

# TIGHAR TRACKS

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The International Group for Historic Aircraft Recovery

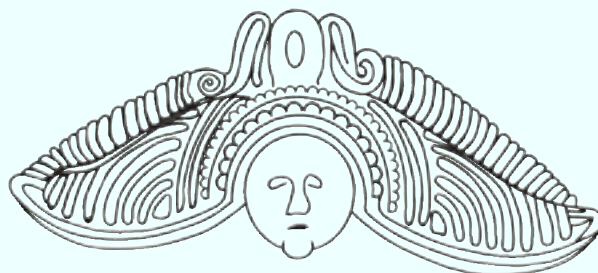
# TO THE MEMBERS

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Over the past few months TIGHAR has received a great deal of publicity which has, in turn, resulted in a tremendous influx of new members. The letters and phone calls we get every day, although from every corner of the U.S and often from other countries, are startlingly consistent in the feelings they convey. Many are almost apologetic at not having joined before, explaining that they "never knew an organization like this existed." We've heard from several people who had contemplated forming their own organization along the same lines, but for one reason or another did not do so.

Time and again we hear some version of "I'm glad somebody cares," meaning of course that they care, and were concerned that nobody else did. Often we hear of profound disappointment and disillusionment with those who own and fly historic aircraft, and too often our own experience is the same. Not long ago we were astounded to hear a very well known collector and museum owner say he couldn't understand why TIGHAR was trooping around Maine looking for wreckage that would never result in a restored airplane. He also suggested that we not attempt large international projects, since such expensive undertakings were best left to wealthy individuals like him .... We were very proud of the way we held our temper and our tongue.

By far the most consistent expression found in letters we receive is "What can I do to help?" That constant reinforcement of the foundation's premise--that the public cares about and is eager to do something about historic preservation--is the real force behind TIGHAR. Our only regret is our inability to grow fast enough to absorb and use all of the resources TIGHAR's members offer. To them we say, "Welcome--and thank you. TIGHAR is making a difference and you are making it possible."





# CURTAIN CALL

Every once in a while history loses its head and goes all dramatic. Sometimes the scene is pure pathos, as when the Titanic went down on her maiden voyage and when Challenger blew up on its most emotionally loaded flight. At other times, history provides its dramas with a happy ending. One of those times was the spring of 1927.

Lindbergh's solo New York to Paris flight galvanized a generation and heralded the dawn of international air travel. It was an heroic achievement, but the flight itself does not explain the public's phenomenal reaction to it. To understand what was really going on in 1927 we must look at the way history set the stage for the Lindbergh flight.

## ACT I

The opening act was played in 1919, with a flurry of spectacular transatlantic flights. In rapid succession the NC-4 leapfrogged to England via the Azores and Portugal; Hawker and Grieve disappeared at sea only to miraculously turn up alive and well after all hope had been lost; Alcock and Brown flew non-stop from Newfoundland to Ireland; and finally the British airship R-34 flew nonstop from Scotland to New York, then turned around and flew back to England. Amid public speculation that transatlantic air travel would soon become routine, Raymond Orteig set a \$25,000 prize for the first non-stop flight in either direction between Paris and New York.

## ACT II

There followed an intermission of several years, during which various long distance flights were accomplished but no serious bid was made for the Orteig prize. The curtain went up again in 1926 when French ace Rene Fonck prepared a giant tri-motored Sikorsky for the Paris flight, only to lose the ship and two crewmen in a fiery take-off crash. Across the Atlantic another French attempt met a similar fate when the Potez 25 biplane of Paul Tarascon and Francois Coli burned after an accident. Tarascon, the pilot, was out of the picture with injuries, but his navigator was destined for a major role in the transatlantic drama's climactic scenes.

