

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo Presentation Watch



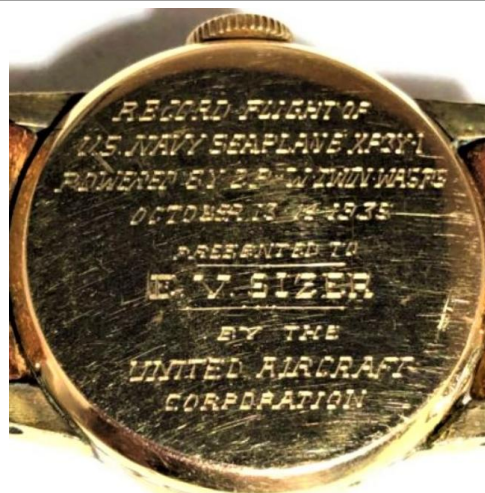
Lt. Commander Edward Vernon Sizer (1904-1993) served for 30 years in the Navy as a pioneering radio and radar technician. Sizer was one of six crewmen on the October 13-14, 1935 34-hour flight of the XP3Y-1 seaplane, which set the world record for the longest nonstop flight – 3,387 miles between Coco Solo, Panama and Alameda, California. (The XP3Y-1 was the prototype of the PBY Catalina, the most successful World War II flying boat). To commemorate this event, the United Aircraft Corporation awarded a custom-engraved Elgin Avigo watch to each crewman. Sizer's watch is "all original", including the leather band.

Sizer was commissioned during World War II and

stationed in Washington. In 1946, as a liaison for the Navy's Bureau of Aeronautics, Sizer set up the radar and radio communication infrastructure for the ships involved in the Bikini Atom Bomb Tests.

Edward married Mary Katherine Hyland in 1926; she died in 1987. They had no children.

Sizer retired from the Navy in the early 1950s. He then worked for Raytheon as the Air Force liaison before retiring in 1960. Sizer died on January 4, 1993 and was buried in Owensville, MD.

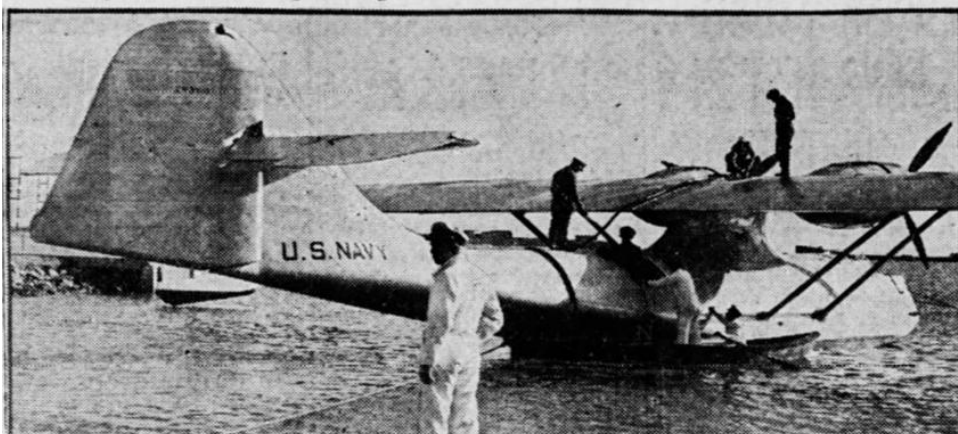


The 10kt Gold Elgin Avigo watch is engraved:

**"Record Flight of
U.S. Navy Seaplane XP3Y-1
Powered by 2 P&W Twin Wasps
October 13-14 1935
Presented to
E.V. Sizer
by the
United Aircraft Corporation"**

[P&W ~ Pratt & Whitney]

RENO EVENING GAZETTE FRIDAY, OCTOBER 18, 1935 Navy's New "Mystery Plane" Lands for New Record



1935 Elgin Avigo "1458"



The Avigo was introduced in 1929 in response to the incredible public enthusiasm for aviation triggered by Lindbergh's 1927 flight. Many different dial designs were sold from 1929-1935, but all featured the large 12~3~6~9 numerals. . The Sizer watch, Model 1458, is the last version of the Avigo, featuring a swept second hand.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

PRESENTATION ELGIN WRISTWATCH 1935 RECORD FLIGHT OF U.S. NAVY SEA PLANE

Condition: **Pre-owned**

"GOOD RUNNING ORDER. Please see our other pocket watches, plus 200 coins jewelry, sterling, " ... [Read more](#)

Ended: Dec 13, 2018, 12:46PM

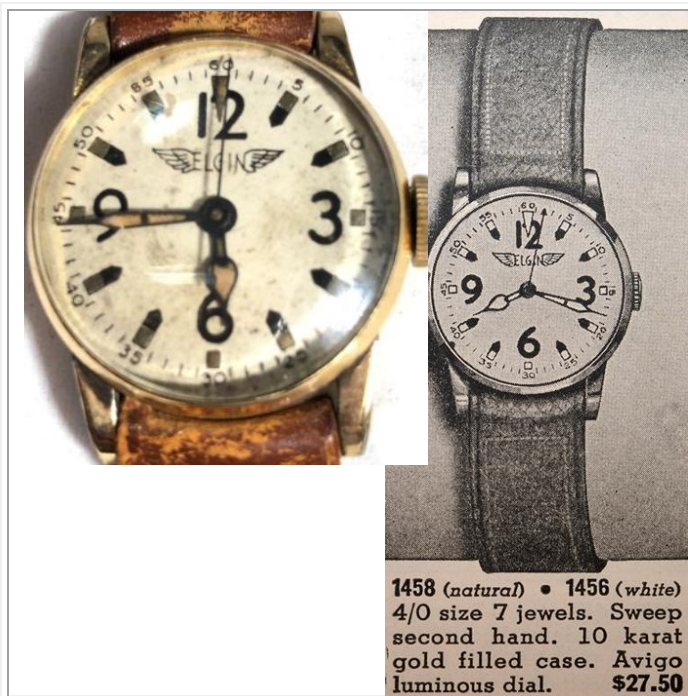
Seller information

[mbjjbtb](#) (1192 ★)

100% Positive feedback

Tom & Marla Bednar 1420 Falls River Ave Raleigh NC 27614 mbjjbtb@yahoo.com

For your consideration this listing is for an exceedingly rare Elgin 10k gold filled WWII era running wristwatch. The rarity is in the fact that this was presented to E. V. Sizer by the United Aircraft Corporation for his record flight of U.S. Navy Seaplane XF3Y-1 powered by 2P.WIWOV.WASPS dated Oct 13.14.1935. As evidenced by the photos, the above information is incused in script lettering and is original to the watch. Serial #34708281



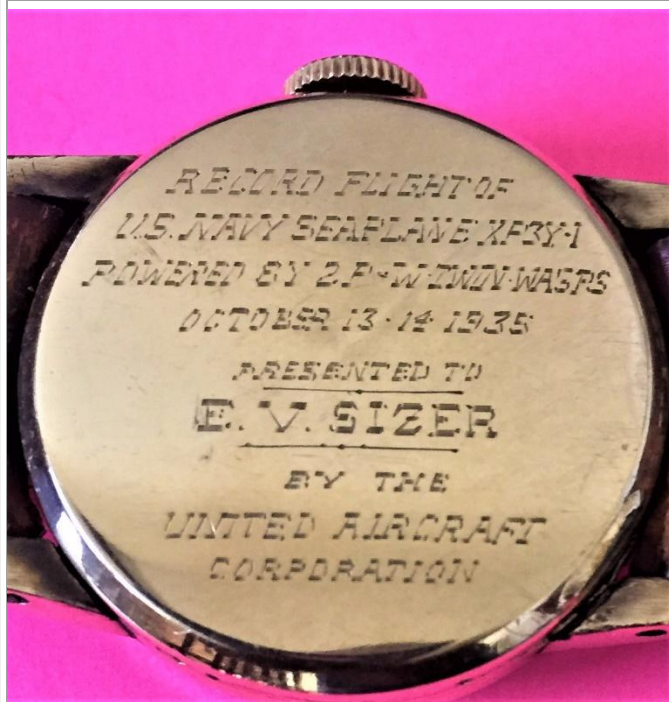
1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



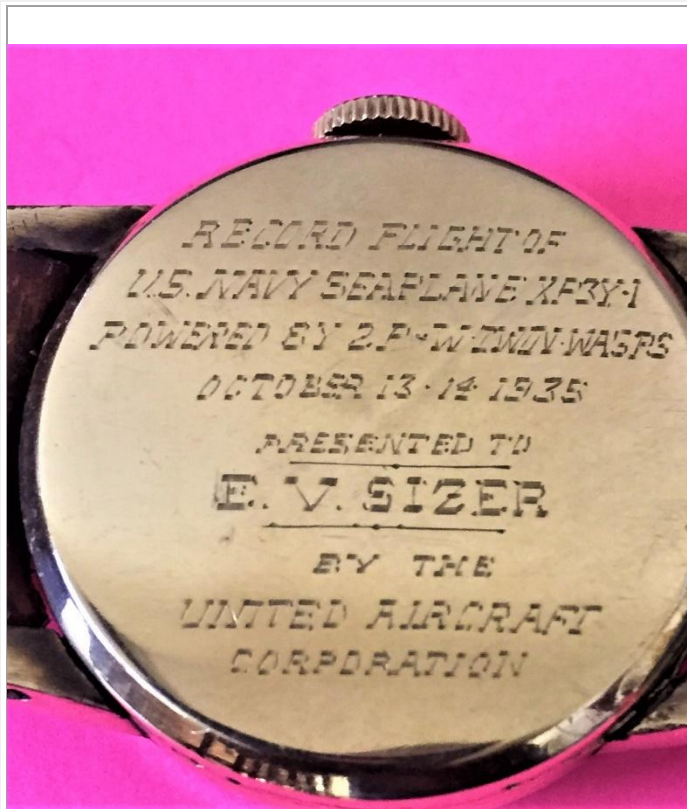
Born in Washington, D.C., Cmdr. Sizer served for 30 years in the Navy and helped supervise the setting up of radar and radio for ships involved in the Bikini Atom Bomb Test. He was the radio operator on the Navy plane that set a transcontinental record for amphibious airplanes. The plane is in the Smithsonian Institution. He received numerous commendations for his military service.



1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



+

Google: “Edward Vernon Sizer”

LADISLAV M. SVOBODA DIES - The Washington Post

<https://www.washingtonpost.com/.../01/.../ff6012a4-865f-4f82-9a48-324419164772/>

Jan 8, 1993 - **Edward Vernon Sizer**, 88, a retired lieutenant commander in the Navy who later worked in the Washington office of Raytheon Co., died of a

EDWARD VERNON SIZER

Navy Officer

Edward Vernon Sizer, 88, a retired lieutenant commander in the Navy who later worked in the Washington office of Raytheon Co., died of a stroke Jan. 4 at a nursing home in Detroit.

Mr. Sizer was born in Washington. He enlisted in the Navy about 1921 and made his career in radio and radar. He was commissioned during World War II, and he was stationed in Washington when he retired in the early 1950s.

He then worked for Raytheon for about 10 years before retiring a second time. He lived in Franklin Manor, Md., until 1987, when he moved to Florida. He had lived in Detroit since 1990.

He was a former member of the parish of Our Lady of Sorrows Catholic Church in Owensville, Md.

His wife, Mary Catherine Hyland Sizer, died in 1987.

There are no immediate survivors.

THE EVENING STAR, WASHINGTON, D. C., OCTOBER 16, 1935.

Seaplane Flight Apparently Sets World's Record

Navy Flyers Make Pan- ama-California Trip Without Stop.

A new international record for non-stop flight of seaplanes appeared today to have been established yesterday by Lieut. Comdr. Knefler McGinnis, executive officer of the Naval Air Station at Anacostia, when he set down his big Navy patrol plane at San Francisco after a 3,300-mile hop from Coco Solo, Canal Zone.

Official confirmation by the National Aeronautic Association remains to set the official seal upon the record. Association officials here today explained that they will await official reports from Panama, the take-off point; the aircraft tender, U. S. S. Wright, which was stationed along the route, and a report from San Francisco, where the officer landed. Lieut. Comdr. McGinnis carried three barographs, which will be calibrated here at the Bureau of Standards.

Record of Italians.

The current official long-distance record for seaplanes is held by two Italian flyers, who covered 3,063 miles from Monfalcone, Italy, to Berbera, in Italian Somaliland. They are Mario Stoppani and Casimiro Babbi.

Officials at the Navy Department said today that in reality McGinnis broke two records, one for airline distance and the other for broken distance, whereby McGinnis breaks his own record for national airline distance by 2,398 miles.

Prior to making the hop from Coco Solo to San Francisco he had flown the same plane from Norfolk, Va., to Coco Solo.

McGinnis, who is a native of Indianapolis, Ind., was accompanied by five persons on his now famous flight. He entered the Naval Academy from Illinois in 1912, and graduated in 1916. After having duty in the Bureau of Aeronautics, he was recently transferred to the Air Station at Anacostia as its executive officer.

2,000 Hours Flying.

The Navy Department announced today that his flying time to date was 2,000 hours. He left Coco Solo at 6:30 Tuesday morning and reached San Francisco yesterday at 5:10 p.m. Both times are given in Eastern standard time. He commanded squadron VP-10, and plane 10-P-1 on a flight from San

Francisco to Honolulu, in which he covered 2,440 statute miles.

On the hop just ended, McGinnis navigated the new Navy patrol plane XP3Y-1.

Second in command was Lieut. (Junior Grade) James Kent Averill, who is also on duty at the Naval Air Station at Anacostia. He was born in 1904 in Champlain, N. Y.; entered the Naval Academy in 1923 and graduated in 1927. His flying time to date is 1,400 hours. He, also, was on the San Francisco-Honolulu flight.

Alexandrian's Position.

The senior chief radio man was Antonio E. J. Dionne, likewise attached to the Naval Air Station here, who makes his home at 17 East Maple street, Alexandria, Va. He was born in Manchester, N. H., May 24, 1901, and entered the Navy as an apprentice seaman.

Another chief radio man on the flight was Edward Vernon Sizer, who was born here May 9, 1903, and makes his home at 16 Seventeenth street northeast and is attached to the Naval Research Laboratory at Bellevue, D. C. He entered the Navy in October, 1920.

The senior aviation chief machinist's mate was Charles Stanley Bolka, who was also born in Indianapolis in May, 1898. He lives here, at 1592 Ridge place southeast, and entered the Navy in 1919, as a second-class machinist's mate. He also was on the recent flight.

The other aviation chief machinist's mate on board was Thomas Pryor Wilkinson, born August 31, 1896, at Clarksville, Va., and who lives here at 1815 A street southeast. He entered the Navy in December, 1917, was on the San Francisco-Honolulu flight and has had 4,500 hours in the air.

Swanson Announces Records.

At his regular press conference today Secretary Swanson definitely announced that Lieut. Comdr. McGinnis has broken two international records for seaplanes—the record for airline distance and the record for broken line distance. He declared that the famous flyer had covered 3,300 statute miles airline distance and approximately 3,450 statute miles broken line distance, where course was changed during the flight.

The Italian aviators made their previous international airline distance record for seaplanes on July 15 of this year.

The previous international broken line distance record for seaplanes, Swanson said, was established on December 31, 1933, and January 1, 1934, by the French aviators, Capt. de Corvette Bonnot and Lieut. de Vaisseau Jeanpierre, in a flight from Berreport, Etienne, France, to St. Louis, Senegal, a broken distance of 2,356 statute miles.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

Apr 11, 2010 - **Edward Vernon Sizer** was born on 9 May 1904 in Chicago, Cook Co., IL and died on 4 Jan 1993 in Rochester, Oakland, Michigan at age 88.

33. Helen Wirt Smith (*Isaac Newton³, Daniel Webster², Isaac¹*) was born on 21 Sep 1880 in District Of Columbia, died on 29 Mar 1966 in Annapolis, Anne Arundel County.MD at age 85, and was buried in Rock Creek Cemetery Washington, DC. Another name for Helen was Helen Wirt.

Helen next married **Edward (William E.) Sizer**, son of **Edward Sizer** and **Annette Vernon**, on 8 Dec 1902 in District Of Columbia. Edward was born on 25 Sep 1878 in Alexandria, VA, died on 15 Apr 1929 in Martins Ferry, Belmont, Ohio, USA at age 50, and was buried in Riverview Cemetery Martin's Ferry.

Children from this marriage were:

86 F i. **Edward Vernon Sizer** was born on 9 May 1904 in Chicago, Cook Co., IL and died on 4 Jan 1993 in Rochester, Oakland, Michigan at age 88.

Edward married **Mary Katherine Hyland**, son of **Daniel Hyland** and **Catherine**, on 24 Sep 1926 in Chicago, Cook Co., IL. Mary was born in 1899 in District Of Columbia, died on 4 Jan 1987 in Churchton, Anne Arundel, Maryland, USA at age 88, and was buried in Sorrows Catholic Cemetery. Another name for Mary was Kitty.

