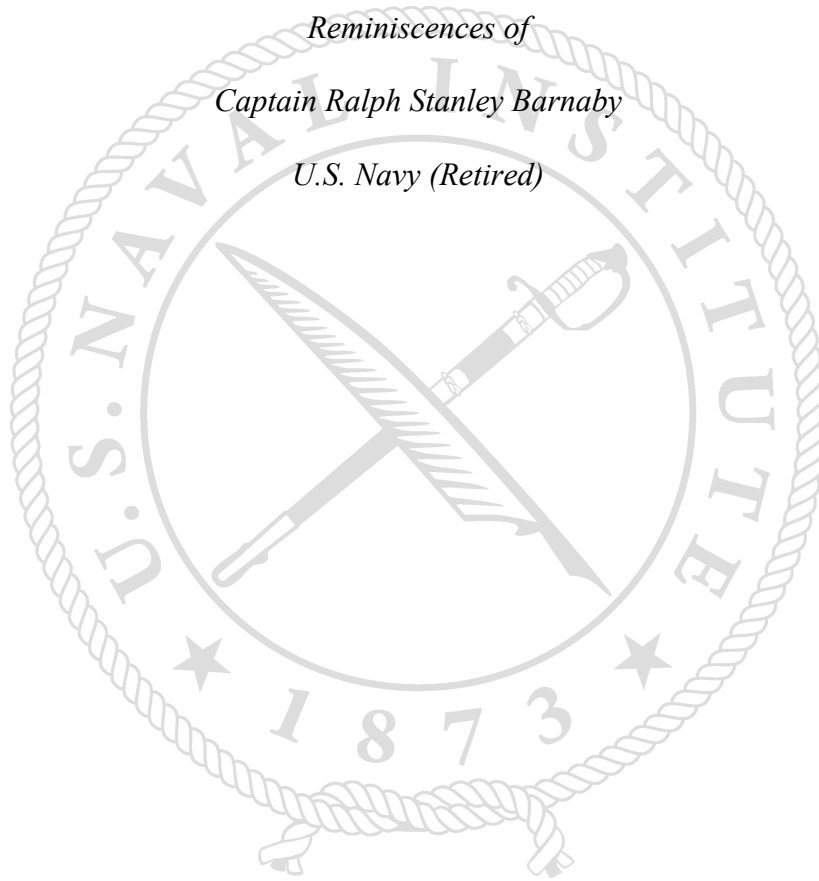


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Reminiscences of

Captain Ralph Stanley Barnaby

U.S. Navy (Retired)



Airships

Possible use of gliders to facilitate landing of dirigibles in the 1930s, 22-23

See also: Los Angeles, USS (ZR-3)

Army Air Forces, U.S.

Used bombers for towing other planes in World War II, 45-46

Army Air Service, U.S.

Steps in aviation in the early years of the 20th century, 1, 5-6, 10

B-24 Liberator

Used for unsuccessful attempt to attack German missile sites in France in 1944, 47-48

Baldwin, Captain Thomas Scott, USA

Flew the Army's first dirigible in 1905, later helped youngsters interested in aviation, 5-6

Barnaby, Captain Ralph S., USN (Ret.)

Early interest in the Wright brothers in 1908, 1-4; father of, 2-4; designed and built a glider in 1909, 2-5; he and others organized the New York Model Aero Club in 1909, 5; civilian employment after graduation from Columbia University in 1915, 6-13; joined the Navy in 1917, 13; received the first U.S. soaring certificate in 1929, 14-16; launched a glider from the airship Los Angeles (ZR-3) in January 1930, 15-21; used gliders at Pensacola in 1933 as part of naval aviation training, 24-29, 36; as an engineer at the Naval Aircraft Factory in World War II, 30-32, 46-49; involvement in the Soaring Society over the years, 37-40; commanded the Naval Air Modification Unit, Johnsville, Pennsylvania, in World War II, 43-45

Bolster, Lieutenant Calvin M., CC, USN (USNA, 1920)

Provided support when Barnaby launched a glider from the airship Los Angeles (ZR-3) in January 1930, 15-21

Bureau of Aeronautics

As bureau chief in the 1930s, Rear Admiral Ernest J. King approved a glider training course at Pensacola, 25-26, 28; initiated design studies in World War II for military gliders, 30-32; development in World War II of a glider to carry explosives, 48-49

Clark, Colonel Virginius E., USA

Set up Army aviation engineering center in World War I, 5, 10; as airfoil designer, 10-11