## ACT III

April 1927. Five aircraft and 10 aviators are on stage. Byrd's tri-motored Fokker stands on its nose following a test flight and the audience gasps. On April 26 real tragedy strikes as Davis and Wooster are killed in the crash of their Keystone. Chamberlin's Bellanca is ready to go and seems more than capable, but petty wranglings among the flight's promoters paralyze the effort. Repairs to Byrd's Fokker are nearly complete when, on May 8, word is flashed that Nungesser and Coli have successfully taken off from Paris and are expected in New York the next day. Joyful expectation turns to concern and then alarm when their white biplane fails to appear, and must be presumed down somewhere en route.

For nearly two weeks headlines chronicle the frantic search, the families' anguish, and the false hopes and cruel hoaxes which punctuate the mystery. Byrd announces he will not attempt a flight while Nungesser and Coli are still missing. Chamberlin and company, although willing to try, are still embroiled in legal battles. In the midst of this turmoil a young airmail pilot makes a cross country flight with the announced intention of flying on to Paris alone. As hope fades that Nungesser and Coli will be found alive the press brands Lindbergh the Flying Fool, but on his arrival at Le Bourget the evening of May 21 he is instantly the Lone Eagle.

The popular impact of Lindbergh's flight can only be explained in the context in which it was made. Like the other contenders, he was a professional willing to take a calculated risk. For him the reward was fame such as few have ever known. For Nungesser and Coli the reward was death and oblivion. After sixty years, perhaps it is time for them to take a well-deserved curtain call.

# DRAMATIS

## **CHARLES EUGENE JULES MARIE NUNGESSER**

Charles Nungesser was born in Paris on March 15, 1892. His parents separated in 1902, and he lived with his mother. He had an active, athletic childhood. He aspired to a career as a race car driver, but was expelled from technical school for winning a bet by walking a sixth floor window ledge blindfolded. He became a professional boxer at age 16 and was undefeated in nine bouts as a lightweight. Later that year he emigrated to Argentina. He became a race car mechanic, and by the age of 17 was one of South America's better known race drivers. He taught himself to fly by stealing an aircraft in Rio de Janeiro, and soon became a stunt pilot for a traveling air circus.

Nungesser returned to France at age 22 at the outbreak of the war in August 1914. He was refused by the air service and enlisted in the cavalry. After winning two medals for heroism in the opening days of the war, his transfer to the air service was approved, and he was posted to an observation squadron. At this squadron he took off against orders and shot down his first enemy aircraft, winning the Croix de Guerre, a transfer to fighters, and sixteen days confinement to quarters. His first mission as a fighter pilot resulted in further disciplinary action for doing stunts over a German airfield. He ended the war as the most highly decorated Allied pilot, the third highest-scoring French ace (45 victories), and with a reputation for being indestructible after 17 major crashes and injuries failed to ground him.

Nungesser's postwar career included a failed flying school in France, a barnstorming tour of the United States, and a starring role in a U.S. film, "The Sky Raider." He married American socialite Consuelo Hatmaker in 1923, and was divorced from her in 1926. In 1927, at age 35, he joined with Francois Coli in the Paris-New York attempt. He disappeared May 8/9, 1927, during the transatlantic flight.



*Musee de l'Air*

# PERSONAE

## FRANCOIS COLI

Francois Coli was born in Marseille on June 5, 1881 to an old Corsican family of strong maritime traditions. He was an excellent student but decided to go to sea rather than pursue an academic career. In 1905, at the age of 24, he obtained a Superior Diploma as "Captain of Long Distance." He had a successful career as a sea captain for 14 years. During this time he married Juliette Hugues and had three daughters, Myriam, Lucie and Camille. When war broke out, no ship was available in the French Navy, so he volunteered as an infantry private. In February 1915 he was promoted to Lieutenant, and then to Captain the following June. He was wounded twice and suffered severe frostbite in his feet. Because of this, he transferred to the air service on January 19, 1916. He became Commander of the Escadrille des Coqs and finished the war with three more wounds, including the loss of his right eye, and many decorations.