+ 87 M ii. **Frank Sizer** was born on 1 Feb 1906 in District Of Columbia and died in Feb 1954 in Mokena, Will, Illinois, USA at age 48.



Mary Catherine Hyland

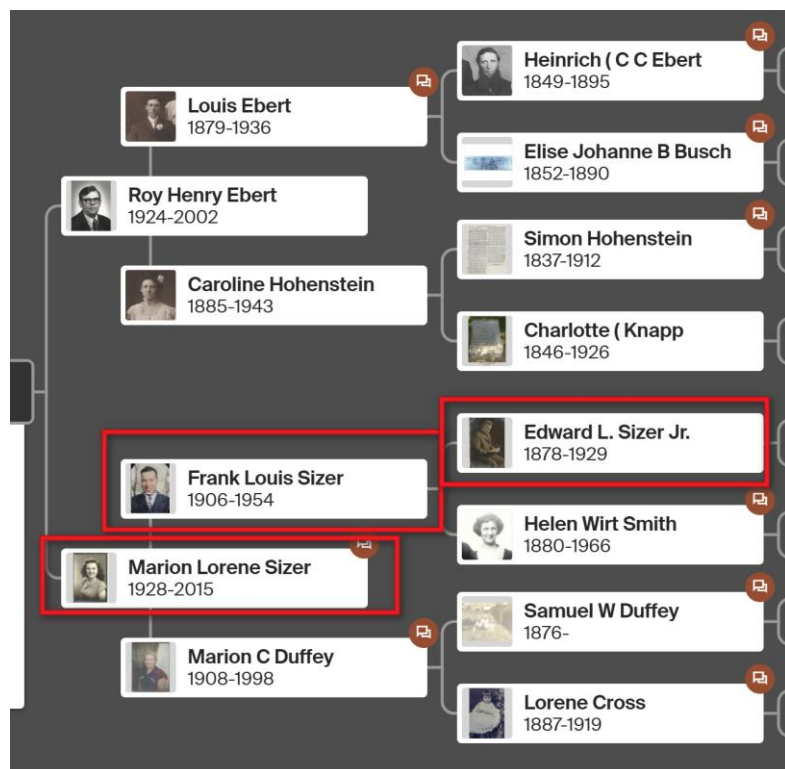
Desrosiers Family Tree

Spouse: Edward Vernon Sizer

Birth: 28 Feb 1899 Washington, District of Columbia, USA

Death: 4 Jan 1987 Churchton, Anne Arundel, Maryland, USA

Residence: 1 Apr 1940 Washington, San Diego, District of Columbia, USA



Frank Louis Sizer is Edwar V.'s brother

joan ebert romano

Will, Illinois, USA Age: 60+

Message

Speaks
English

Joined
02 Apr 2012

Last active
Last week

Google: "Edward Sizer" navy

[Annapolis Capital Newspaper Archives | Jan 07, 1993, p. 9](https://annapolis.newspaperarchive.com/annapolis-capital/1993-01-07/page-9/)

<https://annapolis.newspaperarchive.com/annapolis-capital/1993-01-07/page-9/>

Jan 7, 1993 - Edward Sizer Retired Navy Cmdr. Edward Vernon formerly of Frank- lin Manor in died of a stroke Monday at after a brief illness. Born in Cmdr.

Edward Sizer

Retired Navy Lt. Cmdr. Edward Vernon Sizer, 88, formerly of Frank- lin Manor in Churchton, died of a stroke Monday at Troy-Beaumont,

Mich., Hospital, after a brief illness.

Born in Washington, D.C., Cmdr. Sizer served for 30 years in the Navy and helped supervise the setting up of radar and radio for ships involved in the Bikini Atom Bomb Test. He was the radio operator on the Navy plane that set a transcontinental record for amphibious airplanes. The plane is in the Smithsonian Institution. He received numerous commendations for his military service.

After retiring, he worked for 10 years as an Armed Forces Liaison for the Raytheon Corp. His interests were fishing, boating and church work.

His only survivors are one nephew, John Hyland of Troy, Mich., and a niece, Catherine Gregg of Newcastle, Mich. His wife, Mary Catherine Hyland Sizer, died in 1987.

A Mass of Christian burial will be offered at 11 a.m. tomorrow in Our Lady of Sorrows Roman Catholic Church in Owensville. Burial will be in the church cemetery. Arrangements are by the Hardesty Funeral Home in Galesville.

Memorial contributions may be made to the church, 101 Owensville Road, West River, MD 20788.

THE BEE, DANVILLE, VA., WEDNESDAY, OCTOBER 9, 1935

BIG SEAPLANE THWARTED, TO TRY AGAIN

Crew Replacing Broken Radio Equipment Prepare for An- other Start on Long Flight

NORFOLK, Va., Oct. 9.—(P)—Disappointed by the failure of their first effort, the six man crew of the seaplane XP3Y-1 today awaited replacements for their broken radio equipment and hoped it would arrive in time to permit them to start tomorrow on their projected 3,000 mile non-stop flight from the the Norfolk Naval base to Coco Solo, Canal Zone.

The flight was begun yesterday afternoon under most favorable circumstances, but an hour and a half after the takeoff the plane was forced to turn back because of the failure of the radio transmitter.

Lieutenant Commander Knefler McGinnis, who commanded the navy's mass flight of six planes from San Francisco to Honolulu two years ago, was in command of the large patrol ship. With him were Lieutenant J. K. Averill, navigating officer and second in command Naval Aviation Pilot T. P. Wilkinson, Aviation Chief Machinist's Mate C. S. Bolka, and Chief Radioman A. E. J. Dionne and E. V. Sizer.

The ship took to the air at 4:55 p. m. and the first message received from the ship 30 minutes later told of trouble with the radio transmitter. Then an hour later, before any great alarm had been felt because of absence of reports, the big ship flew in from the southwest and circled Little Bay while ground crews flooded the water with lights.

Had the flight continued as scheduled, the ship was expected to pass Miami, Fla., at 3 a. m. today and be in Coco Solo by noon.

The ship, built by Consolidate Aircraft of Buffalo, N. Y., has been at the naval base here for several weeks undergoing tests, and has been in the air about 150 hours.

NEW TYPE NAVAL SEAPLANE BREAKS DISTANCE RECORD

Plane Flies from Panama to
Alameda, Calif., 3,387 Miles,
in Nearly 34 Hours

TRIP IS "UNEVENTFUL"

Pontoons Are Folded Into
Pockets in Wings to Reduce
Wind Resistance

ALAMEDA, Calif., Oct. 15. (AP)—A new type of naval seaplane roared into port here today from Panama to set what was believed to be a new distance record for craft of its kind—3,387 miles without a stop.

Carrying the Navy's long distance flying ace, Lieutenant Commander Kneiser McGinnis, and a crew of five, the plane, the XP3Y-1, alighted at 2:15 p. m. Pacific Standard Time (3:15 p. m., EST), just 34 hours, 45 minutes out of Panama.

A possibility the operating scope of American naval distance aircraft would be greatly extended as a result of the flight was foreseen in remarks of officers here that the plane was one of 60 such craft being purchased by the department.

The new ship greatly outdistanced the unofficial record of 2,504 miles held by Pan American Airways' Clipper, now making preliminary flights between California and the Orient.

Outside of saying the ship came through "all kinds of weather" and behaved perfectly, McGinnis refused to divulge details of the flight.

Commander McGinnis, who in 1934 led a squadron on what then was a record for seaplanes—3,399 miles from San Francisco Bay to Hawaii—called the trip "uneventful."

Record Believed Set

The announcement Alameda was the destination of the XP3Y-1, which had been expected to stop at San Diego, came from twelfth naval district headquarters here only a few hours before the arrival.

The plane flew to Panama last week from Norfolk, Virginia, covering the distance in 17 hours and 33 minutes at an average speed of 124 miles an hour.

In the absence of official figures, aviation and navy sources said they believed the previous long distance marks for seaplanes were those of Commander McGinnis' Honolulu flight, and a 2,504-mile circle cruise made by the Pan American Airways' Clipper plane in March 1935 from Biscayne Bay, Fla., to the Virginia Islands and return.

The new plane's pontoons were unfolded from pockets in the wings just before alighting. Officers explained the pontoons were folded into the wings after the take-offs to cut down wind resistance. The craft's tall strut high out of the water, a design adopted for alighting on rough seas.

Those aboard in addition to Commander McGinnis were:

Lieutenant J. K. Aberill, second-in-command; Thomas P. Wilkinson, navy pilot; Charles S. Bolka, chief machinist; A. E. J. Dionne and E. V. Sizer, radiomen.

Palm Beach Post (West Palm Beach, Florida) • 09 Oct 1935

NAVY PLANE IS FORCED TO ABANDON LONG TRIP

Trouble With Generator Delays Flight To Canal Zone

By the Associated Press

NORFOLK, Va., Oct. 8.—(AP)—A large Navy seaplane of a new patrol type, manned by a crew of six, took off from the Naval air station here this afternoon at 5 o'clock on a projected flight to Coco Colo, Canal Zone, but was forced to return an hour and a half later after its radio generator burned out.

The first indication of trouble aboard the plane, which is designated officially as PSP (patrol seaplane) XP2Y-I, was given about 5:30 p. m., half an hour after its departure, when it radioed faintly that there was trouble with the radio transmitter.

This was the last message received. During the next hour radiomen at the communications office at the Naval air station made steady efforts to raise the flying boat on different wave lengths, without success.

Then at 6:35 p. m., before wonder at the silence of the plane had grown into alarm, the big boat flew in from the southeast.

Lieutenant Commander Knefler McGinnis, who commanded the Navy's mass flight of six planes from San Francisco to Honolulu two years ago, was in command of the XP2Y-I when it took off today, and with him was a picked crew composed of Lieutenant J. K. Averill, navigating officer and second in command; Naval Aviation Pilot T. T. Wilkinson; Aviation Chief Machinist's Mate C. S. Bolka, and Chief Radiomen A. E. J. Dionne and E. V. Sizer.



Post-Star (Glens Falls, New York) • 16 Oct 1935,

NEW TYPE NAVAL SEAPLANE BREAKS DISTANCE RECORD

Plane Flies from Panama to
Alameda, Calif., 3,387 Miles,
in Nearly 34 Hours

TRIP IS "UNEVENTFUL"

Pontoons Are Folded Into
Pockets in Wings to Reduce
Wind Resistance

ALAMEDA, Calif., Oct. 15. (AP)—A new type of naval seaplane roared into port here today from Panama to set what was believed to be a new distance record for craft of its kind—3,387 miles without a stop.

Carrying the Navy's long distance flying ace, Lieutenant Commander Knicker McGinnis, and a crew of five, the plane, the XP3Y-1, alighted at 2:15 p. m. Pacific Standard Time (3:15 p. m. EST), just 34 hours, 45 minutes out of Panama.

A possibility the operating scope of American naval distance aircraft would be greatly extended as a result of the flight was foreseen in remarks of officers here that the plane was one of 60 such craft being purchased by the department.

The new ship greatly outdistanced the unofficial record of 2,504 miles held by Pan American Airways' Clipper, now making preliminary flights between California and the Orient.

Outside of saying the ship came through "all kinds of weather" and behaved perfectly, McGinnis refused to divulge details of the flight.

Commander McGinnis, who in 1934 led a squadron on what then was a record for seaplanes—3,387 miles from San Francisco Bay to Hawaii—called the trip "uneventful."

Record Believed Set

The announcement Alameda was the destination of the XP3Y-1, which had been expected to stop at San Diego, came from twelfth naval district headquarters here only a few hours before the arrival.

The plane flew to Panama last week from Norfolk, Virginia, covering the distance in 17 hours and 33 minutes at an average speed of 124 miles an hour.

In the absence of official figures, aviation and navy sources said they believed the previous long distance marks for seaplanes were those of Commander McGinnis' Honolulu flight, and a 2,504-mile circle cruise made by the Pan American Airways' Clipper plane in March 1935 from Biscayne Bay, Fla., to the Virginia Islands and return.

The new plane's pontoons were unfolded from pockets in the wings just before alighting. Officers explained the pontoons were folded into the wings after the take-offs to cut down wind resistance. The craft's tail struck high out of the water, a design adopted for alighting on rough seas.

Those aboard in addition to Commander McGinnis were:

Lieutenant J. K. Aberill, second-in-command; Thomas P. Wilkinson, navy pilot; Charles S. Boika, chief machinist; A. E. J. Dionne and E. V. Sizer, radiomen.

Scranton Republican (Scranton, Pennsylvania) • 16 Oct 1935,

Navy Seaplane Hops 3,387 Miles Nonstop

**New Type of Craft Makes Record Flight From
Panama to California; Ship Comes "Through
All Kinds of Weather" With Perfect Behavior**

ALAMEDA, Calif., Oct. 15 (AP).—A new type of naval seaplane roared into port here today from Panama to set what was believed to be a new distance record for craft of its kind—3,387 miles without a stop.

Carrying the Navy's long distance flying ace, Lieut.-Commander Knefler McGinnis, and a crew of five, the plane, the XP3Y-1, alighted at 2:15 p. m., Pacific Standard Time (5:15 p. m., E. S. T.), just 34 hours, 45 minutes out of Panama.

A possibility the operating scope of American naval distance aircraft

would be greatly extended as a result of the flight was foreseen in remarks of officers here that the plane was one of 60 such craft being purchased by the department.

The new ship greatly outdistanced the unofficial record of 2,504 miles held by Pan-American Airways' Cupper, now making preliminary flights between California and the Orient.

Details Kept Secret

Outside of saying the ship came through "all kinds of weather" and behaved perfectly, McGinnis refused to divulge details of the flight.

In 1934 he led a Navy squadron on what then was a record for seaplanes—2,399 miles from San Francisco Bay to Hawaii.

The announcement Alameda was the destination of the P3Y-1, which had been expected to stop at San Diego, came from Twelfth Naval District Headquarters here only a few hours before the arrival.

The plane flew to Panama last week from Norfolk, Va., covering the distance in 17 hours and 33 minutes at an average speed of 124 miles an hour.

The new plane's pontoons were unfolded from pockets in the wings just before alighting. The craft's tail stuck high out of the water, a design adopted for alighting on rough seas.

Those aboard in addition to Commander McGinnis were:

Lieut. J. K. Aberill, second in command; Thomas P. Wilkinson, Navy pilot; Charles S. Bolka, chief machinist; A. E. J. Dionne and **E. V. Sizer**, radiomen.

ASBURY PARK EVENING PRESS, WEDNESDAY, OCTOBER 16, 1935

Seaplane Flies 3,387 Miles; Navy Claims Distance Mark

ALAMEDA, Cal., Oct. 16 (AP)—A world distance record for seaplanes was claimed today by six navy fliers after a 3,387-mile non-stop flight from Panama in a newly designed ship.

The twin-motored craft, commanded by the navy's distance flier, Lieut. Comm. Knefler McGinnis, glided to a landing here at 2:21:15 p. m. yesterday (5:21:15 p. m. (E. S. T.)), 34 hours and 51 minutes from Panama.

Commander McGinnis, who led a navy squadron 2,399 miles from San Francisco bay to Hawaii in 1934 said he believed the flight from Panama would better the seaplane distance record held by Mario Spoffani, Italian flier.

Spoffani's mark is 3,063 miles, made in a flight last July from Malfalcone, Italy, to Berbera, British Somaliland.

McGinnis explained the purpose of his flight was "to establish a new long distance record for seaplanes, which I think we have done, and to base the ship at San Diego."

To be considered as a record, the mark must better the Italian's record by 100 miles.

McGinnis planned to take the ship, which flew 130 miles an hour at times, to San Diego today, but he said the

hour of takeoff depended upon "when I wake up."

The six-man crew retired early last night after the long voyage, even tho it was described as an "easy" flight.

"We came thru all kinds of flying weather and the plane performed perfectly," McGinnis said.

Further details of the flight and many questions about the plane itself went unanswered by the flier who said a report must first be submitted to officials in Washington.