Drones

The Naval Aircraft Factory worked on attack drone development during World War II, 46-47; Lieutenant Joseph P. Kennedy, Jr., was killed in August 1944 in an unsuccessful attempt to send a pilotless B-24 to bomb German rocket sites in France, 47-48

Electric Boat Company

Was approached in 1915 in an unsuccessful attempt by the Gallaudet Engineering Company to gain financing, 7-9

Elmira, New York

Site of soaring meets over the years, 37-41

Fahrney, Captain Delmar S., USN (USNA, 1920)

Worked on the development of attack drones during World War II, 46-48

Figley, Major Richard E., USMC

Experienced an engine failure while serving as a test pilot for the Naval Aircraft Factory in World War II, 43-44

Flight Training

In 1933 the Pensacola Naval Air Station ran prospective students through a glider training course to determine aptitude for flight training, 24-29, 36

Gallaudet Engineering Company

Produced seaplanes for the Navy in the World War I era, 7-9

Germany

Gliding work by Otto Lilienthal in the 1890s, 3; use of zeppelins in World War I, 10; German gliding schools in the 1920s, 14; use of gliders for training in the 1930s and wartime invasion in the 1940s; Wolfgang Klemperer involved in soaring meets in the 1930s, 39

Glidern

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Hughes, Rear Admiral Charles F., USN (USNA, 1888)

As commandant of the Philadelphia Navy Yard around 1920, was prejudiced against aviation, 32-33

Kennedy, Lieutenant Joseph P., Jr, USNR

Killed in August 1944 in a B-24 while trying to make a bombing attack on German rocket sites in France, 47-48

King, Rear Admiral Ernest J., USN (USNA, 1901)

As chief of the Bureau of Aeronautics in the 1930s, approved a glider training course at Pensacola, 25, 28

Lakehurst (New Jersey) Naval Air Station

Site of operation when Barnaby launched a glider from the airship Los Angeles (ZR-3) in January 1930, 15-21

Los Angeles, USS (ZR-3)

Airship from which Barnaby launched a glider over Lakehurst, New Jersey, in January 1930s, 15-21

Mitscher, Commander Marc A., USN (USNA, 1910)

In the 1930s objected to the use of gliders for pilot training at Pensacola, 25

Moffett, Rear Admiral William A., USN (USNA, 1890)

As Chief of the Bureau of Aeronautics in the 1920s-30s, believed in the value of publicity, 13-14; arranged for Barnaby to launch a glider from the airship Los Angeles (ZR-3) in January 1930, 15, 18, 21; contemplated use of gliders in the 1930s to facilitate the landing of airships, 22-23

Naval Aircraft Factory, Philadelphia

Did design studies in World War II on military gliders, 30-32; worked on attack drone development during World War II, 46-47; development in World War II of a glider to carry explosives, 48-49

Naval Air Modification Unit, Johnsville, Pennsylvania

Developed a technique in World War II for towing airplanes with dead engines, 43-45

Normandy, France

Use of gliders during the Allied invasion in June 1944, 33-34

Patuxent River (Maryland) Naval Air Station

Captain Reuben P. Prichard introduced gliders while head of the naval test pilot school in the late 1960s, 24, 36-37, 40

Pensacola Naval Air Station

Use of gliders as preparation for Navy flight training in 1933, 24-29, 36

Prichard, Captain Reuben P., Jr., USN (USNA, 1948)

Introduced gliders while head of the naval test pilot school at Patuxent River, Maryland, in the late 1960s, 24, 36-37, 40

Roché, Jean

Joined a model airplane club in 1909, later involved with Army aviation and the Aeronca Company, 5, 9-10

SB2U Vindicator

Towed by a PBY after an engine failure during World War II, 43-44

Soaring

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Standard Aero Corporation

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Use in World War II as part of a guidance system for a glider to carry explosives, 48-49

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Use of gliders at Pensacola in 1933 as part of the preparation for Navy flight instruction, 24-29, 36

Weather

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World War I

U.S. industrial work during the wartime era, 6-13; use of aircraft by European powers, 10

Wright, Orville and Wilbur

Aviation feats in the early years of the 20th century, 1-4, 16; Orville Wright signed Barnaby's 1929 soaring certificate, 14-15

Zogbaum, Captain Rufus S., Jr., USN (USNA, 1901)

Glider training took place while he was commandant of the Pensacola Naval Air Station in 1933, 26