Following the war, Coli became a long-distance flyer. On January 26, 1919, he achieved the first double crossing of the Mediterranean with Henri Roget. This was an over-water long distance record. On May 24, 1919, again with Roget, he set a long distance record from Paris to Kenitra, a distance of 2,200 km. He was injured in the crash at the end of the flight. In 1920, with Sadi-LeCointe, he made further long distance flights around the Mediterranean.

In 1923, Coli began planning a nonstop transatlantic flight with Paul Tarascon. Tarascon and Coli were, in 1925, the first official registrants for the Paris-New York Orteig prize of \$25,000. Late in 1926 an accident destroyed their transatlantic aircraft and Tarascon was severely burned. A new aircraft was sought and Tarascon relinquished his place as pilot to Charles Nungesser. Francois Coli disappeared May 8/9, 1927, attempting to fly the Atlantic non-stop between Paris and New York.



*Guillot-Coli Collection*





# MIDNIGHT GHOST

As Project Midnight Ghost begins its fourth season of search operations, we find ourselves with public interest, international recognition, search capability and technological support far beyond anything we've had before. We need it. May 9 marks the 60th anniversary of the disappearance of l'Oiseau Blanc, and we're pulling out all the stops to find its remains by that date.

Because the lingering Maine winter will keep us off the hills until late April, we're using the time until then to make the best preparations possible. As we go to press, final arrangements are being made for TIGHAR, in cooperation with the Smithsonian's National Air & Space Museum, to hold an investigative seminar at the museum on March 4 and 5. The seminar's purpose is to evaluate all the evidence gathered in three years of research and to investigate the applicability of a wide range of technology for employment in this year's search. Scientists, scholars and authorities from all over the United States will be helping us make sure that when we go back to Maine we'll have the best chance possible of finding the White Bird. TIGHAR is indebted to the Smithsonian Institution and especially to the management and staff of the National Air & Space Museum, not only for making their facilities available to us but for their help in recruiting Smithsonian scientists and scholars from all around the Mall to participate in this event.

Journalistic coverage of the project has always been good but has now reached national and international prominence. We'd like to especially thank members Stephan Wilkinson, whose article The Search for l'Oiseau Blanc in the Feb/Mar issue of Smithsonian's Air & Space Magazine so perfectly captured the magic of the Nungesser/Coli story, and Len Morgan, whose Vectors column, Airplanes Unearthed, in the March issue of Flying has filled TIGHAR's mailbox with new members. Press coverage of the project will continue to grow, and while publicity will not find l'Oiseau Blanc, it can help find the funding which makes possible the technology which will find it.

## NOTICE OF EXPEDITION



TIGHAR now plans to conduct ground search operations in Maine from Saturday, April 25, through Saturday, May 9. A variety of considerations make it impractical to camp in the search area this time around, while the availability of better technology both increases our chances of success and reduces our personnel needs. We will therefore be staying at a motel in Machias, eating breakfast and dinner in town, and lunch in the field. TIGHAR members may volunteer to participate for all or any portion of the search, but we must limit the total number of searchers at any one time to twelve. A \$50/day fee will cover all food, lodging and transportation while participating in the search. Registration will be on a first come, first served basis.

If you are a TIGHAR member and wish to register for this spring's Project Midnight Ghost search operations, please write to TIGHAR, P.O. Box 424, Middletown, DE 19709. Include the dates you wish to participate and a \$50 registration fee. When your registration is accepted you will receive an information packet and an invoice calculated at \$50/day (we count the day you arrive but not the day you leave). **The registration fee is in addition to the expedition fees and is only refundable in the event we are unable to accept your registration. Please include your telephone number(s) with your registration, so we can reach you and offer you alternative dates if your choice is filled.** Participants are responsible for their own transportation to and from Machias, which is located on U.S. Route 1 in the extreme northeast corner of Maine. The closest commercial airports are Bar Harbor (one hour by rental car) and Bangor (two hours by rental car). Machias has an excellent general aviation airport (Halifax sectional), and air taxis are available from Bangor and Bar Harbor.