The seaplane is an experimental craft which utilizes new principles in design. It has pontoons which form wing tips while in flight and are dropped into landing position before it alights. This

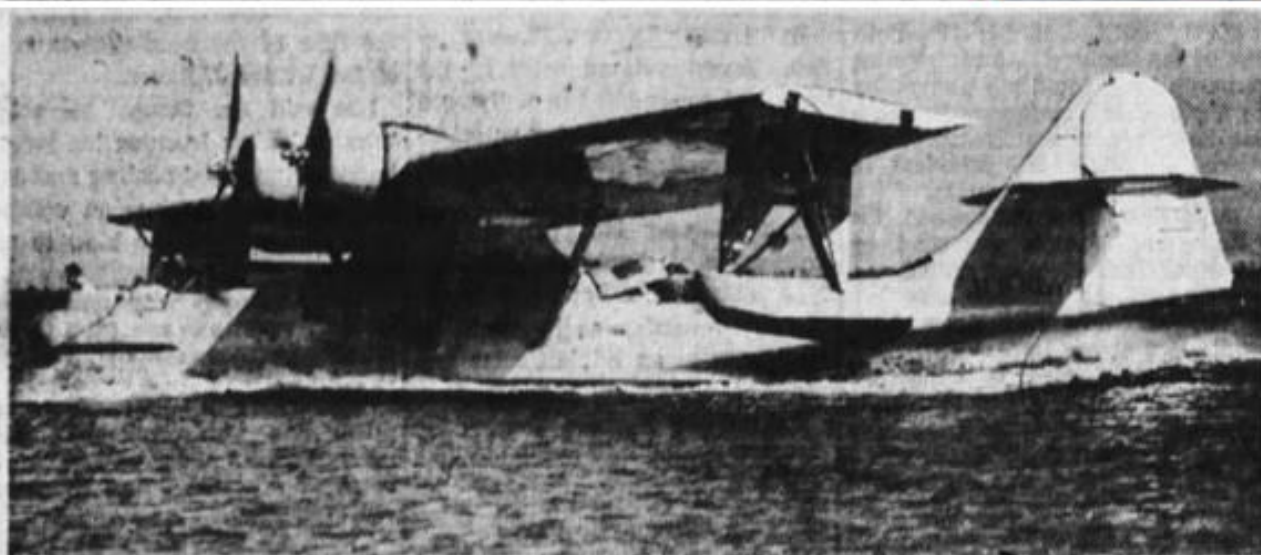
reduces wind resistance.

A whale-like tail is constructed to avoid damage in rough water landings. The body is below the wing and a navigator can sit in an open cockpit for observation. In flight, the plane resembles a huge glider.

Officials said the navy was purchasing 60 planes similar to this new one which is designated as XP3Y-1. Its crew, besides McGinnis comprises Lieut. J. K. Aberill, second in command; Thomas P. Wilkinson, navy pilot; Charles S. Bolka, chief machinist; A. E. J. Dionne and E. V. Sizer, radiomen.

OAKLAND TRIBUNE, WEDNESDAY, OCT. 16, 1935

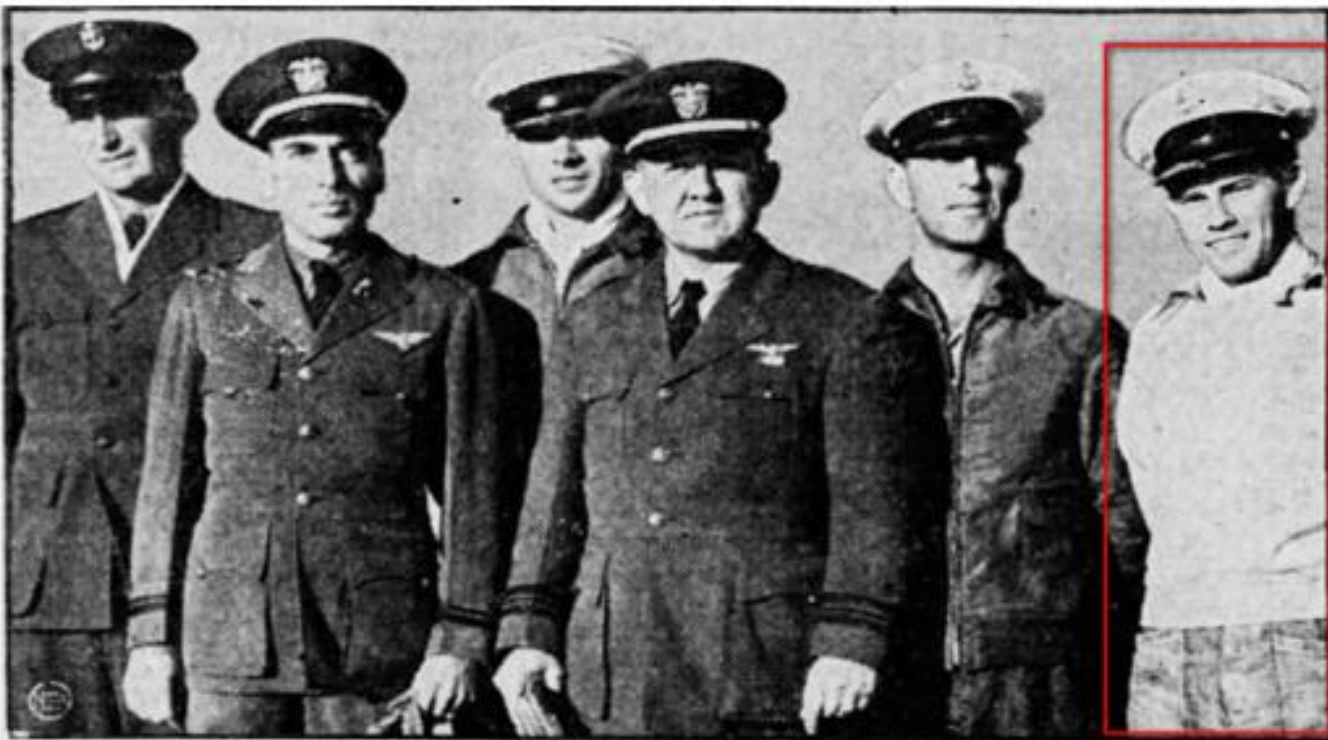
NAVY PLANE SETS RECORD



The crew of the record-breaking experimental Navy plane as they left the ship after landing at Alameda Airport for a new world mark. (Left to right), Navy Aviation Pilot **Thomas P. Wilkinson**; Lieutenant **J. K. Averill**, co-pilot; Chief Machinists Mate **Charles S. Bolka**; Lieutenant Commander **Knefler McGinnis**, **A. E. J. Dionne** and **E. V. Sizer**, radio operators. Also the patrol plane winging into the airport.—*Tribune photo.*

RENO EVENING GAZETTE FRIDAY, OCTOBER 18, 1935

Navy's New "Mystery Plane" Lands for New Record



The United States Navy's new "mystery ship" shown after landing at Alameda, Cal., setting a new non-stop flight record for seaplanes. Below: Members of the crew that guided the XP3Y-1 from Coco Solo, Panama—3300 miles—in 34 hours. Left to right: T. P. Wilkinson, pilot; Lieut. James K. Averill, pilot; Charles Bolka, mechanic; Lieut.-Comdr. Knefler McGinnis, commander; A. E. J. Dionne and Edward V. Sizer, radio-men. In 1933 Commander McGinnis guided the Navy's mass flight to Honolulu, setting a record at that time.

Boston Globe (Boston, Massachusetts) - 16 Oct 1935

NAVAL SEAPLANE IN RECORD FLIGHT

3387-Mile Nonstop Hop Tops Mark of Clipper

ALAMEDA, Calif, Oct 15 (A P) —The navy's new golden-winged seaplane XP3Y-1 arrived here today from Panama and Lieut Commander Knefler McGinnis said he believed the trim experimental craft had established a new world's nonstop record for seaplanes by flying 3387 miles.

Sweeping in from the sky like a giant glider, its pontoons folded into its wing, the big plane completed its long flight in 34 hours and 51 minutes at 2:21:15 p m (Pacific Coast time) (5:21:15 p m Eastern Standard time.)

The record-breaking journey was accomplished easily, McGinnis said, leading to the possibility the navy would widen its operating scope with such planes, as officers remarked the navy was purchasing 60 similar seaplanes.

The former long distance record for seaplanes, McGinnis said, was established last July by the Italian pilot Mario Spoffani, who flew 3063 miles from Malfalco, Italy, to Berbera, British Somaliland, near where Mussolini's troops are warring with the Ethiopians.

The Americans bettered this mark by 237 miles, although McGinnis said they actually flew farther as they followed the coast line north from San Diego.

He said he hoped to be credited with at least 3300 miles when the mark is submitted to the Aeronautical Society in Paris.

"We came through all kinds of flying weather and the plane performed perfectly," McGinnis commented, but he refused to reveal the plane's gasoline consumption or other details of the flight before they are submitted to navy officials at Washington.

Crew Found It Easy

The body is below the wing and a navigator can sit in an open cockpit for observations. The United States Navy insignia in red, white and blue was painted on the tail.

Members of the six-man crew remarked it was the easiest flight they ever had undertaken. They took turns in sleeping and for meals had hot coffee, tomato juice and chicken.

Four hundred gallons of gasoline were put into the tanks and McGinnis said he would take off sometime tomorrow for San Diego.

Commander McGinnis, who in 1934 led a navy squadron on what then was a record for seaplanes—2399 miles from San Francisco Bay to Hawaii—called the trip "uneventful."

The announcement Alameda was the destination of the XP3Y-1, which had been expected to stop at San Diego, came from 12th Naval District Headquarters here only a few hours before the arrival.

The plane flew to Panama last week from Norfolk, Va, covering the distance in 17 hours and 33 minutes at an average speed of 124 miles an hour.

Has Folding Pontoons

In the absence of official figures, aviation and navy sources said they believed the previous long-distance marks for seaplanes were those of Commander McGinnis' Honolulu flight, and a 2504-mile circle cruise made by the Pan American Airways' Clipper plane in March, 1935, from Biscayne Bay, Fla, to the Virginia Islands and return.

The new plane's pontoons were unfolded from pockets in the wings just before alighting. Officers explained the pontoons were folded into the wings after take-offs to cut down wind resistance. The craft's tail stuck high out of the water, a design adopted for alighting on rough seas.

Those aboard in addition to Commander McGinnis were:

Lieut J. K. Aberill, second in command; Thomas P. Wilkinson, navy pilot; Charles S. Bolka, chief machinist; A. E. J. Dionne and **E. V. Sizer**, radiomen.

Lincoln Star (Lincoln, Nebraska) • 16 Oct 1935

Navy Seaplane Sets Long Distance Mark

ALAMEDA, Cal., Oct. 16—(AP) —A world distance record for seaplanes was claimed today by six navy fliers after a 3,387-mile non-stop flight from Panama in a newly designed ship.

The twin-motored craft, commanded by the navy's distance flier, Lieut. Comm. Knefler McGinnis, glided to a landing yesterday afternoon, 34 hours and 51 minutes from Panama.

Commander McGinnis, who led a navy squadron 2,399 miles from San Francisco bay to Hawaii in 1934, said he believed the flight from Panama would better the seaplane distance record held by Mario Spoffani, Italian flier.

Spoffani's mark is 3,063 miles, made in a flight last July from Malfalcone, Italy, to Berbera, British Somaliland.

Officials said the navy was purchasing 60 planes similar to this new one.

Its crew, besides McGinnis, comprises Lieut. J. K. Aberill, second in command; Thomas P. Wilkinson, navy pilot, Charles S. Bolka, chief machinist; A. E. J. Dionne and **E. V. Sizer**, radiomen.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

The sole XP3Y-1 was built at Buffalo in New York, construction starting toward the end of 1933. Its first flight was undertaken from the Naval Air Station at Norfolk in Virginia, this decision being taken because of the possibility of icing on Buffalo's Niagara River. The almost complete airframe was taken by rail to Norfolk NAS, where final assembly took place and the maiden flight was successfully achieved on 21st March 1935. Further test flights were conducted from Norfolk and Anacostia. The flying boat was given the US Navy serial Bu9459.

This design was known initially by its military designation XP3Y-1, and was prompted by a 1933 United States Navy contest inviting manufacturing companies to submit entries to meet the requirements for a military patrol flying boat with an operational range of 3,000 miles and a cruise of 100 mph. Consolidated submitted its design and the US Navy liked what it saw. Reuben Fleet's company was rewarded with a contract to build one aircraft at the end of October 1933. Rival firm Douglas had previously been given a similar contract to develop its own submission – the XP3D-1; indeed, the Douglas aircraft was the first to fly, beating the Consolidated aircraft off the water by more than a month. Isaac Laddon incorporated a number novel features into his XP3Y-1 layout, in particular the pylon-mounted parasol wing and the retractable floats that changed the flying boat's wingspan in flight. The competing Douglas, on the other hand, was rather more conventional, slightly smaller overall, with the wing mounted shoulder-like high up the hull sides and with engines raised above the wing surface on pylons. The powerplant chosen for both the designs was the 825 hp Pratt & Whitney R-1830-58 Twin Wasp, a good choice that in uprated versions was to see the PBY series through to the end of production i



Consolidated : XP3Y-1 (XPBY-1) : Catalina

Catalog #: 00009936

Manufacturer: Consolidated

Designation: XP3Y-1 (XPBY-1)

Official Nickname: Catalina

Notes:

Repository: [San Diego Air and Space Museum Archive](#)

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



MEN WHO GO *Over* THE SEA IN SHIPS



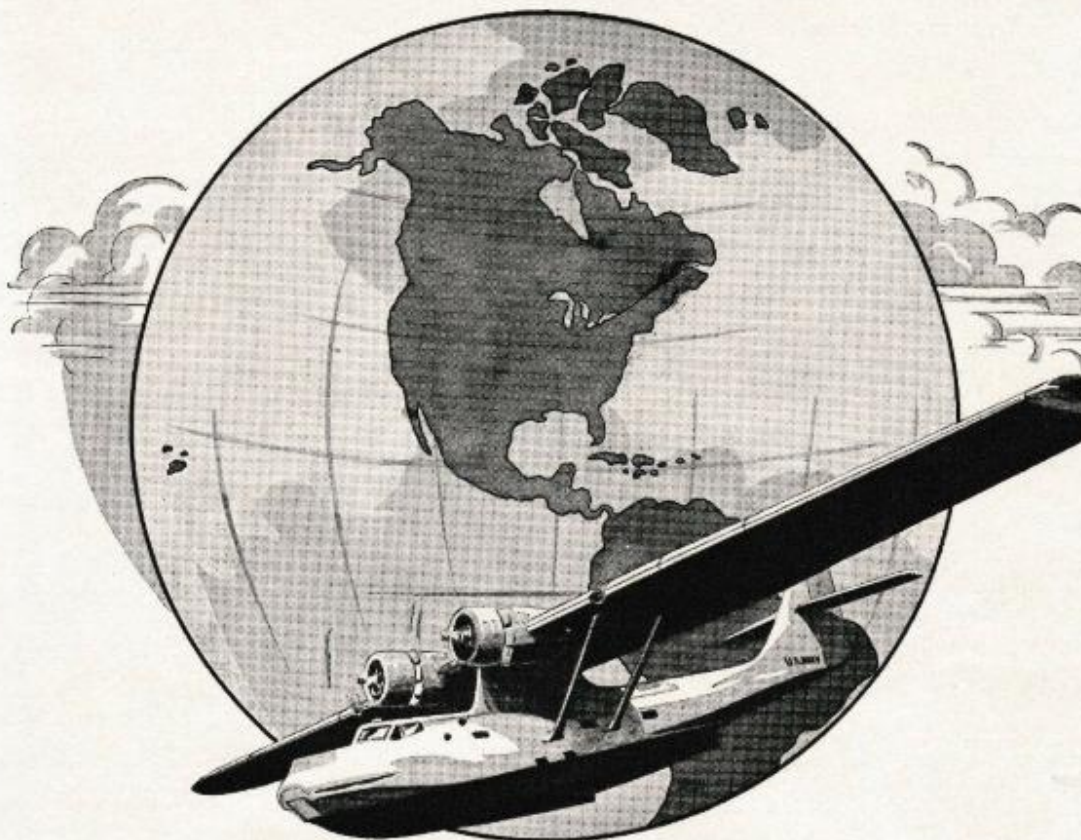
Consolidated's XP3Y-1 wings
its way into space ... Panama
to San Francisco ... non-stop!

A routine flight for the
Navy...a record for the world.

Thus XP3Y-1 blazed a trail
for sixty sister ships, now un-
der construction for the Navy
...a continuation of the years
of service rendered to men
who go over the sea in ships.

CONSOLIDATED AIRCRAFT CORPORATION, SAN DIEGO, CALIFORNIA

It's a Small World for the XP3Y-1



Master of great distances, XP3Y-1 introduces a new phase of national security with its ability to protect vast reaches of coast-line.

Sixty sister ships move down the production line at Consolidated Aircraft Corporation for delivery to our first arm of defense, the U. S. Navy.

