40s in Buffalo, N.Y. and Bell was pushing P-39s and later P-63s out the door of their factory in Niagara Falls, N.Y. Further west, North American had fighter factories in Inglewood, CA and near Dallas, TX.

From each of these geographically widespread factories, a portion of these fighters were destined for Europe and needed to be shipped from Newark, N.J., while others needed to get to Long Beach and Alameda, CA to be loaded on carriers and sent to the SW Pacific or the China, Burma, India Theater. Other fighters went west to Great Falls, Montana to be picked up and flown to Russia via Alaska through the Lend-Lease program.

The location of these factories in relationship to their ports of embarkation required the ferrying of thousands of fighters. This need was the original impetus for forming the WAFS. Nancy Love set up four ferrying squadrons, the 5th Ferrying Group, at Love Field in Dallas, the 2nd Ferrying Group at New Castle Army Air Base in Wilmington, Delaware, the 3rd in Romulus, Michigan and the 6th in Long Beach, California.¹

It was common for WAFS and later WASP, to fly a Mustang from Dallas or Inglewood to Newark, take ground transportation to Curtiss, Republic or Bell, pick up a fighter and fly it west to Long Beach or Great Falls. Many Farmingdale P-47s went to Evansville's modification center to get equipment suited for the SW Pacific or the CBI, and those as well as Evansville Thunderbolts were flown by women and men ferry pilots to Long Beach and on to Alameda Naval Air Station to be loaded on carriers.

Barbara Erickson became the first WASP to receive the Air Medal for Meritorious Achievement as a pilot. Erickson received her medal for completing four 2,000 mile deliveries of three different types of aircraft in slightly more than 5 days of actual flying. She was also the second woman to check out in the P-51/A-36.



WASP Barbara Erickson.
Photo courtesy of Harold Morgan Collection

¹ Sarah Byrn Rickman, *WASP of the Ferry Command*, (Denton, TX, University of North Texas Press, 2016)



12-14-44 EP

THE EVANSVILLE

Last of Women Who Flew P-47's Leave Evansville

When the WASPS left here for ATC chief at the airport. "It was sort of funny though, to see some of the smaller girls go out to a plane armed with six or eight pillows to sit on and put behind them so they could see over the cowlings."

They knew that they had been flying right along with the men here since Sept. 1 and that they'd done a good job.

After reporting to their home base, Newcastle Army Air Base, Wilmington, Del., the WASPS will be officially disbanded next Wednesday.

Most of the young fliers will be home for Christmas, but that will only be a breather. Almost to a man—pardon a woman—they are going to keep on flying somewhere.

Children at Home

Several will go back to house-keeping for the time being. Betty Gillies, whose flyer-husband is a vice-president of Gruman Aircraft Company, has two children waiting for her at home.

So has Mary Helen Clark. Her husband, W. Gerald Clark, has been running a real estate agency in Inglewood, N. J., and keeping an eye on the family, too.

Virginia Whisonant, one of the first WASPS stationed here, would have to travel fast to equal the record of her husband, Major William "Whisky Bill" Whisonant.

Much Decorated

Holder of the Distinguished Flying Cross, the Air Medal and the Purple Heart, Major Whisonant has been credited with downing seven or eight planes in North Africa and Sicily.

Helen McGilvery's husband, Capt. Charles McGilvery, is in the Air Transport Command flying a foreign route. So is Capt. R. E. Davis, husband of Irene Davis.

Lieut. Al Straghan, who is head man for Jane Straghan, is in an aerial photo reconnaissance outfit.

Husband Is Here

Helen Richey had a head start on the rest of the WASPS. She piloted Spitfires in England as a member of the Air Transport Auxiliary before coming home to join the WASPS. Her home is in McKeesport, Va.

Virginia Hagerstrom is the only one of the group planning to return to Evansville, but there's a reason. Her husband, Lieut. James Hagerstrom is an Army acceptance test pilot at Republic.

They've enjoyed being here the young woman agreed yesterday afternoon.

Needed Pillows

They say it's been wonderful experience to get to fly the heavier type aircraft, and will make better pilots out of them.

The WASPS have been exchanged here about every five weeks to give them experience flying planes other than P-47's.

"It's been nice working with the WASPS," said Capt. James Geyer,

ATC chief at the airport. "It was sort of funny though, to see some of the smaller girls go out to a plane armed with six or eight pillows to sit on and put behind them so they could see over the cowlings."

"They are required to carry a gun on flights," Capt. Geyer went on. "The Army issued them 45's in a regulation shoulder holster. On some of the girls, the holster would hang down around their knees."

"And you'd think a girl, flying alone in a single-seater plane wouldn't care much how she looked," he added. "But I've seen 'em sitting in a plane waiting to take off, stop and powder their nose or fix their hair."

Set Up Schools

The Army didn't spare the horses training the WASPS, according to Capt. Geyer.

"As the number increased, the Army set up school at Avenger Field, Sweetwater, Tex., to upgrade them to flying heavier types of planes," he said.