# MEMBER-TO-MEMBER

## WHEN I WAS THE ONLY GIRL IN THE WORLD...

Whenever anyone launches into a new adventure such as Project Midnight Ghost, I am sure there are those fears and apprehensions. YOU know the ones: will the food be 50 ways to cook SPAM, how bad can the latrine really be, what if I hate these people on sight, and so forth. Well, I am no different, and I was the only searching female of the project in July, as Pat spent most of her time driving the Land Rover back and forth to town to fetch food, searchers, food, beer, food.... I worried about the food, the facilities, and most of all if I could keep up, carry my own weight--and how well would I be accepted.

I am here now to tell all you TIGHAR women out there: you don't know what you missed. TIGHAR and the members of the Midnight Ghost team are some of the best people I know. They are from all walks of life, each different, but sharing a love of aviation and a desire to preserve its history. I'm sure that common goal is what led to such quick friendships and rapport. The group made me feel relaxed, secure, and an integral part of the team. We mutually endured the rain and bugs, talked of home, and spent many long hours working to bring the White Bird to her rightful home.

As for the next TIGHAR adventure--count me in, and this time, I'm sharing the fun. Husband Ted will be there too!

--Mary Lynn Foster Becker



*Photo by Weldon*



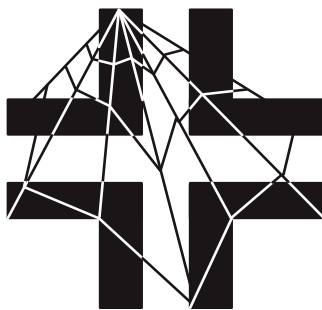
## **TWO STEPS FORWARD...ONE STEP BACK**

Nobody said it was going to be easy but TIGHAR's project to recover the world's oldest complete and original B-17 from the Agaiarnbo Swamp of Papua New Guinea has become a real marathon of perseverance. Ironically, the swamp has turned out to be the least of our problems. Our 1986 expedition to evaluate the aircraft for recovery (as documented in the videotape *Lady in Waiting*) showed the Agaiambo to be much less difficult to wade through than is the government of PNG. In our attempts to expedite the granting of the necessary diplomatic clearances we enlisted the aid of the Ambassador to the U.S. from PNG. Last year he was successful in getting the verbal agreement for the recovery from the appropriate Minister in Port Moresby. As recently as February 10, TIGHAR met with him in preparation for his upcoming visit back home during which he was to secure for us the all-important written confirmation of approval for recovery. Only two days later, the Ambassador bounced his car off of several parked cars, seriously injuring an occupant of one of them. Unlike the B-17 in the swamp, His Excellency was allegedly not low on fuel, but pretty well tanked. His government has, quite properly, made him an ex-Excellency, and we're now back to square one on that front.

On the brighter side, some questions concerning the aircraft's home following recovery have been resolved. Although the project had originally envisioned the United States Air Force Museum as the B-17's eventual owner, discussions with the good folks at Wright-Patterson and with the Museum of Flight in Seattle have resulted in plans for that fine museum to be the ship's final home. Because the aircraft left the nearby Boeing plant on December 6, 1941, we are especially pleased at the prospect of its return to Seattle after nearly 50 years.

It takes a while, but even at two steps forward--one step back, you can reach your goal if you just keep going.

# **OPERATION**



# **SEPULCHRE**

TIGHAR's investigation of the possibility that World War II German aircraft still survive in undiscovered underground facilities in Germany has proved to be both a prodigious and a promising undertaking. In December a TIGHAR team spent three weeks in Europe doing archival research, coordinating with German museums, and gathering information from U.S., British and German military authorities.

Evaluating the extensive original source material collected and comparing it to recent reports and rumors of underground aircraft is a daunting job. It has, however, already resulted in at least one specific location which appears to merit excavation. Plans call for an early return to Germany for that work as soon as weather and the inevitable red tape permit. We regret that due to the sensitive nature of this project, participation in on-site operations is limited to the sponsors of Operation Sepulchre.