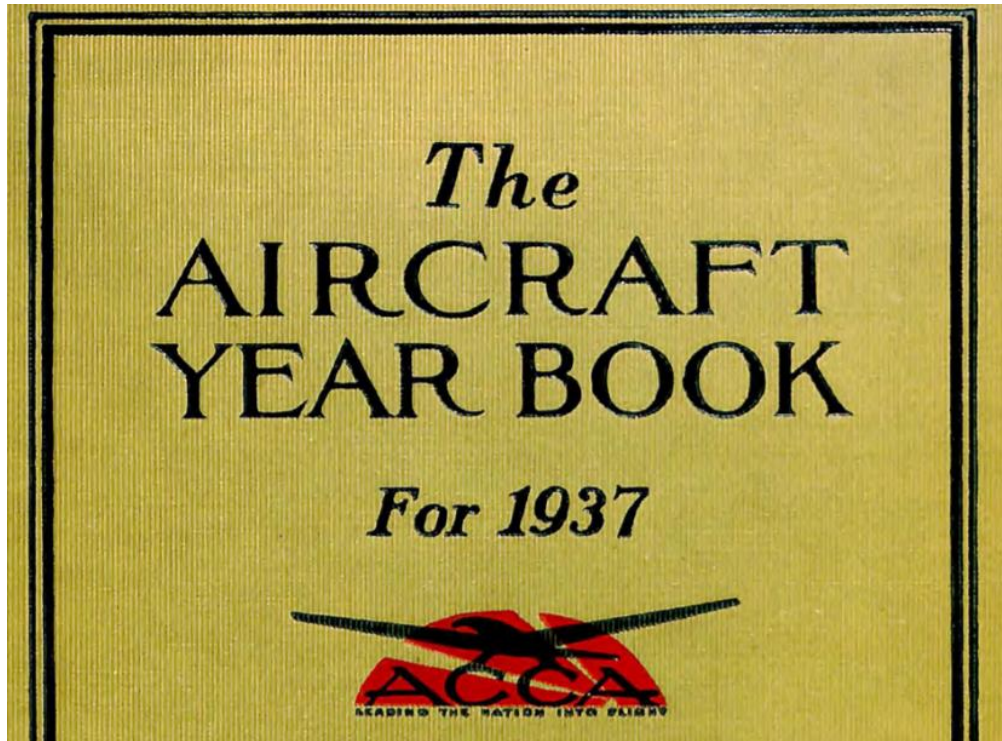
Consolidated
AIRCRAFT CORPORATION
ESTABLISHED 1921
SAN DIEGO, CALIFORNIA

JULY 1936

79

[The 1937 Aircraft Year Book - Aerospace Industries Association](#)

<https://www.aia-aerospace.org/wp-content/.../THE-1937-AIRCRAFT-YEAR-BOOK.pdf>



AVIATION CHRONOLOGY AND RECORDS 421

SEAPLANES—CLASS C2

AIRLINE DISTANCE

International Record.....5,280.015 kilometers (3,281.402 miles)
Lt. Comdr. Kneller McGinnis, USN, Lt. J. K. Averill, USN, NAP T. P. Wilkinson,
USN, pilots; C. S. Bolka, A. E. J. Dionne and E. V. Sizer, crew; United States, Navy
XP3Y-1 seaplane, 2 Pratt & Whitney 825 HP engines, from Cristobal Harbor, Canal
Zone, to San Francisco Bay, Alameda, California, October 14-15, 1935.
National (U.S.) Record.....Same as above.

BROKEN LINE DISTANCE

International Record.....5,541.392 kilometers (3,443.255 miles)
Lt. Comdr. Kneller McGinnis, USN, Lt. J. K. Averill, USN, NAP T. P. Wilkinson,
USN, pilots; C. S. Bolka, A. E. J. Dionne and E. V. Sizer, crew; United States, Navy
XP3Y-1 seaplane, 2 Pratt & Whitney 825 HP engines, from Cristobal Harbor, Canal
Zone, to San Francisco Bay, Alameda, California, October 14-15, 1935.
National (U.S.) Record.....Same as above.

<%BANNER%> UFPKY NEH LSTA SLAF Jax air news ALL ISSUES ...

ufdc.ufl.edu/UF00028307/00227

the crew of the XP3Y-1, later I made achy by steady dipping Into ' ... E. J. Dionne and E. V. Sizer. j
PICTn'IC was something, too left and Lt Comdr.



Pioneer Flier Decorated Here Last Saturday Nichols Is Top Award Winner With 5 Medals

Capt. A. R. Brady, commanding officer, last Saturday morning presented 13 decorations to eight enlisted combat veterans and one officer, Lt. Charles Bolka, a Navy "old-timer" who, as a chief petty officer 19 years ago, participated in the fitting out and testing of the first PBV Catalina airplane.

Top award winner of the day was Melvin Nichols, AMM2c, who was presented the Army Air Medal with two Oak Leaf Clusters and a Navy Gold Star in lieu of a second, third and fourth Aid Medal. Nichols, a native of Minneapolis, saw combat duty with "Black Cat" Squadron VPB-33 in the Southwest Pacific as an aircrewman. He won his Navy Gold Star for participating in the sinking of an enemy freighter. He also received a Presidential Unit Citation ribbon for service with VPE-33.

Two men, Emmett M. Bush,

Two men, Emmett M. Bush,



Lt. Bolka

Navy Air Medals for anti-ship-ping strikes in the Southwest Pacific area, and Steven Sikora, ARM1c, won the Presidential Citation for service with VPB-33.

Lt. Bolka, a native of Cleveland, Ohio, who joined the Navy when he was only 16 years old, received a Commendation Ribbon for service as field maintenance ACMM, and Edward Jaskulka, AMM1c, received both Gold Stars and Presidential Unit Citations for aircrew duty in the Southwest Pacific. They, too, were members of VPB-33. Bush's Gold Star was in lieu of a fourth Air Medal, and Jaskulka's in lieu of a third.

2 August, 1945

Pioneer Flier Decorated Here Last Saturday

Continued From Page One

officer of a Naval Air Station in the Aleutians from July, 1943 to March, 1945.

The Cleveland officer's Naval record reads like a log of some of the most colorful and significant achievements in aviation. One of his first exploits took place in 1933, when he was Chief Bolka and serving as flight engineer in the plane of Lt. Comdr. Knefler McGinnis, skipper of squadron VP-10. In those days VP-10 was equipped with P2Y-1's, a sesqui-plane (large top wing, small under wing) that was the fore-runner of the famed PBY Catalina.

Historic Flight.

It was in May, 1933, that VP-10 began to make history with a mass flight of six planes from Norfolk to Coco Solo. They followed it up with a one-stop hop (at Acapulco, Mex.) in October from Panama to San Diego, and a widely-hailed 2,400 mile flight from San Francisco to Honolulu in January, 1934. This latter hop broke the world's distance record for a mass flight and lowered the speed record between U. S. and Hawaii to 24 hours, 38 minutes. In all these flights Bolka served as flight engineer in the lead plane.

After a short tour of duty at Midway, Bolka was back in the U. S. by mid-1935 and assigned to the crew of the XP3Y-1, later redesignated the XPBY, the "grand-daddy" of the modern Catalina, which is still virtually the same plane with only a very few modifications.

Back in '35 the Navy had a cloak of secrecy veiling the Catalina from public view, and the press took great delight in calling it the "Mystery Plane." The "Mystery Plane" piqued the curiosity of the world when one evening in October, 1935, it took off from Norfolk, Va., and flew nonstop to Coco Solo, setting a new record for the trip of 12 hours, 28 minutes. Besides Bolka, the crew included Lt. Comdr. McGinnis, Lt. J. K. Averill, Aviation Pilot T. P. Wilkinson and Chief Radiomen A. E. J. Dionne and **E. V. Sizer.**

With only a few days stopover in Panama, the XP3Y-1 revved up her engines and took off for San Francisco, breaking two more world records on the way; the long-distance non-stop flight (then held by the Italian Mario Stoppini) and the long-distances "broken-line" record. The "broken-line" which means the actual distance flown, was 3,143 miles; the long distance mark, which means the shortest airline distance between the take-off and landing points was 3,281 miles.

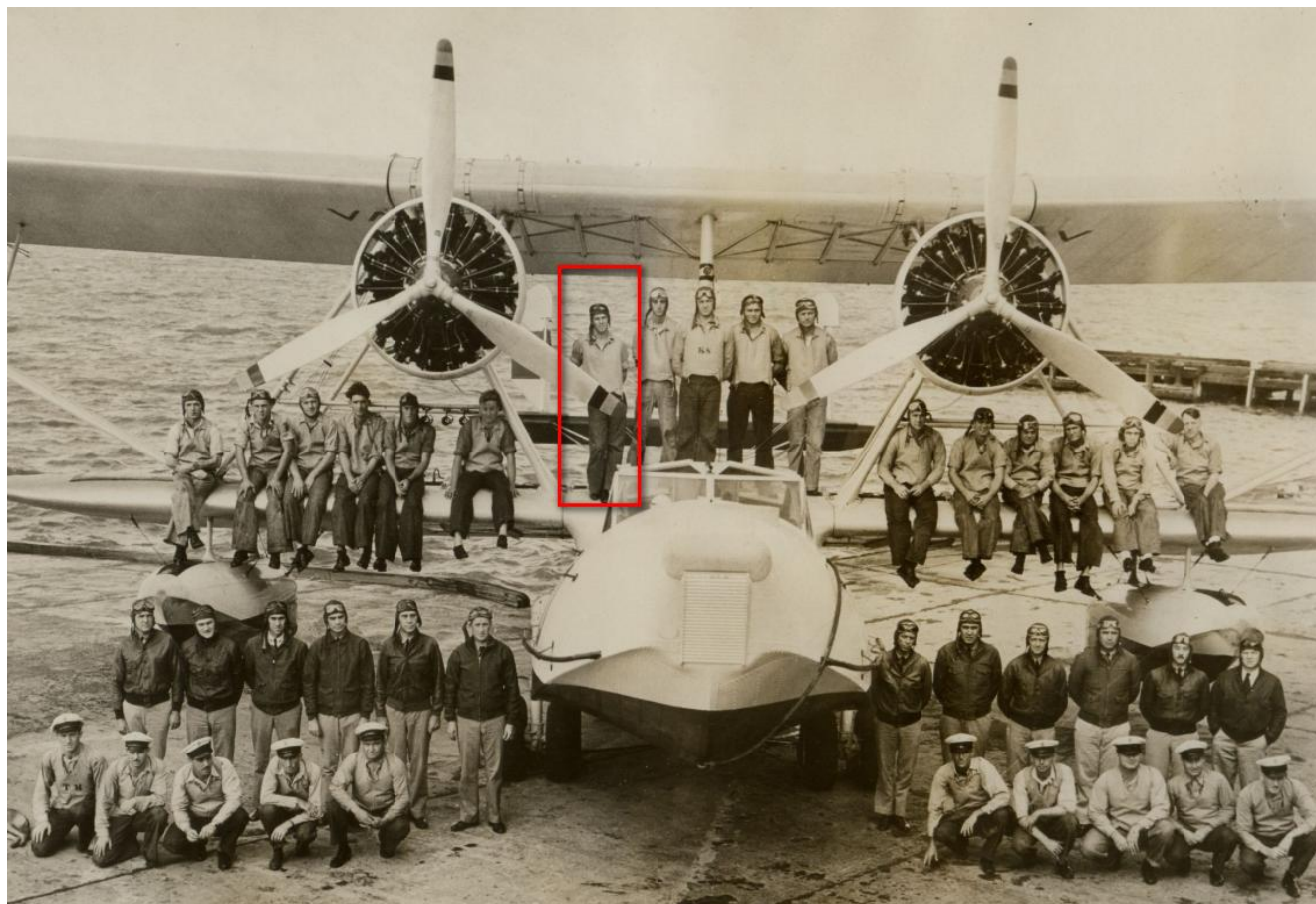
1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

Google: "e. v. sizer"

[VPNAVY - VP-5S History Summary Page - VP Patrol Squadron](#)

https://www.vpnavy.com/vp5s_history.html

Back Row-Left to Right: B. M. Wilezewski; S. R. Kalweit; C. W. Wood; A. C. Faultless; J. O. Pinch; A. T. Nicholl; **E. V. Sizer**; K. McLeod; K. E. Skadowski; W. T. ...



The VP-5F Squadron set a new World Record when 6 Navy planes carried 39 Officers and Men nonstop from [NAS Norfolk, Virginia](#) to [NAS Coco Solo, Panama, Canal Zone](#). They flew 2,059 miles non-stop..." (The oldest, continuously operating patrol squadron in the United States Navy served throughout World War II as either [VP-32](#) or [VPB-32](#). All told, the Squadron has born eight designations since its Establishment on 1 September 1931 at [NAS Coco Solo, Panama, Canal Zone](#) as [VP-5S](#). In 1933 it became [VP-5F](#), and in 1937 just [VP-5](#); followed by [VP-33](#) on 01/07/39; [VP-32](#) on 01/07/41; [VPB-32](#) on 01/10/44; back to [VP-32](#) on 15/05/46; [VP-MS-6](#) on 15/11/46; and finally [VP-46](#) (current designation) on 01/09/48.) CREW: Pictured at [NAS Norfolk, Virginia](#)...

Front Row, Left to Right: Tony Miller, Jr.; Wm. P. Brett; Wm. H. Lyons; Paul Tesch; Lewis W. Owens; C. A. Wilson; Frank J. Molik; L. A. Haggard; E. L. Payne and G. L. Russell.

Center Row-Left to Right: Boatswain P. J. Byrne; Lt. J. L. Ewing; Lt. H. W. Taylor; Lt. J. R. Tate; Lt. M. H. Kernodle; Lt. Comdr. H. E. Halland; Lt. Comdr. D. M. Carpenter; Lt. H. R. Bowes; Lt. W. H. Buracker; Lt. L. J. Dow; Lt. R. W. Morse and Lt. J. L. Kane.

Back Row-Left to Right: B. M. Wilezewski; S. R. Kalweit; C. W. Wood; A. C. Faultless; J. O. Pinch; A. T. Nicholl; **E. V. Sizer**; K. McLeod; K. E. Skadowski; W. T. Dooling; G. A. Crawford; J. B. Huntsman; F. J. McTamany; O. K. Thomas; W. B. Smith; S. M. Morgan and M. J. Glynn.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



(Operation Crossroads). - DTIC

www.dtic.mil/dtic/tr/fulltext/u2/a995213.pdf

by PT SHEET

Lt. **E. V. Sizer** was designated as Bureau of Aeronautics liaison officer for airborne electronics equipment, and he undertook the organization and execution of ...

AD-A99521	DTIC ACCESSION NUMBER	LEVEL	INVENTORY
		Atomic Bomb Tests Able and Baker (Operation CROSSROADS)	
		25 July '46	
		DISTRIBUTION STATEMENT A Approved for public release; Distribution Unlimited	
		DISTRIBUTION STATEMENT	
ACCESSION FOR NTIS ☒ GRAB1 DTIC ☒ TAB UNANNOUNCED ☐ JUSTIFICATION		DTIC ELECTE JUL 5 1984 S D	
BY DISTRIBUTION / AVAILABILITY CODES DIST A/I AVAIL AND/OR SPECIAL			
DISTRIBUTION STAMP		DATE ACCESSIONED	

UNCLASSIFIED
HISTORICAL REPORT
ATOMIC BOMB TESTS ABLE AND BAKER
(OPERATION CROSSROADS)

JOINT CHIEFS OF STAFF
By Authority: *John H. Dwyer*
37

RECEIVED
SPECIFIED NUMBER OF COPIES TO BE PREPARED
USE ATTACHED CHECKLIST FOR PREPARATION

VOLUME 2 OF 3

CONDUCTED AT
BIKINI ATOLL, MARSHALL ISLANDS
ON 1 JULY 1946 AND 25 JULY 1946

UNCLASSIFIED

AD-A995213
 M. Davis
 For public release;
 Distribution unlimited
 DOD/DNA/DOD/DC

OPERATION CROSSROADS

Table of Contents

Volume II

Chapter 6	ARMY GROUND GROUP
Chapter 7	NAVAL MEDICAL RESEARCH SECTION
Chapter 8	ELECTRONICS GROUP
Chapter 9	SHIPS INSTRUMENTATION GROUP

ELECTRONICS GROUP

Formation of Group

The Electronics Group originated on 21 January when Capt. C.L. Engleman reported for duty as the Electronics Coordinating Officer on the Technical Staff of the Task Force. Personnel for the Group were drawn initially from sections of the Bureau of Ships concerned with electronics, and from field activities of the Bureau, such as the Electronics Field Service Group of the Naval Research Laboratory. Later, the Group drew upon its commercial field engineers. As the plans for exposing materials on target ships grew in scope, the Bureau of Aeronautics and the Army Ground Groups furnished personnel for coordinating their work in ship preparation and inspection with regard, respectively, to airborne and Signal Corps equipment. The Bureau of Ordnance attached officers to the Electronics Group in connection with plans for fire-control radar equipment. The undertaking of additional instrumentation projects made it necessary for the Group to draw personnel from many commercial, academic, and military agencies. One officer of the Group, Comdr. F.X Foster, was assigned as Special Assistant in Communications for the Director of Ship Material early in February, when it became apparent that special problems in communications would present themselves. The Director of Ship Material had AVERY ISLAND prepared with the necessary laboratories and facilities for use as an electronics ship, and the Group was embarked in this ship. After arrival at Bikini, COASTERS HARBOR was designated as electronics repair ship for the target and instrumentation sections.¹

Airborne Electronics

The program for exposure of airborne electronics equipment and inspection of damage was carried out under the Electronics Group by liaison personnel from the Bureau of Aeronautics Group. On 1 February, Lt. E. V. Sizer was designated as Bureau of Aeronautics liaison officer for airborne electronics equipment, and he undertook the organization and execution of the airborne program, drawing upon personnel of the Airborne Coordinating Group of the Naval Research Laboratory. By the end of March, plans for this program had been completed with procurement of test equipment, auxiliary power sources, and spare parts. The program called for exposure of various types of airborne electronics equipment in the aircraft which the Bureau of Aeronautics Group had mounted on various target vessels.¹ These were standard installations normal to operating aircraft, such as radio transmitters and receivers, homing equipment, direction finders, range receivers, interphones, altimeters, frequency meters, and various kinds of radar equipment, all numbering about four hundred items. The MHF radio equipment included the ARC/ART and GF/RU types. The VHF radios were of the ARC type. The radar equipment was the airborne search radar APS-4 and the night fighter radar APS-6.