"This course was very similar to the one given men cadets without, of course, combat training. They learned to fly PT, primary, basic and advanced aircraft."

"Graduates were sent to the Ferrying Division pursuit school at Palm Springs, Cal., and Brownsville, Tex. The last class of WASP trainees will be graduated at Brownsville, Dec. 19, the day before the WASPS are disbanded."

Immediate commander of the WASPS was Mrs. Nancy Love and Jacqueline Cochrane was WASP director.

Previous Group

WASPS last stationed here included Maryanna T. Beard, Ruth Anderson, Virginia Clair, Dorothy R. Colburn, Cella M. Hunter, Mary M. Rosso, Josephine A. Pitz, Avel Pinkley, Grace P. Birge, Ruth Adams, Jih McCormick, Kathryn Berhneim, Nancy E. Baker, Mrs. Hagerstrom, Mrs. Davis and Miss Richey.

The first group here, known then as the WAFS, the Women Auxiliary Flying Service, included Mary C. Johnson, Betty J. Archibald, Elizabeth Shea, Ellen H. Gery, Clarie G. Callaghan, Margaret A. Hamilton and Barabara Donahue.

Used Apartments

Others who have been here are Nancy E. Batson, who was in charge of the first group; Emily Heistera Esther D. Poole, Rita J. Moynihan, Betty Scantland, Anna L. Flynn, Janet J. Zuchowski, Florence E. Lawler, Mitchell I. Long, Marion G. Mann, Helen M. Clark, M. C. Wilson and Patricia A. Dickerson.

Also Mrs. Gillies, Mrs. McGilvery, Mrs. Straghan, and Mrs. Whisonant.

Their quarters here were at 619 S. E. First-st., where they used several apartments.

18 WILL RECEIVE INDIANA DEGREES

Eighteen Evansville students at Indiana University will receive degrees at the institution's second 1944 commencement Sunday.

Dr. Norman Vincent Peale, pastor of the Marble Collegiate Church, New York City, will deliver the commencement address at 2:30 p. m. in the University Auditorium.

Those receiving degrees and their major fields are: Raymond A. Abraham, doctor of medicine; George C. Barnett, bachelor of laws; Melvin A. Block, doctor of medicine; Anna Rose Brink, A. B. zoology; William E. Buck, M. S. education; Paul M. Dassel, doctor of medicine; David A. Hamburg, A. B. anatomy and physiology; Mrs. Mary Seiler Jarret, A. B. economics; Margaret Kamp-schaefer, A. B. mathematics; Melba Rose McDonald, B.S., medicine; John E. Mackey, doctor of medicine; John W. Mason, A.B. physiology; Robert H. Oswald, B.S., medicine; Jack H. Purcell, B.S., medicine; Charles A. Redding, doctor of dental surgery; William L. Ridgway, doctor of medicine; John S. Visser, doctor of medicine; Richard E. Wulff, doctor of dental surgery.

FORMER WAC FOUND SLAIN IN HOUSTON

HOUSTON, Tex., Dec. 14.—(UP) The partly-clad body of Mrs. Clara Penn, pretty, 26-year-old medically discharged WAC, was found today in a hedge across the street from her home here.

Police said that the attractive blond, had been criminally attacked and apparently strangled. Her throat and other parts of her body were bruised.

Neighbors reported they heard loud voices about 3 a. m. near the spot where the body was found.

Two men told police they found Mrs. Penn's body near a bus stop as they awaited transportation to work.

South Africa as a whole is an elevated region, more than 40 per cent of its area being more than 4000 feet above sea-level.

Classified Department
Open From 7:45 a.m. to 8 p.m.
By Phone—Dial 3-6464
OFFICE HOURS—
8:45 a. m. to 5 p. m.

Legals

LEGAL NOTICE OF PUBLIC HEARING
Public Service Commission of Indiana
Docket No. 1312-A, 3
Application of Morrow, Inc., Evansville, Indiana, for a certificate of public convenience and necessity to operate motor vehicles as a common carrier of property, intrastate, over highways in the State of

The Evansville Press published an article on the departure of the WASP ferry pilots just before the disbanding of the WASP on December 20, 1944. Scanned of Harold Morgan Collection



The WASP flew 9,224,000 miles ferrying planes around the continental US and Canada. Thirty Eight WASP died flying missions or training flights.

The WASP were never militarized as an official auxiliary force. Because that was the case, the 38 women who were killed while serving in WASP were not entitled to burial expenses or survivor benefit. The cost of shipping home the bodies of the dead was often covered by fellow WASP collecting funds among themselves.

Their contributions and sacrifice should never be forgotten.

For more information on the WASP, there are a number of fine books like Sarah Byrn Rickman's *WASP of the Ferry Command*. Also check the National WASP WWII Museum website at: <https://waspmuseum.org/>, or better yet, visit them at Avenger Field in Sweetwater, Texas!



A scene in the courtyard of the National WASP WWII Museum.

Texas Woman's University also holds a treasure trove of information in their Women Air Force Service Pilots Digital Archive at <https://twudigital.contentdm.oclc.org/digital/collection/p214coll2>