# THE RUMOR MILL

## GREENLAND AGAIN

The legend goes something like this: Beneath the Greenland icecap, five P-38's and two B-17's lie buried like woolly mammoths in Siberia. Perfectly preserved, they wait only to be found, exhumed, and with a little work, flown away. It's a story that has tantalized would-be adventurers for years, but the story of the expeditions which have gone in search of the lost Lightnings is one of disappointment, frustration and dissension. Some say they have found the aircraft and know just where to dig, while others claim there is nothing worth digging for. Now yet another group has negotiated recovery rights from the Danish government and is raising funds for an expedition.

The Legend of the Lost Lightnings has gone far beyond the bounds of idle speculation. If the aircraft indeed represent an outstanding recovery opportunity, every effort should be made to retrieve them. If, on the other hand, it can be proven that the legend is seriously flawed, it should be recognized as such so that available resources can be directed toward more productive efforts. Over the next few months TIGHAR will be looking into the whole Greenland question--not in competition with those bent on going to Greenland, but as a service to all who might contemplate committing time and resources to that effort.

## BYRD'S BIRD?

It seems like about twice a week we receive a letter from a TIGHAR member that makes us want to catch the next flight to wherever and check out a great rumor. One of the best of many is a letter from a member in Oklahoma who tells of "an old-time airplane stored in a hangar" at a particular Oklahoma airport. The rumor is that the airplane belonged to Admiral Richard E. Byrd and that the original logs are in the possession of the owner, who is now doing time in the El Reno prison system.

What is especially intriguing is how this happens to coincide with a rumor we heard some time ago about how there was a Curtiss Condor stored somewhere in Oklahoma. Byrd used Condors on an Antarctica expedition in the 30's. Today there is no known example of the Curtiss Condor left in the world.

We'd like a call from a TIGHAR member who'd like to tackle a project that is probably a wild goose chase. But then again ....

# GOINGZON

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## HUNTER HUNT SUCCESSFUL

After a long and determined search, member Ed Stead of Manchester, New Hampshire has doubled his collection of early jet fighters with the acquisition of a Hawker Hunter. The two place T-7 variant of the British fighter was built in 1958 and served with the Danish Air Force. Ed estimates it will take at least two years to put the aircraft in airworthy condition, but if he maintains the standards he set with his DeHavilland Vampire he'll have another show stopper--this time with supersonic capability.

## MAYBE IT COULD DOUBLE AS A CARPORT

Melvin Christler of Christler Flying Service (Box 695, Greybull, WY 82426) recently wrote to TIGHAR to ask if we could help him find a home for an historic aircraft he recently discovered masquerading as a parts queen in his fleet of spray aircraft. He is making the airplane flyable and would very much like to sell it. The problem is it's a Lockheed 749 Constellation he picked up from the USAF in 1970. Turns out serial #48-610 served for two years as President Eisenhower's "Columbine II," and although hardly a project for the casual collector, she does have a distinguished past and would be a worthy acquisition for the right museum.

# DEAR TIGHAR,

I read your article on the search in Maine for Nungesser's plane in Air & Space Mag. This is about the most exciting thing I've read in years. I'm interested in anything with aviation, but your search for wrecks and tying stories together after years of mystery just fantastic!...

--Pete Shumbo, Essex, CT

I am very interested in Aviation Archeology and I also remember when Lindbergh came home from Paris 1927. I saw his parade--also I remember Nungesser and Coli when they took off to fly the Atlantic and were lost....

--Charles Donald, Union City NJ

I am writing to you at the suggestion of a friend who works for the Musee de L'Air. I am very interested in your search for remains of the Nungesser and Coli l'Oiseau Blanc aircraft. I was not aware that such an organization as TIGHAR existed. This presents many fascinating ideas in regards to lost aircraft, Glenn Miller, St. Exupery, Amelia Earhart immediately come to mind....