ELECTRONICS GROUP

ENGLEMAN, C. L., Capt.	RAGAZZINI, L. J., Lieut.
BUSENKELL, C. C., Comdr.	SIGDA, J. R., Lieut.
HAWES, W. W., Comdr.	SIZER, E. V., Lieut.
HOPKINS, W. A., Comdr.	TOPP, I. H., Lieut.

[PDF]

Bombs at Bikini; the official report of Operation Crossroads

bhl-china.org/bhl/datas/pdfs/b/bombsatbikini00unit.pdf

Jul 24, 2018 - Lt. E. V. Sizer (Navy), Lt. Comdr. G. V. Schliestett, Lt. Comdr. W. A. Hopkins, Lt. J. A. Torrey (Navy). Capt. L. A. Kniskern (Navy) was originally .

BOMBS AT BIKINI

The Official Report of Operation Crossroads

*Prepared under the Direction of the
Commander of Joint Task Force One*

by

W. A. Shureliff

Historian of Joint Task Force One

1947

Wm. H. Wise & Co., Inc.

DIRECTOR OF SHIP MATERIAL

Rear Admiral T. A. Solberg, Director of Ship Material, was assisted by a large staff including six special assistants and six group administrators. His six principal special assistants were as follows:

Capt. L. A. Kniskern (Navy)
Capt. F. W. Slaven (Navy)
Capt. F. X. Forest (Navy)
Comdr. E. H. Batcheller
Lt. Comdr. L. H. Roddis, Jr.
Lt. Comdr. L. R. Glosten

His six group administrators were as follows:

Col. J. D. Frederiek, head of the DSM Army Group. Principal assistants were Col. J. S. Weber, Lt. Col. S. B. Smith, Capt. C. H. Wollenberg (Army), Lt. Col. S. F. Musselman, Capt. H. C. Adams (Army), Col. L. P. Jordan, Maj. E. K. Walters.

Capt. T. C. Lonquest (Navy), head of the DSM Aeronautics Group. Principal assistants were Capt. J. E. Dodson (Navy), Comdr. J. K. Leyden, Maj. J. W. Morrison, Comdr. J. R. Reedy, Lt. E. V. Sizer (Navy), Lt. Comdr. G. V. Schliestett, Lt. Comdr. W. A. Hopkins, Lt. J. A. Torrey (Navy).



NAVAL AIR STATION PROTESTS

Editor, RADIO NEWS:

Referring to page 1082, June issue of RADIO NEWS, title "A Practical Two Way Key."

Mr. Davenport gets off the point when he stops to "shoot a line" about the Navy standard key and a standard speed of 10 words. Perhaps that is all he is capable of, but it gives the general public a poor impression of aircraft radio in the Navy and I would greatly appreciate your giving this letter space in an early issue.

(Continued on page 306)

The standard key is not what would be selected by an AP man, but becomes easy of operation with use and can't be beat when the air is bumpy.

I have operated in a plane all along the coast to Hampton Roads and return besides considerable local flying, without coming down to ten a minute.

If Mr. Davenport will agree to copy I'll send a *good readable* twenty-five on an aircraft key at any time.

The point at issue may have been intended as a knock or only a "wise crack," but in either case it looks bad in print, wherefore a protest is entered by the radio gang.

F. DICKINSON	NELSON M. COOKE
PAUL C. RISH	GEORGE M. SEMMENS
MYRON N. FLEMING	MYRON A. WRIGHT
W. E. ROLLER	CHAS. L. DAY
GORDON GLENN	W. E. MARTIN
FORREST V. BELL	BRUCE E. BUTTON
M. H. DUNBAR	E. V. SIZER

P. F. RANDOLPH
Naval Air Station, Sqd. V.,
Pensacola, Fla.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

 1940 United States Federal Census
1940S

[View Image](#)

Name **E Vernon Sizer**

Birth Washington, District of
Columbia

Residence 1940 San Diego Twp, San Diego,
San Diego, California, USA

NAME: E Vernon Sizer

AGE: 35

ESTIMATED BIRTH YEAR: 1905

GENDER: Male

RACE: White

BIRTHPLACE: Washington, District of Columbia

MARITAL STATUS: Married

RELATION TO HEAD OF
HOUSE: Head

HOME IN 1940: San Diego, San Diego, California

STREET: Bacon

FARM: No

SHEET NUMBER: 65A

OCCUPATION: Chief Radioman

HOUSE OWNED OR RENTED: Rented

VALUE OF HOME OR
MONTHLY RENTAL IF
RENTED: 30

ATTENDED SCHOOL OR
COLLEGE: No

HIGHEST GRADE
COMPLETED: Elementary school, 8th grade

HOURS WORKED WEEK
PRIOR TO CENSUS: 66

INCOME: 2200

HOUSEHOLD MEMBERS:

Name	Age
Emile C Mertz	59
M Catherine Sizer	40
E Vernon Sizer	35

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

Elgin Avigo

Avigo line was introduced in 1929 to meet the Air Corps specification of only having 4 numerals on the dial to avoid confusion when reading it. 1929, this was 2 years after Lindbergh crossed the Atlantic, the new craze of aviation was sweeping the country. The word "Avigo" was made up by Elgin Aircraft gauges and optics were also released under the Avigo line

[Elgin Avigo 1458 - Art Deco Wristwatches](#)

artdecowristwatches.com/page123.htm

Elgin "Avigo 1458" men's Streamline Moderne design wristwatch in 10K yellow gold ... The **watch** is powered by its correct 7-jewel **Elgin** grade 502 manual wind ...

Elgin men's Streamline Moderne design wristwatch in 10K yellow gold fill, circa 1935.

The "Avigo 1458" has an aviation-style dial with oversize numerals, bullet-shaped luminous markers, and a red sweep seconds hand. It was priced at \$27.50 in 1935. This example is in excellent condition with just a little brassing and a few tiny dings. Caseback is excellent and unengraved with a tiny bit of wear near the crown. The case measures 35mm long and 28mm wide. Refinished luminous dial is superb. Has new acrylic crystal. The watch is powered by its correct 7-jewel Elgin grade 502 manual wind movement, just serviced and running well.





1939 Elgin Model 2863 Avigo dialed Airlord 15j grade 532

This model inherits the DNA of all the Avigo styled watches from the start of the '30s. The Avigo's originally appear to be Elgin's attempt to cash in on the aviation craze, sparked in the public by the barnstormers that arose after WWI, Lindbergh's solo Atlantic crossing and the start of the Airmail service and the commercial airlines. I only guess they were popular based on the fact the 1931 Clausin Catalog showed 3 different dial designs available in 4 case styles, including a pocket watch called the Avion with a wind indicator labeled "Flight Hours" and advertised as a "Pilot's and Fight Operator's watch". The Airlord was the last of the breed as the production of its center second equipped movement, the grade 532, was diverted to use in the WWII military watches. The A-11's coming home from the war and the military styled models that followed took over Avigo's place in the market. I'm not aware of any post war Elgin pushed as an aviator's watch.



CLOCK
TYPE WA

cased and timed at the factory. The adjustment lever is readily accessible from the back of the case by removing plug under "Adj." One degree of adjustment is equivalent to 60 seconds per day.

ELGIN CLOCK

The Elgin Clock is a husky seven-jewel eight-day movement designed to give reliable service under all conditions.

The dial is the Air Corps type with only the major hours showing. This allows greater readability.

The case is of phenolic composition, one-piece splash proof and dust proof.

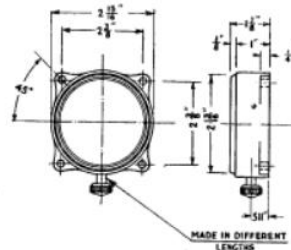
The stem may be any length required; standard length $\frac{3}{4}$ inch.

It is modern in design, built for accuracy and dependability and American made.

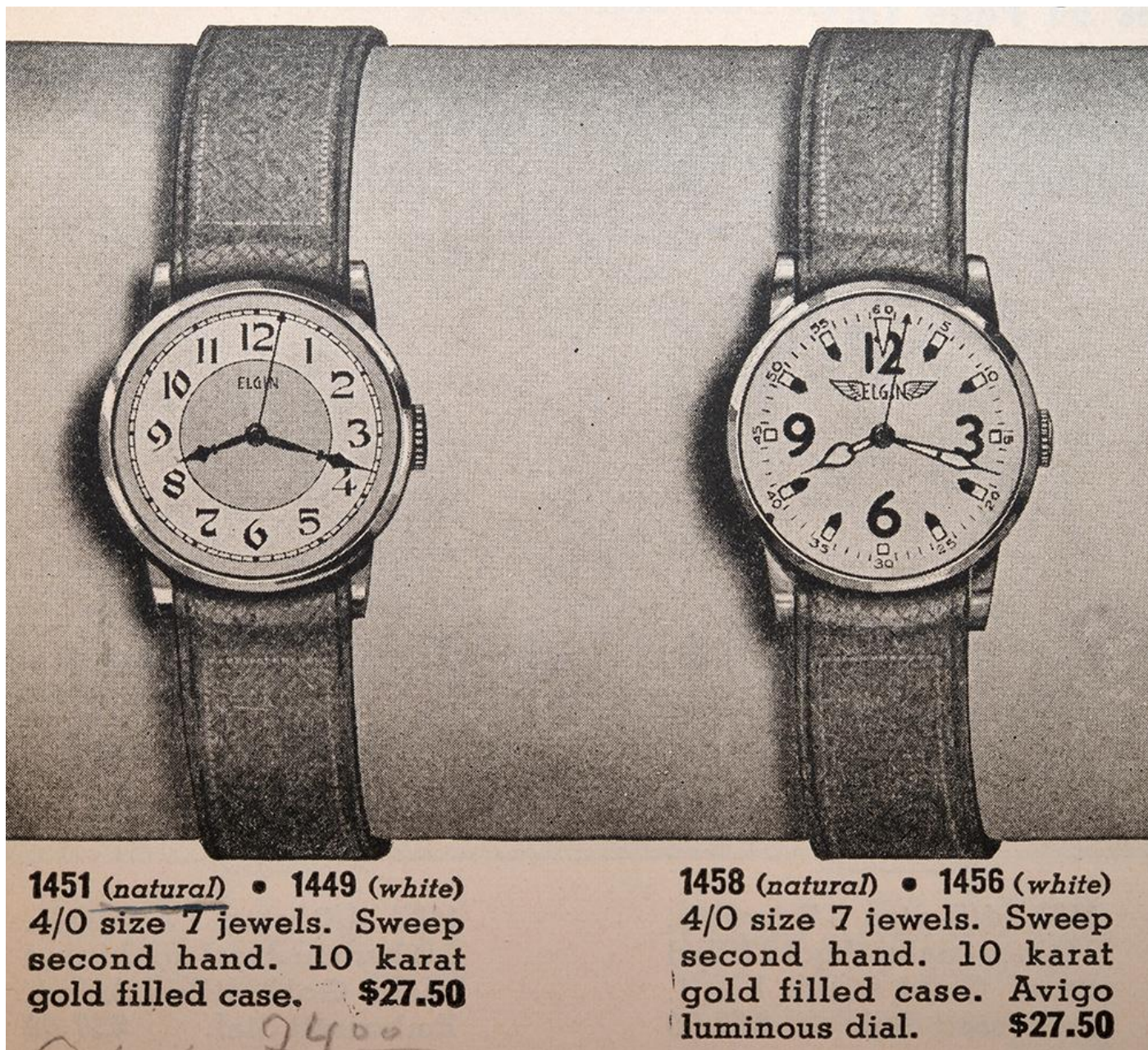
Installation—If mounted from the front, it should be as near the bottom of the instrument panel as possible to allow for a short stem. If mounted from the back it may be placed as much as six inches from the bottom of the panel.

Operation—The clock requires no special care other than that required by all mechanisms of this nature.

Maintenance—The clock is



1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



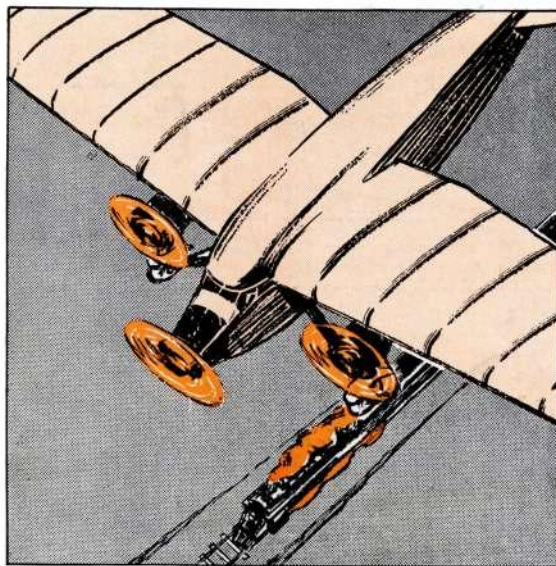
1451 (natural) • 1449 (white)
4/0 size 7 jewels. Sweep
second hand. 10 karat
gold filled case. **\$27.50**

1458 (natural) • 1456 (white)
4/0 size 7 jewels. Sweep
second hand. 10 karat
gold filled case. Avigo
luminous dial. **\$27.50**

<http://www.mwrforum.net/forums/showthread.php?68828-1933-Elgin-Avigo-Style-Correct-Dial-Need-Help-Opinions>

Elgin Ads From 1931

In locomotive cab and airplane cockpit,
AMERICAN WATCHES *time rail-air travel*
from Coast to Coast



THREE motors drone . . . the American Watch points the minute . . . the white flag drops . . . the gray bird rises swiftly to the sky.

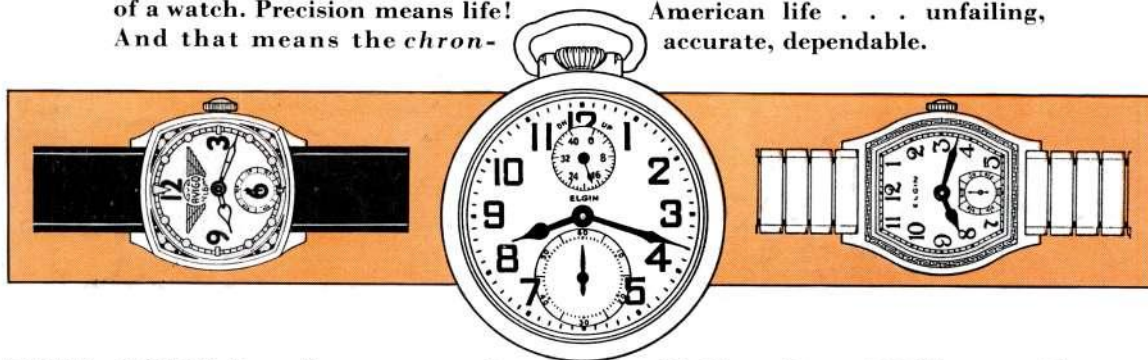
To the coast . . . two nights by train . . . two days by plane. American Watches time the great fleet of planes and trains in their 48 hour rush from one seaboard to the other. For where miles are measured in seconds, safety hangs on the hands of a watch. Precision means life!

And that means the *chron-*

ometric accuracy of fine American Watches! Nothing less will do.

Why accept less for yourself in the watch you select? American watches cost no more . . . often less. Slenderly cased in exquisite models . . . they bow in beauty to no watches in the world. Made by craftsmen of world-famous reputation . . . American Watches time your days to the swift tempo of

American life . . . unfailing, accurate, dependable.



ELGIN American Made Watches

IN THE SKIES . .



MARTIN JENSEN,
famous aviator

THE **ELGIN AVIGO** WATCH designed for airmen.
Government specification dial. \$23.

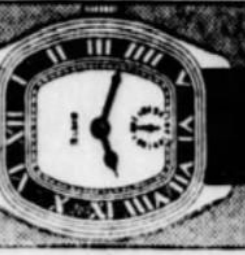
ON LAND . .



SERGEANT FRANK HART
eminent Legionnaire

SERGEANT FRANK HART uses this smart new
Legionnaire model. Price \$26.

AND EVEN UNDER THE SEA,



COM. ELLSBERG who raised
the sunken submarine S-51.
Author of "On the Bottom."

ELGIN LEGIONNAIRE model worn by that famous
Legionnaire, Commander Ellsberg. Figures
enameled on outside of case \$24

ELGIN KEEPS THE TIME!

This store will be happy to show you these watches, and many, many more,
from the sturdiest heavy duty watch to the daintiest and most feminine ELGIN
Parisienne. And each will be a superb example of ELGIN craftsmanship, each
an unexampled value at its price.

Keller-Youngblood Jewelry Co., Inc.
605 Milam Street Phone 5335

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

The Times (Shreveport, Louisiana) • 19 Dec 1929,

IN THE SKIES . .



MARTIN JENSEN,
famous aviator

THE **ELGIN AVIGO** WATCH designed for airmen.
Government specification dial. \$23.

Cincinnati Enquirer (Cincinnati, Ohio) • 16 Mar 1930,



TO TIME THE MINUTES IN THE SKY . . . Geo. R. Hutchinson, prominent aviator, is being presented with a special aviation watch . . . the **ELGIN "Avigo,"** \$23.00. When Mr. Hutchinson steps into his cockpit he depends on other ELGIN instruments—the tachometer and compass on his control panel.



The **Avigo** Elgin, a strap watch with an Air Corps specification dial; ideal for sport wear.

Nebraska State Journal (Lincoln, Nebraska) • 17 Apr 1929,

Tucker-Shean
JEWELERS •
1123 "O" Street



"The Avigo." A new watch by Elgin for aviators and busy people who want the time at a glance. Chromium plated wear resisting case. Luminous dial and hands. Fully warranted. Price \$23.00. Mailed to any address postpaid upon receipt of price. See our complete showing of Elgin watches for ladies and gentlemen.

Tucker-Shean

Tucker-Shean
1123 O Street.

An Elgin Watch
Is the Ideal Graduation Gift



It will accurately count the seconds, the minutes and the hours from graduation day through all the days to come.

TUCKER-SHEAN
Diamonds, Silverware, Clocks, Jewelry, Leather Goods, Fountain Pens, Desk Sets, Fine Stationery in Gift Boxes.

*Other American Wrist Watches,
\$25 to \$500*



The **Avigo**, Elgin new Aviation Watch, a sturdy dependable Elgin movement in a smart trim case, has Air Corps specification dial.

\$23

*Other American Strap Watches,
\$19 to \$360*

Any small deposit will reserve your selection for future gift giving.

JOHN M. ROBERTS & SON CO
Foremost Authority on Diamonds Since 1832
429-431 WOOD STREET
At Diamond Street



... IT'S YOUR MOVE AND YOU CAN'T LOSE

IF YOU GIVE, OR GET, AN ELGIN FOR CHRISTMAS

Christmas came long before watches, but ever since the two have been on earth together... they've been together inseparably, it seems.

For somehow a watch is the perfect way of saying to those you love, all the things that bubble up inside you when the mellow Christmas season comes along. Perhaps it's because a watch carries your present sentiments far into the future, saying with every beat "may every hour I record be happy as this Christmas day of my presentation."

And this is the best Christmas in sixty years for choosing an Elgin. More styles. More new shapes and sizes. Prices in a closely ascending scale, from \$15.00 to \$650. New combinations of metals and enamel. New settings of precious gems. A new Elgin watch family... the largest in the world... but still backed by the old Elgin tradition of fine timekeeping, accurate, faithful service and an unconditional guarantee. A completely American watch for American needs. Your nearest jeweler will be happy to show them.

A... Louiseboulanger Parisienne model, \$35.00. B... Elgin Avigo, Air Corps specification aviation dial, \$23.00. C... Callot Parisienne diamond-set, \$75.00. D... Elgin Legionnaire, \$19.00. E... Clock and Fountain Pen Set, \$37.50. F... Lord Elgin, 15 jewels, \$50.00. G... New traveling clock. Choice of blue, beige or black leathers, tooled in gold, \$25.00. H... 15-jewel movement, 14 karat white gold case, special silk cord attachment, \$65.00. I... Combination cigarette lighter and accurate Elgin watch, 15-jewel movement, Sterling Silver, \$65.00. J... 15-jewel movement, in 14 karat white gold filled case, \$47.50. K... 17-jewel movement, 6 adjustments... green and black enameled decoration on case, \$65.00. L... Platinum top case, set with 42 selected diamonds, 17-jewel movement, \$500.00.



COPYRIGHT ELGIN 1929 ELGIN WATCHES ARE AMERICAN MADE ALL PRICES SLIGHTLY HIGHER IN CANADA

ELGIN

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



ery JUN 1 1929

IN THIS ISSUE: THE STORY
OF NORTHWEST AIRWAYS

AIR TRANSPORTATION

WITH THIS ISSUE: AIRLINE
GENERAL EMI
UNIV. OF MICH.
ANN ARBOR, MICH.
7-9-30

THE TRADE JOURNAL OF COMMERCIAL AVIATION
Published Weekly at 34 N. Crystal St., East Stroudsburg, Pa. Executive and Editorial Offices at 1265 Broadway, New York City
Copyright 1929 by Air Transportation, Inc.

Vol. 8, No. 1 June 1, 1929 20 Cents

ELGIN NATIONAL WATCH COMPANY



Manufacturers of

Elgin Unit Control

Avigo Compass

Avigo Ball Bank Indicator

Avigo Clocks

Elgin Tachometer



A worthy line of aviation instruments
most worthily represented by

JOHNSON
AIRPLANE and SUPPLY CO.
DAYTON, OHIO

224 EAST 11th STREET
LOS ANGELES, CALIF.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

“...Flying efficiency



**Major Livingston G. Irving
Receives His Avigo Watch
from L. O. Dixon**

Flying efficiency is measured in time. Major Irving of the Oakland airport and other famous aviators endorse AVIGO the Elgin triumph in the field of aircraft. The army air corps and navy specify that dials have only four major figures: 3, 6, 9 and 12 so there will be no danger of confusion in reading. Thus, Avigo-Elgin brings a new standard of time to flyers, with a small, compact, distinctive 40-hour service watch, easy to read by day or night.

See these aviator watches in
our window, \$23

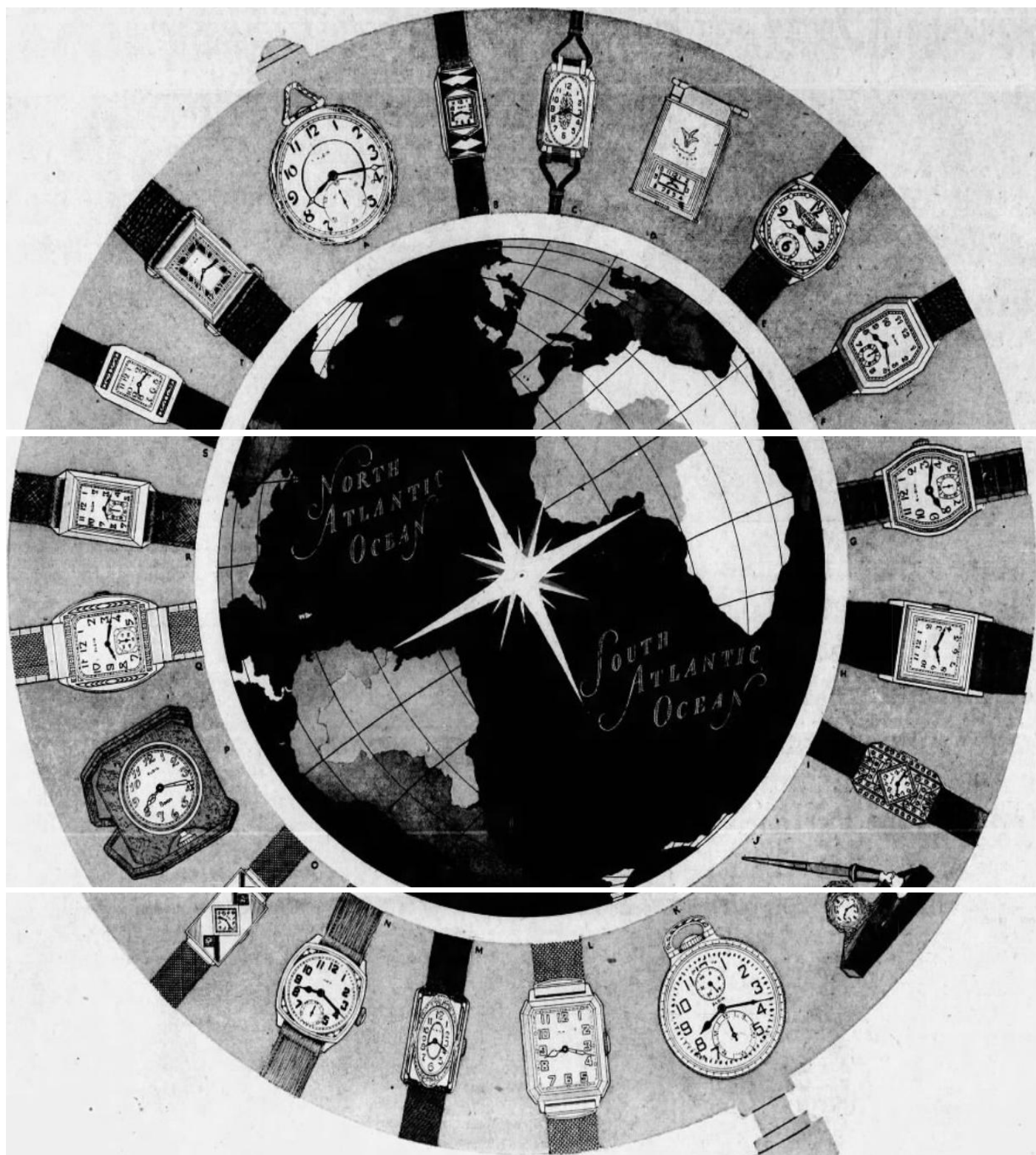
L. O. DIXON

JEWELER

1809 Telegraph Ave.

Fox-Oakland Theater Bldg.

Oakland



Now the smartest
watch styles on the globe are **ELGINS**

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

... say the world's leading stylists

Who, eight years ago, ever dreamed of gay pastel-colored bed sheets? Or color in the kitchen? Or handbags, gloves and shoes all matching? Or smart watches, chic as a Molyneux frock, instead of merely good, substantial ... and unexciting ... timekeepers? We didn't, to be honest, and we had made and sold more watches than any manufacturer in the world ... over 32,000,000 ELGINS!

Suddenly and without warning, the style wave swept in. Changed the whole American scene ... etched a totally new picture ... in the lines and contour of fashion. Watches couldn't just be good ... they had to be good-looking as well. Chic. Fashionable. So ELGIN deliberately set out on a program of style.

Embarked for Paris, first. Retained the

world's greatest style authorities ... Lucien Lelong, and Callot Soeurs, Agnès, Premet, Jenny, and all the other internationally famous designers who have given women's clothes and accessories the glorious smartness they have today. Established permanent Paris headquarters with M. Reynaldo Luza, artist and authority, in command. Went to London where men's styles start. Combed Vienna and Berlin to see what their modernists were doing. Studied Park Avenue in New York and the wrists resting on the rail of the Ile de France. Haunted Hollywood ... and Palm Beach, Biarritz and Bar Harbor. Kept representatives traveling in every style center.

Eighteen months ago the new ELGINS appeared ... the smartest watch styles in the

world. Well ... what happens when something pleases the critical American public whether it's a movie star or a motor car, a hat, a frock ... or ELGIN watches? To sum it up ... the new ELGINS were introduced early in 1928. Instant popularity! 1928 proved to be one of ELGIN'S biggest years. And now 1929 brings even more, and newer, watch styles ... and corresponding sales.

Look the whole world over. And barring only the tiniest and most elaborate watches costing from \$700 upward, you will find that ELGIN offers you the smartest watch styles on the globe. Just ask any style expert you know!

Your nearest ELGIN jeweler will prove the case with the smartest cases that ever cloaked the movement of a watch. ELGIN dependability and accuracy have always led ... and now, ELGIN style!

PRICE LIST OF WATCHES ABOVE

A ... 17 jewel movement, 6 adjustments. Green and black enamel on case, \$65.00. B ... Louiseboulanger Parisienne, \$35.00. C ... 15 jewel movement, 14 Karat white gold case, special silk cord attachment, \$65.00. D ... Combination cigarette lighter and accurate Elgin watch, 15 jewel movement. Sterling Silver, \$65.00. E ... **Elgin Avigo, Air Corps specification aviation dial, \$23.00.** F ... Markham model of American Efficiency Series. 17 jewels, adjusted, \$41.00. G ... New Legionnaire model, flexible bar band attachment, \$23.00. H ... Lord Elgin, 15 jewels, \$50.00. I ... Platinum top case, set with 42 selected diamonds, 17 jewel movement, \$500.00. J ... Clock and Fountain Pen Set, \$37.50. K ... B. W. Raymond watch with winding indicator, 21 jewels, 8 adjustments, \$65.00. L ... Two-tone case. Mesh attachment, \$50.00. M ... 15 jewel movement, new model case, \$45.00. N ... Elgin Legionnaire, \$19.00. O ... Callot Parisienne diamond-set, \$75.00. P ... New traveling clock. Choice of blue, beige or black leathers, tooled in gold, \$25.00. Q ... New handsomely engraved model, \$37.50. R ... 15 jewel movement, \$47.50. S ... Dainty, new rectangular model, \$25.00 (with bracelet or mesh, \$27.50). T ... 15 jewel movement, with new ultra-smart dial, \$50.00. (© Elgin, 1929. Elgin watches are American made.)

The San Francisco Examiner (San Francisco, California) • 03 Nov 1929,



cigarette lighter and accurate Elgin watch, 15 jewel movement. Sterling Silver, \$65.00. E ... **Elgin Avigo, Air Corps specification aviation dial, \$23.00.** F ... Markham model

Oakland Tribune, 19 May 1929, Sun, Page 5

Transport: XP3Y-1 - TIME

content.time.com/time/magazine/article/0,9171,847533,00.html

Retractable pontoons were a prime innovation in the Navy's new **XP3Y-1**. Built by Consolidated Aircraft Corp., it is similar to Pan American's new Martin Clipper ...

PBY Catalina Facts

Military Endurance record

The longest recorded military flight by a class C seaplane left from the Norfolk Virginia Naval Air Station October 10, 1935. Lieutenant Commander Knefler McGinnis, Lieutenant, James K. Averill, Thomas P. Wilkinson, and a crew of three flew the XP3Y-1 covering 2060 mi to Cristobal Harbor, Coco Solo Naval Air Station, Panama Canal Zone in 17 hours, 33 min.

On October 14th, 1935 they departed Coco Solo Naval Air Station and flew a record 3387 miles nonstop arriving at San Francisco, California on the 15th of October in 34 hours 51 minutes setting a record for the longest distance flown by a class C seaplane.

Point of Contact: [VPNAVY Webmaster](#)

Established: 01 DEC 1996

URL: <http://www.vpnavy.org>

VP Seaplane Patrol Squadron (US Navy aviation unit designation used in 1922)

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

Google: “e v sizer” u s navy

[NEW TYPE OF PLANE BREAKS DISTANCE MARK Seaplane Flies ...](https://cdnc.ucr.edu/?a=d&d=HT19351016.2.14)

<https://cdnc.ucr.edu/?a=d&d=HT19351016.2.14>

Bolka, aviation chief mechanic; A. E. J. Dionne, chief radio operator, and E. V. Sizer, also a chief radio operator. The previous long distance record for seaplanes ...

NAVY'S CRAFT SETS RECORD FOR SEAPLANE

**XP3Y-1 Establishes
World's Non-Stop
Mark in 3,387-
Mile Flight**

ALAMEDA, Cal., Oct. 15. — (AP) — The Navy's new golden-winged seaplane XP3Y-1 arrived here today from Panama and Lieutenant Commander Knefler McGinnis said he believed the trim experimental craft had established a new world's non-stop record for seaplanes by flying 3,387 miles.

Sweeping in from the sky like a giant glider, its pontoons folded into its wing, the big plane completed its long flight in 34 hours and 51 minutes at 2:21.15 p. m. Pacific coast time, 4:21.15 p. m. Central standard time.

The record-breaking journey was accomplished easily, McGinnis said, leading to the possibility the Navy would widen its operating scope with such planes, as officers remarked the Navy was purchasing 60 similar seaplanes.