--Ron Pittner, Paris, France

I am 72 and I remember how I looked forward to the mail bringing the Binghamton Press and its stories of attempts to fly the Atlantic. One I particularly remember is the story of Nungesser and Coli...I remember vividly the newspaper reports of May '27....

--Read Adams, Oxford, NY

...Very interested in your explorations to locate the l'Oiseau Blanc. As a boy I followed the tragic flight on radio....

--Russ Schneider, Naples, FL

I learned about your exciting work in the February issue of Air & Space Magazine an excellent article which touched this old flier's heart ....

--Dmitri Evdokimoff, Santa Rosa, CA

I was a 14 year old high school student at the time this incident occurred, and recall Erie newspaper headlines proclaiming the loss in the North Atlantic of the two famous French WWI pursuit pilots while attempting an East to West--Paris to New York crossing....

--Bob Bond, Erie, PA



# Oh, every heart hopes you may yet be found!

Dear Captain Gillespie,

You may imagine how I felt when I read [in the newspaper] the article about your proposed "Project Midnight Ghost Expedition." I rushed to my very old files, found my Nungesser poem, and had [a copy] made which I enclose.

The fact that all three Philadelphia newspapers--The Inquirer, the Evening Public Ledger, and the Bulletin printed the poem on May 19, 1927, shows the general excitement that flight engendered. Two days later, May 21, 1927, Lindbergh made his thrilling flight, and the Nungesser story dropped out of the headlines. Nobody seemed to care .... As for my poem, people remember it by saying, "Oh yes, you once wrote a poem to Lindbergh, didn't you?" Thus do the facts of history become distorted....

--Mary Wickham Bond, Philadelphia, PA  
(Mrs. James Bond)

## WRITES POEM TO NUNGESSER

### Unknown Fate of Heroic Flyer Inspires Miss

**Mary F. W. Porcher**

The undetermined. fate of Captain Charles Nungesser, missing French aviator who with Captain Francois, Coli has not been heard from since they hopped off on their non-stop flight from Paris to New York, has prompted a poem by Miss Mary F. Wickham Porcher, society girl.

Miss Porcher is the daughter of Mr. and Mrs. Samuel Porcher, Chestnut Hill. She is well-known in local literary circles. Two years ago she received the Browning Medal for the best original poem submitted by members of the Browning Society. Her poem on Nungesser is built on the same meter as Shelley's famous "Ode to the Skylark." It follows:

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### TO NUNGESSER.

(With apologies to Shelley)

Hail to you, brave spirit!  
Bird you tried to be,  
Flying to heaven, or near it,  
In your ecstasy.  
To conquer air and leap across the sea!

Higher still and higher  
From the earth you sprang,  
The hearts of men afire  
With a hope that rang  
From shore to shore, but not without a pang.

For though great ships sail over  
The foaming, heaving sea;  
Though thoughts may swiftly cover  
Vast spaces easily,  
Air conquered by man's wings is yet to be.

But are you lost, Nungesser?  
Are you still onwardbound,  
Aerial agressor,  
And scorner of the ground?  
Oh, every heart hopes you may yet be found!

Or has the "White Bird" flown  
Into the setting sun,  
Leaving your fate unknown  
To any mortal one,  
A fate that even you could not outrun?

Brave spirit! Though you fly  
Into the atmosphere  
And choose at last to die  
In some far-distant sphere,  
Know well your memory will linger here!

MARY WICKHAM PORCHER

# REVIEW AND COMMENT

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A Missing Plane, by Susan Sheehan. Putnam: 1986. 201 pages, \$18.95.

The term aviation archeology does not appear in Susan Sheehan's A Missing Plane and, indeed, the book is far more the narrative of a tour de force of forensic pathology than it is a description of field techniques in aviation historic preservation. Nevertheless, one important facet of aviation archeology, the compilation and verification of information concerning the location and identity of aircraft wrecks, plays a crucial role in Sheehan's story.