The former long distance record for seaplanes, McGinnis said, was established last July by the Italian pilot Mario Spoffani, who flew 3,063 miles from Malfalcone, Italy, to Berbera, British Somaliland, near where Mussolini's troops are warring with the Ethiopians.

The Americans bettered this mark by 237 miles, although McGinnis said they actually flew farther as they followed the coast line north from San Diego.

"We came through all kinds of flying weather, and the plane performed perfectly," McGinnis commented, but he refused to reveal the plane's gasoline consumption or other details of the flight before they are submitted to Navy officials at Washington.

Illinois Digital Newspaper Collections > Daily Illini > 16 October 1935

[Consolidated PBY-5 Catalina | National Air and Space Museum](https://airandspace.si.edu/collection-objects/consolidated-pby-5-catalina)

<https://airandspace.si.edu/collection-objects/consolidated-pby-5-catalina>

Following World War II, large seaplanes and **flying boats** suffered a mass extinction. ... Many aviation



PBY-5 CATALINA

One of the most recognized aircraft in the world, the Consolidated PBY Catalina not only served in the U.S. Navy, but also with the air arms of Britain, Australia, New Zealand, Canada, the Netherlands and the Soviet Union. The PBY was involved in almost every major operation in World War II, and figured significantly in defeating the U-boat menace in the Atlantic. The suspended PBY-5 on display is the only pure seaplane variant in existence; other surviving Catalinas are PBY-5A amphibious versions.

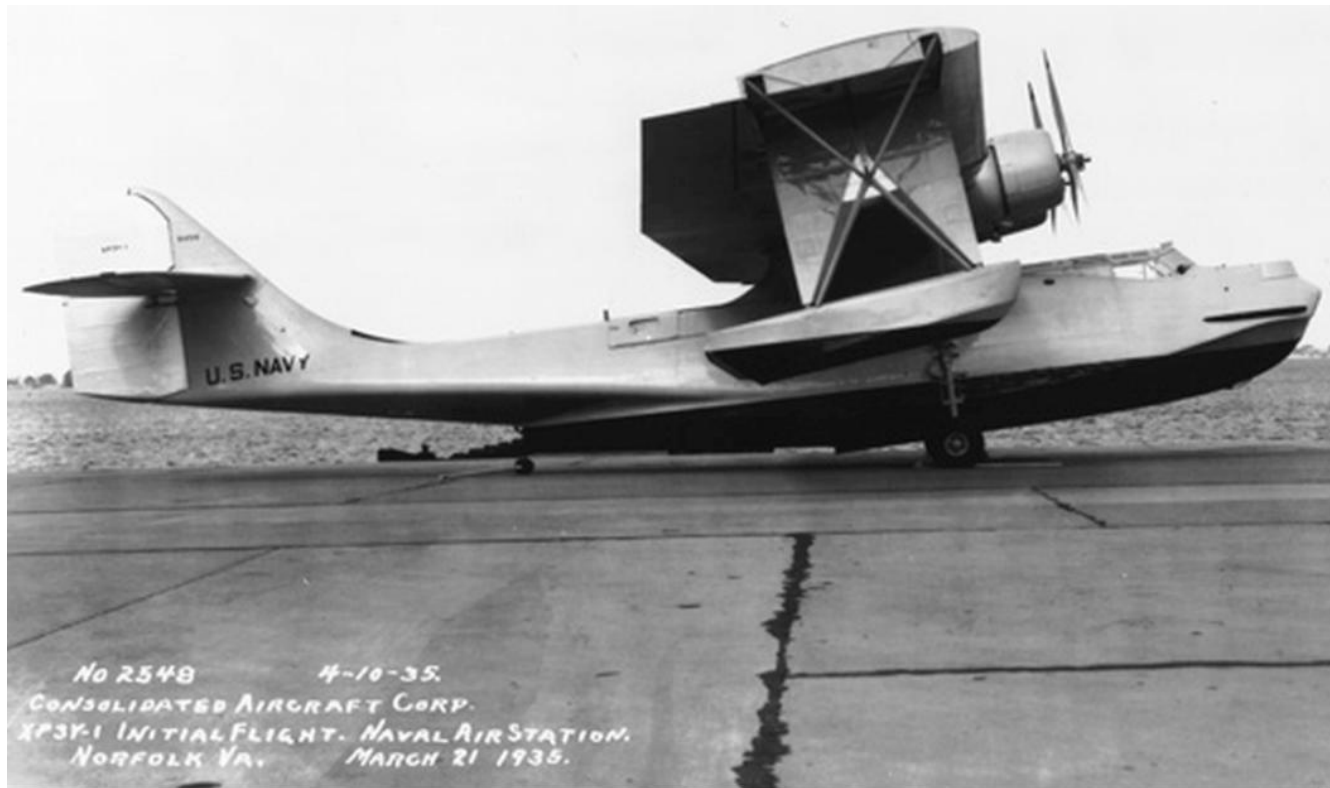
In response to an October 1933 order from the Navy for a monoplane patrol aircraft, Isaac Laddon of Consolidated Aircraft designed the all metal Model 28 with a number of unique features, including a parasol-mounted wing incorporating internal bracing to reduce the need for external struts, and retractable stabilizing floats that folded upward to become wingtips in flight.

The overall effect was an aerodynamically clean aircraft far superior to previous flying boat designs. Powered by two Pratt & Whitney R-1830-58 engines of 825 horsepower each, the aircraft, with a crew of seven to ten, was armed with three 0.30-in. machine guns, and could carry 2,000 lb. of bombs. **Designated the XP3Y-1, the aircraft made its first flight on 15 March 1935.** Early trials proved quite successful and the Navy ordered 60 of the aircraft in June 1935. Because it could carry a substantial bomb load, the aircraft was redesignated a patrol bomber. Fitted with more powerful R-1830-64 engines and incorporating modifications to the fin and rudder, the XPBY-1 was delivered to Patrol Squadron (VP) 11F in October 1936.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

Google: XPBY-1

<http://pbycatalina.com/catalina-history/>



CONSOLIDATED PROTOTYPE XP3Y-1 NONSTOP NORFOLK-COCO SOLO



2

No. *CS-2349* DATE *10-10-35*
SUBJECT *XP3Y-1 plane*
Arriving at F.A.B. Coco Solo,
after non-stop flight
from Norfolk, Va.
MADE FOR *CAS & AC*
U. S. FLEET AIR BASE
COCO SOLO, CANAL ZONE
OFFICIAL PHOTOGRAPH
NOT TO BE USED FOR PUBLICATION, BY ORDER OF
THE CHIEF OF THE BUREAU OF AERONAUTICS

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

14-15 October Lieutenant Commander Knefler McGinnis, Lieutenant (jg) James K. Averill, NAP Thomas P. Wilkinson, and crew of three flew an **XP3Y-1** Consolidated patrol plane, powered with two 825-hp Pratt & Whitney engines, from Cristobal Harbor, Canal Zone, to Alameda, Calif., in 34 hours 45 minutes and established new world records for Class C seaplanes of 3,281.383 miles airline distance and 3,443.255 miles brokenline distance.



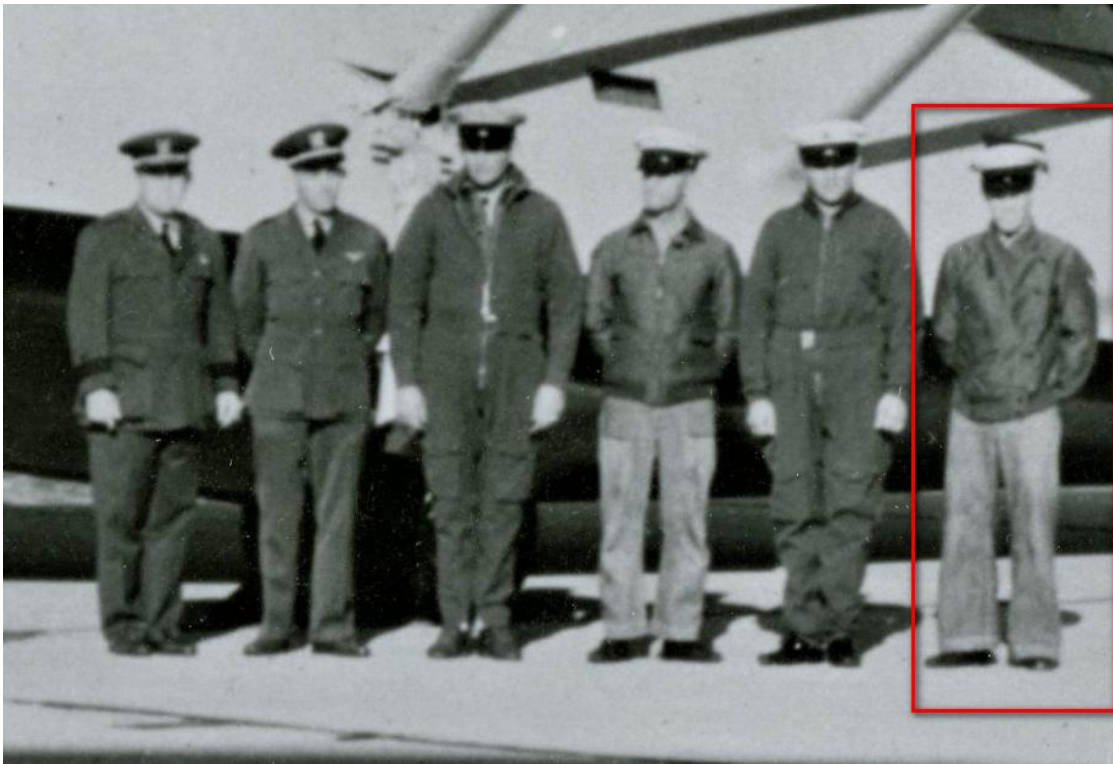
XP3Y-1 commanded by K. McGinnis set 3443-mile record on flight from Panama to Alameda, October 1935 1053771

stillpix@nara.gov

This email is in response to your request for the photograph of the XP3Y-1 Airplane with US Navy id number 80-G-1053771. Attached is high resolution scan of your request.

80-G-1053771		PRNC-NPC-48 (Rev. 11-51)		80-G 1053771 NEG 4X5	
USN NO.	DATE				
1053771	REC. 4-61				
SUBJECT: XP3Y-1 AIRCRAFT					
CAPTION:					
XP3Y-1 COMMANDED BY K. MCGINNIS SET 3443 MILE RECORD ON NON-STOP FLIGHT FROM PANAMA TO ALAMEDA, OCTOBER 1935.					
LOCATION:					
PHOTOGRAPHER:					
TAKEN BY (UNIT):					
LOCAL NO.					
CLASSIFICATION					
RELEASED					
IF PUBLISHED CREDIT MUST BE GIVEN AS FOLLOWS					

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



Google: "E. V. Sizer"

[NEW TYPE OF PLANE BREAKS DISTANCE MARK Seaplane Flies ...](https://cdnc.ucr.edu/?a=d&d=HT19351016.2.14)

<https://cdnc.ucr.edu/?a=d&d=HT19351016.2.14>

Bolka, aviation chief mechanic; A. E. J. Dionne, chief radio operator, and **E. V. Sizer**, also a chief radio operator. The previous long distance record for seaplanes ...

Healdsburg Tribune, Number 292, 16 October 1935

NEW TYPE OF PLANE BREAKS DISTANCE MARK

Seaplane Flies From Panama in 24 + Hours

By United Press

ALAMEDA, Oct. 16.—A new type of naval seaplane, with wing pontoons which fold back in flight, established a long distance flight record Tuesday for the United States navy, completing a flight here from the Panama canal in 34 hours, 45 minutes.

Lieutenant Commander Knelfler J. McGinnis, veteran naval pilot, led a crew of five on the flight, which covered an estimated 3300 statute miles.

The plane, painted the regulation silver color of United States naval craft, streaked up the coast of Central America, Mexico and California at an average speed of 128 miles an hour.

Five in Crew

†Lieutenant Commander McGinnis, who led a record breaking mass flight of six huge naval seaplanes to Honolulu in January of this year, had the following men with him as crew of the gleaming ship: Lieutenant J. K. Averill, Thomas Prior Wilkinson, aviation pilot; Charles S. Bolka, aviation chief mechanic; A. E. J. Dionne, chief radio operator, and E. V. Sizer, also a chief radio operator.

The previous long distance record for seaplanes was believed to be that credited to Mario Stofani, Italy, established January 16-17 of this year, when he flew an Isotta-Franschini 3062.16 statute miles from Malfalcone, Italy, to British Somaliland.

The entire crew of the plane appeared fresh and untired after the long hop, most of which was made over water. They said that ordinary weather conditions were encountered the length of the flight, with no extraordinary circumstances prevailing.

Prime purpose of the trip was to "ferry" the plane to the San Diego naval harbor base, and, secondly, to establish a new distance record if possible. When the fliers roared over San Diego Tuesday morning—which they were scheduled to reach at 10:30 a. m., Pacific standard time—they were so far ahead of schedule they decided to continue on to the San Francisco bay region in a try for the distance mark.

Details of the plane's construction were not revealed, but observers immediately noted the special pontoones, apparently designed to retract in the same manner as wheels of land planes to cut down wind resistance.

The plane will be taken to San Diego today, where it will be permanently stationed.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

U.S., School Yearbooks, 1900-1990
SCHOOL LISTS & YEARBOOKS

[View Image](#)

Name **Edward Sizer**

Birth [abt year](#)

Residence [city, Washington, USA year](#)

Google: "kneffler mcginnis" xp3y-1

[Interview with Captain Knefler McGinnis USN, Retired Place ...](#)

<https://cdn05.usni.org/sites/default/files/McGinnis%20Naval%20Aviation%20Memoir.pdf>



Interview with Captain Knefler McGinnis USN, Retired

Place: Pensacola, Florida Date: 23 January 1971

Interviewer: Commander Etta-Belle Kitchen, USN (Retired)

During this time the XP3Y-1, a Consolidated patrol plane, was being prepared for a record flight to Cristobal Harbor, Canal Zone, and thence to a west coast port, preferably San Diego, in one jump. (The Consolidated X3Y-1 was the forerunner of the most successful U.S.-built flying boat during World War II and the most-produced boat of all time, the PBY Catalina.) I was asked by the Chief of Bureau, Admiral E. J. King, to command this flight and he gave me carte blanche. I named my own crew and proceeded to Hampton Roads, where the plane was being prepared and worked with the crew in the A & R Department preparing this plane.¹¹ In the first part of October we flew the plane direct from Norfolk to Coco Solo, and after stopping overnight, we took off on the 14th of October and flew the 3,281 miles nonstop to Alameda, California. This

broke all previous straight line distances and broken line distances for this class of seaplane.

Q: Who was in with you? Was this a formation?

Captain McGinnis: This was a single plane. It was an X job, meaning experimental, and was the forerunner of the PBY-ones. This plane was subsequently delivered from Alameda the next day after our arrival to the Consolidated factory at San Diego. We flew it down from Alameda--we took on gas and flew it down to San Diego the next day.

Q: How many hours was that flight?

Captain McGinnis: That flight was, I believe, 34 hours and 45 minutes nonstop from takeoff to landing. The crew consisted of myself, Lieutenant (junior grade) J. K. Averill, naval aviation pilot T. P. Wilkinson, Chief Machinist's Mate C. S. Bolka, **two radiomen by the names of Dionne and Sizer.**

Q: Can you describe some of the details of the flight? What time you took off, what time you landed?

Captain McGinnis: We took off, as I recall, about 9:00 A.M. local time from Coco Solo, and we arrived in Alameda the following afternoon, about 35 hours later.

Q: And how long a time would you act as pilot, how long a watch would you take at the controls?

Captain McGinnis: This plane was equipped with one of the first automatic pilots to be purchased by the Navy. As a matter of fact, I believe it was the number five automatic pilot that had been produced, and was put in this plane as an experimental project. On the trip from Norfolk to Coco Solo the glycerin leaked out of some of the lines to the automatic pilot and we had to fly the plane manually. However, this was repaired in Coco Solo and the automatic pilot functioned properly and excellently all the way to Alameda, except for the few times it was necessary to correct drift or other minor errors. As a matter of fact, it was very restful to fly the iron mike.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

Q: Would you describe how you acted? Did you sit in the pilot's seat all the time? Did you go back and rest? Can you describe some of that detail?

Captain McGinnis: Wilkinson and Averill and myself took turns as first pilot on the trip for periods of around an hour at a time, so that we could doze for two hours intermittently.

Q: Did the plane carry bunks?

Captain McGinnis: Yes, the plane had bunks in the after section. One pilot generally was aft in a bunk while the other two pilots were sitting up at the controls.

Q: Was this flight done with as much publicity as the other? Captain McGinnis: No, there was not as much publicity in regard to this plane that there was in the Honolulu flight because it was not generally known that the Navy was increasing the range of its seaplanes. However, this information readily became available in a very few days after the flight was made.