The book's principle character involved in the study of historic aircraft is Bruce Hoy, Curator of what was then known as the Aviation, Maritime and War Branch of the National Museum and Art Gallery of Papua New Guinea. That cumbersome title has since been changed to Curator of the Division of Modern History. Over the past eight years Hoy has pursued the daunting task of researching and cataloging the hundreds of Allied and Japanese aircraft which disappeared in New Guinea during World War II. His motives are not difficult to comprehend. The subject aircraft are examples of types which, although once plentiful, are now extremely rare and in some cases extinct. Hoy hopes to recover and restore aircraft which have survived largely intact as part of the collection for which he has curatorial responsibility. For some reason Sheehan has difficulty accepting Hoy's dedication in his chosen field. Rather, she describes him as "a man with an obsession." The implication is, of course, that one must be a bit daft to work so hard at finding old things. Tadao Furue, the physical anthropologist who identifies the remains found in the missing plane, is described as "a perfectionist" with "great tenacity" and "a strong personality"--but he is not "obsessed."

Hoy's obsession with his field made it possible to identify wreckage scattered through the jungle as B-24 Liberator 42-41081, lost on March 22, 1944, with 19 passengers and three crew aboard. For the U.S. Army Graves Registration team this information was a bonanza. The positive identification of the aircraft changed Furue's task from impossible into merely very difficult. Ironically, from an aircraft preservation standpoint it was little more than one more possibility crossed off Bruce Hoy's list. Nothing meaningful of the aircraft remained except one tail fin bearing a distinctive unit marking. Hoy recovered this fin and assorted small artifacts for a display in his museum; the remainder of the aircraft, roughly resembling shredded aluminum foil, was marked and abandoned. Of the 19,203 B-24s built, fewer than ten survive today. Aircraft 42-41081 will not add to that list.

Aviation archeology, to a far greater degree than its sibling marine archeology, must race time to find, recover, restore and preserve examples of a fragile technology which deteriorates rapidly and by its nature could be anywhere. The aviation artifacts of World War II which remain unpreserved are rapidly reaching a point of decay past which they will be of no more value than the shattered wreckage of A Missing Plane. This book affords a glimpse of the human connection that occurs when we go back and retrieve pieces of our common past, particularly those sections in which Sheehan writes about the families of those who died in the missing plane. Although somewhat over-written, it is a valuable book for that reason, although it deals only peripherally with aviation archeology. We recommend A Missing Plane to all those who have an interest in TIGHAR's own B-17 project, and to anyone who enjoys a chronicle of human perseverance and dedication.

# — STRICTLY BUSINESS —

## GROWING PAINS

As part of the "more sophisticated accounting method" mentioned elsewhere on this page, TIGHAR is shopping for a computer. Not just any computer, but a desk-top publishing system which will enable us to type-set our newsletter, keep our membership and leads files in a data base, and in general turn this into a modern operation. We know exactly what we need, having shopped around quite a bit, and are asking the help of our membership in acquiring this system:

2 Macintosh + computers  
1 20 megabyte hard disc 1 LaserWriter  
1 extra-size screen (opt.)  
All the cables and linking software  
to make it work

Software:

Pagemaker  
Microsoft Word  
FullPaint  
a data-base file manager

If anyone out there can help us with this, either through connections for a purchase/gift, through donations, or with advice as to hardware and software, we would appreciate it very much.

## SUN 'N' FUN

TIGHAR will be at Sun 'n' Fun again this year, Building B, Spaces 44 and 45. If you'll be there too, stop by. We will be having an informal get-together of TIGHAR members on Friday, March 20, location to be announced at the air show. Also at Sun 'n' Fun, we will be introducing two new sales items, a T-shirt and a commemorative poster for Project Midnight Ghost. They're great looking, so come get yours while our limited supply lasts!

We are beginning a new practice with this issue of the newsletter: publishing our financial statements. We believe that this is the most efficient way of showing our members where the money we raise goes. The statements which appear in this issue are unaudited and slightly out of date; future statements will be audited and more current as we go to a more sophisticated accounting method. If anyone has any questions about our financial position, please do not hesitate to ask.

### STATEMENT OF REVENUES AND EXPENSES

The International Group for  
Historic Aircraft Recovery, Inc

July 1, 1985--June 30, 1986

REVENUES:	Fiscal 1985
Membership	3,885.00
Donations	54,732.60
Fees	5,300.00
Sales	1,713.34
Interest	493.26
Miscellaneous	<u>206.40</u> 76,330.60
EXPENSES:	
Payroll	20,729.06
Taxes	6,502.90
Supplies	33.36
Telephone	6,103.44
Office Expense	2,515.14
Photography	34.77
Maintenance	277.18
Newsletter	859.44
Travel	6,615.83
Conventions	2,058.28
Interest	2,620.26
Depreciation	4,831.59
Rent	3,000.00
Utilities	1,434.84
Vehicle Expense	2,938.32
Fund Raising--Functional Advertising	767.29
Expeditions & Projects	20,441.94
Refunds	<u>300.00</u> 82,063.64
DEFICIT	<u>(5,733.04)</u>

### BALANCE SHEET

The International Group for  
Historic Aircraft Recovery, Inc

June 30, 1986

ASSETS:	
Cash in Checking Account	1,612.24
Cash in IMMA Account	843.51
Depreciable Assets:	18,361.83
Less: Depreciation Used	<u>4,831.59</u> 13,530.24
Artifacts, Supplies, Books, Etc.	<u>7,157.25</u> 23,143.24
LIABILITIES:	
Loans Payable (3)	<u>23,143.24</u> 23,143.24

**FOR SALE**

Promotional items available at Sun 'n' Fun and by mail order:

Project Midnight Ghost	
T-Shirt	\$10.00
Poster	10.00
Patches	5.00
B-17	
T-Shirt	\$10.00
Patches	5.00
Videotape	30.00
Print	50.00
TIGHAR T-shirt*	\$5.00

\*We are phasing this shirt out, and will be replacing it. If you want the dark blue TIGHAR T with the climbing P-40, get it now! Reduced price to move fast!

**ALSO FOR SALE**

TIGHAR has for sale two aircraft engines donated by a member expressly for fund-raising purposes. They are identical Hirth/Nemasa G IV B 150 HP engines complete with accessories and in the original crates. These are Spanish contract-built engines for the Bucker Jungmann trainers used by the Spanish Air Force during and following WWII. One is zero time and the other has about 300 SMOH. This is an excellent powerplant not only for Jungmann owners who value authenticity but also for a wide range of vintage and replica aircraft. Price is \$5,000 for the pair.





... THAT THEY MIGHT ESCAPE THE TEETH OF TIME AND THE HANDS OF MISTAKEN ZEAL.

--John Aubrey

1660

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 was incorporated in January 1985 and recognized as a 501(c)(3) public charity by the IRS in November of that year. Offices are maintained in Middletown, Delaware on the Summit Airport, and staffed by the foundation's Executive Committee, Richard E. Gillespie, Executive Director, and Patricia R. Thrasher, President. A board of directors oversees the Executive Committee and provides general policy guidelines, while a broad international membership of volunteers provides a wide variety of professional skills with which to carry out the foundation's work. Funding for TIGHAR is solicited from individuals and corporations which are sympathetic to the foundation's goals. TIGHAR does not seek direct funding from the government, preferring to stay within the private sector.

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.



# MEMBERSHIP

Membership -- \$25/year donation

Benefits:

- Subscription to TIGHAR Tracks
- Membership decals & patch
- Expedition opportunities

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SPECIAL INTERESTS OR SKILLS:

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**All Donations Tax-Deductible**



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