Q: I notice in one of the headlines in the newspaper that it was referred to as a mystery flight.

Captain McGinnis: It wasn't well known by the press or by people generally. Q: Did the Navy try to keep it a secret?

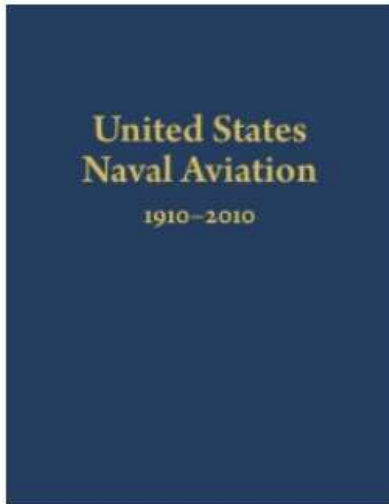
Captain McGinnis: No, it wasn't kept as a secret, but it was not advertised. Q: You received the Distinguished Flying Cross for that. Who presented that to you? Captain McGinnis: Yes. That was presented to me back in the Chief of Navy Operation's office in the Navy Department by Admiral Standley.

Google: "sizer, Edward v" XP3y-1

<https://www.history.navy.mil/content/dam/nhhc/research/publications/1910/0%20FrontMatter1.pdf>

United States Naval Aviation 1910-2010

by Mark L. Evans and Roy A. Grossnick, 2015, ISBN 978-0-945274-87-2 (hardback, two volumes)



With nearly 1,300 pages comprising the set, the free PDFs have been broken up into 23 smaller sections: by chapter for **Volume I** and by part for **Volume II**.

United States Naval Aviation 1910-2010 is the fifth and final hardbound edition of the series, which was initiated in 1960. That first issue celebrated the first 50 years of United States naval aviation and this two-volume set commemorates the centenary. Previous editions have proved an invaluable first-stop research tool to aviation, naval, and military historians. This edition breaks U.S. naval aviation history into two volumes: Chronology and Statistics. Both have greatly increased content over the previous edition beyond simply including years not previously covered. New and expanded research make these the definitive volumes on U.S. naval aviation's first century.



Information on Photographs

The illustrations in this volume are official U.S. Navy, Marine Corps, Coast Guard, or National Aeronautics and Space Administration (NASA) photographs. Negatives for most of these photographs exist at the Still Pictures Branch of the National Archives and Records Administration (NARA).

Photograph numbers for illustrations in the book appear at the end of the captions. The History and Archives Division of the Naval History and Heritage Command holds photographs with an NH or NAH preceding the number and images without photograph numbers. Coast Guard photographs—with a USCG preceding the number—exist at either the Coast Guard Historian's Office or NARA. The NASA images are located at NASA Headquarters, Public Affairs Office (News and Imaging Branch).

Illustrations containing numbers but not letter prefixes are U.S. Navy photographs. When ordering these images from NARA, please add USN in front of these numbers. Prefixes of K or KN indicate that the originals are in color; these, too, are USN photographs. All unnumbered images are official DOD photographs.

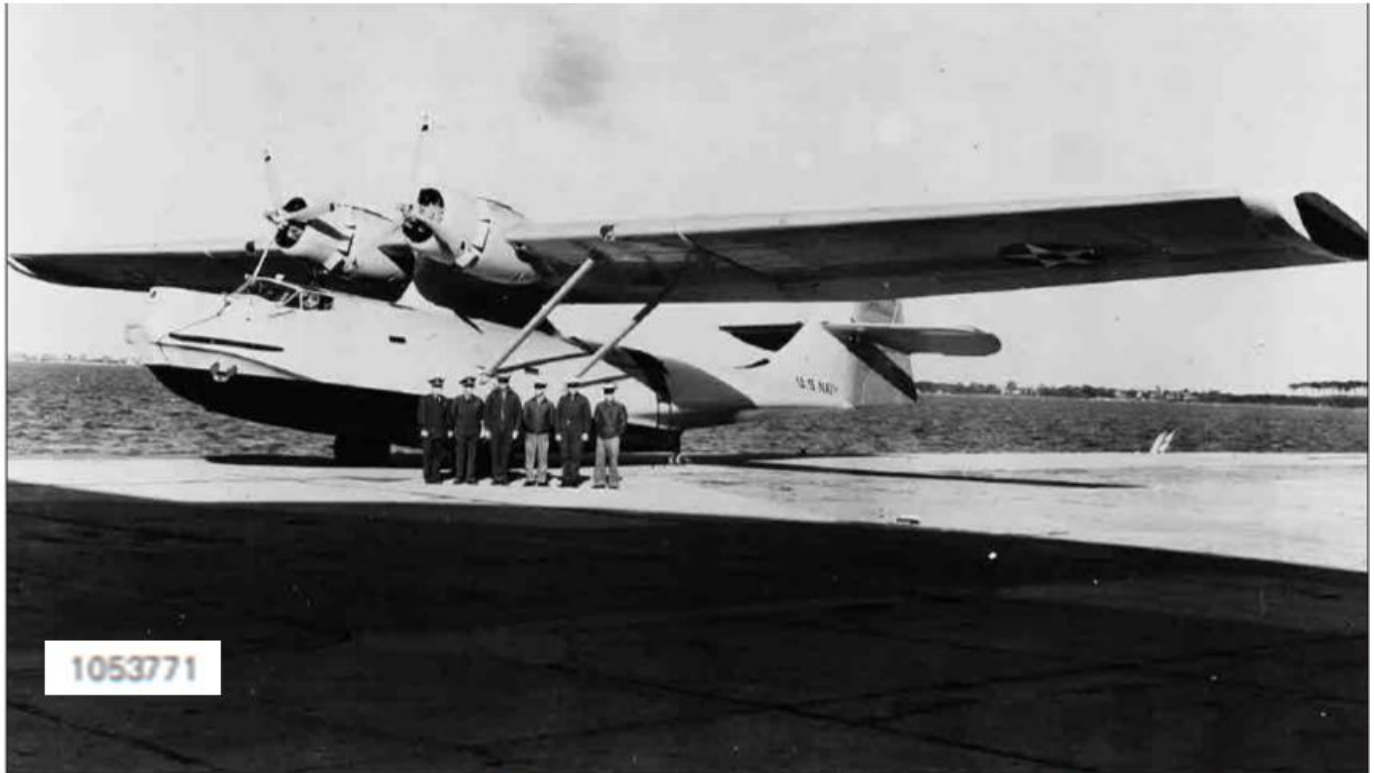
<https://www.archives.gov/research/order/still-pictures.html>

<https://www.archives.gov/research/order/still-pictures.html#inquire>

CHAPTER 4

The Great Depression

1930–1939

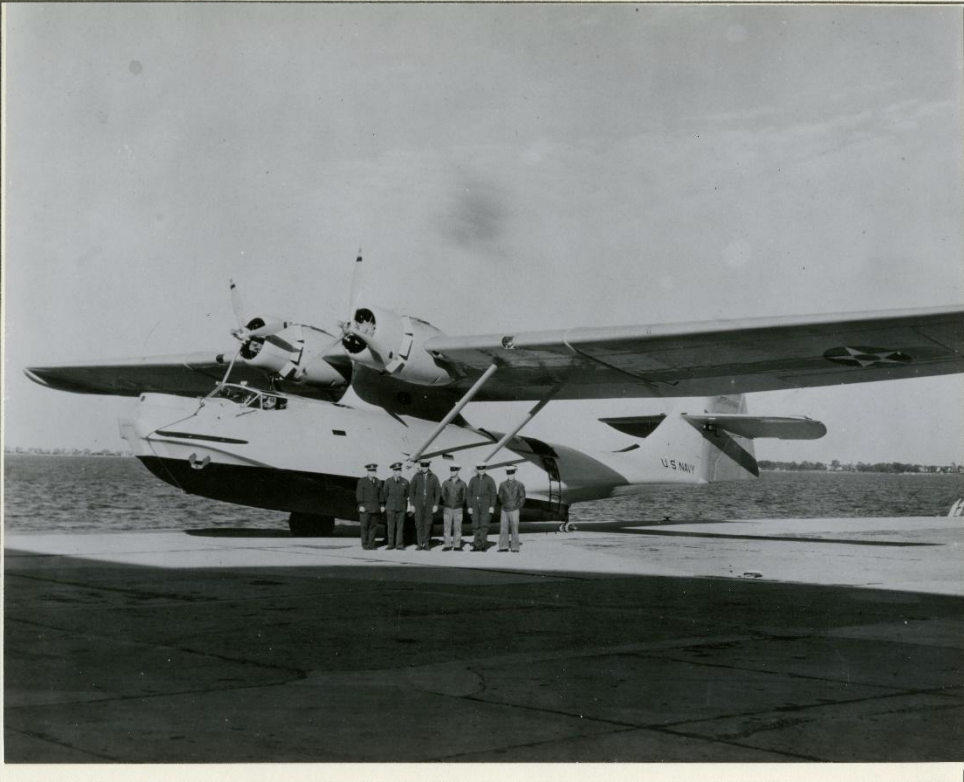


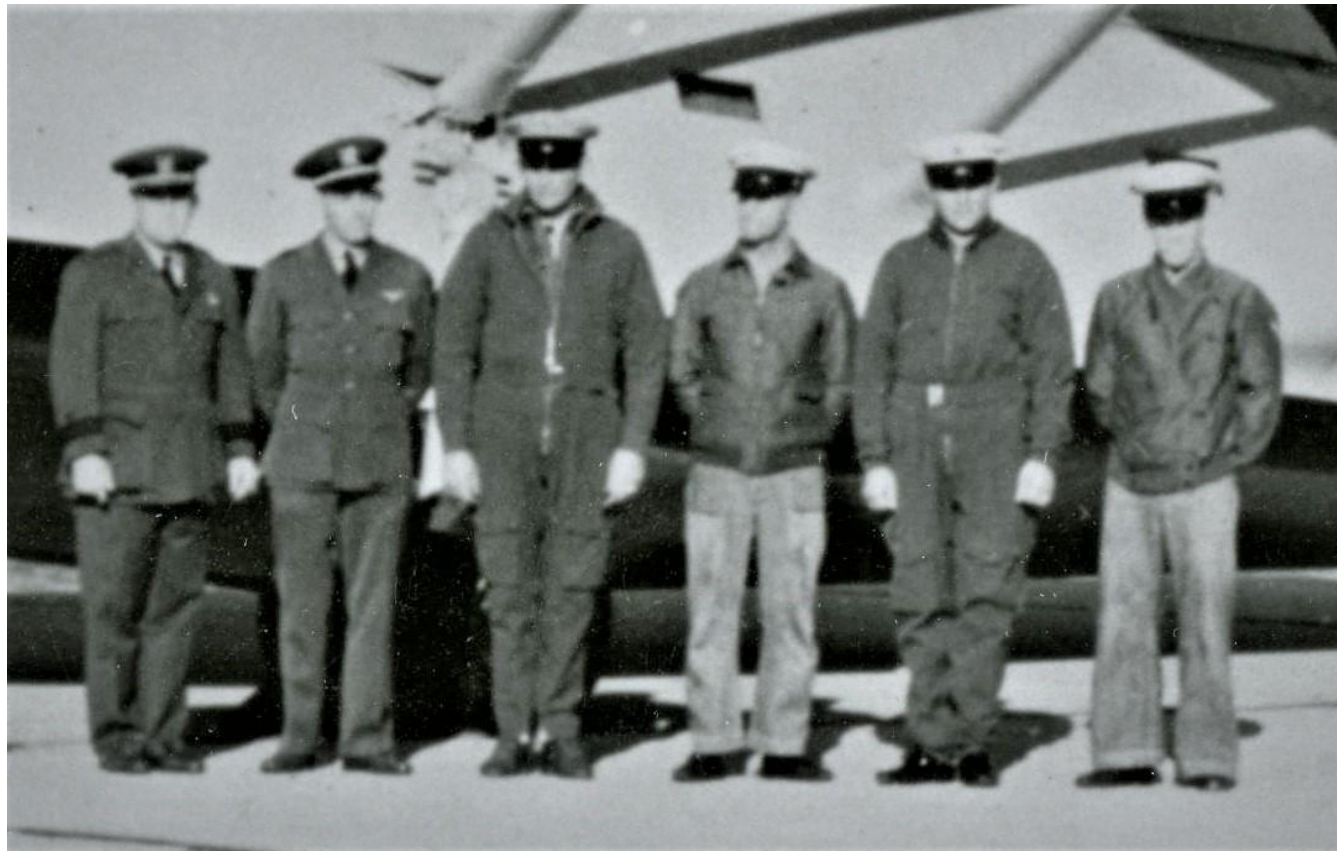
The XP3Y-1—the prototype Catalina—sets a 3,443-mile record when, under the command of Lt. Cmdr. Knefler McGinnis, shown here with his crew, it lands in Alameda, Calif., on 15 October 1935 after taking off from the Panama Canal Zone.

14 OCTOBER • Pilot Lt. Cmdr. Knefler McGinnis, Lt. j.g. James K. Averill, naval aviation pilot Thomas P. Wilkinson, and a crew of three completed a flight in the **XP3Y-1** patrol plane, powered with two 825-hp Pratt & Whitney engines, from Cristobal Harbor in the Panama Canal Zone to Alameda, Calif., in 34 hours 45 minutes into 15 October.

120 | The Great Depression

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

80-G-1053771		80-G	
USN NO.	DATE	PRNC-NPC-48 (REV. 11-51)	1053771 NEG 4X5
1053771	REC.4-61		
SUBJECT: XP3Y-1 AIRCRAFT			
CAPTION:			
XP3Y-1 COMMANDED BY K. MCGINNIS SET 3443 MILE RECORD ON NON-STOP FLIGHT FROM PANAMA TO ALAMEDA, OCTOBER 1935.			
LOCATION:			
PHOTOGRAPHER:			
TAKEN BY (UNIT):			
LOCAL NO.			
CLASSIFICATION			
RELEASED IF PUBLISHED CREDIT MUST BE GIVEN AS FOLLOWS "OFFICIAL PHOTOGRAPH U. S. NAVY"			



1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



Edward Vernon Sizer

👤 Sparrow Family Tree old

Spouse: Mary Katherine Hyland

Father: Edward L Sizer

Mother: Helen Wirt Smith

Birth: 9 May 1904 Chicago, Cook, Illinois, USA

Death: 4 Jan 1993 Rochester, Oakland, Michigan, USA

Residence: 1920 Washington, Fairfax, District of Columbia, USA



Edward Vernon Sizer

BIRTH 9 MAY 1904 • District of Columbia

DEATH 4 JAN 1993 • Troy, Oakland, Michigan

1904
(AGE)

Birth

9 May 1904 • District of Columbia
7 Sources

1906
1

Birth of Brother Frank L Sizer (1906–1954)

1 Feb 1906 • District of Columbia

1910
6

Residence

1910 • Precinct 8, Washington, District of Columbia, USA
Marital Status: Single; Relation to Head of House: Grandson
1 Source

1920
16

Residence

1920 • Dranesville, Fairfax, Virginia, USA
Relation to Head: Step Son; Relation to Head: Stepson; Residence
Marital Status: Single
1 Source

1926
22

Marriage

24 Sep 1926 • District of Columbia, USA
 **M Catherine Hyland**
(1899–1987)
1 Source

1930
26

Residence

1930 • Washington, District of Columbia, USA
Marital Status: Married; Relation to Head: Brother-in-law
1 Source

1935
31

Residence

1935
1 Source

1940
36

Residence

1940 • San Diego, San Diego, California, USA
Marital Status: Married; Relation to Head: Head
1 Source

1954
49

Death of Brother Frank L Sizer (1906–1954)

2 Feb 1954

1966
61

Death of Mother Helen W Smith (1880–1966)

29 Mar 1966

1987
82

Death of Wife M Catherine Hyland (1899–1987)

4 Jan 1987 • Churchton, Anne Arundel, Maryland, USA

1993
88

Death

4 Jan 1993 • Troy, Oakland, Michigan
2 Sources

Mary Catherine Sizer

BIRTH 2 Feb 1899

Maryland, USA

DEATH

4 Jan 1987 (aged 87)

Churchton, Anne Arundel County, Maryland, USA

BURIAL

[Our Lady of Sorrows Catholic Church Cemetery](#)

West River, Anne Arundel County, Maryland, USA

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



Form 2349-2, 10-1-54 (10-1-54)

ALWAYS WRITE WITH INK.

1245931

RETURN OF A BIRTH.

TO THE HEALTH OFFICER, WASHINGTON, D. C.

Special Notice to Midwives: This Birth Return is to be used ONLY in cases the child breathes or shows other evidence of LIFE after birth, in other cases, viz., of STILL-BIRTH—the Midwife must report IMMEDIATELY to the Coroner. This may be done through the nearest police station.

1. Date of Birth May 9 1904
2. Full Name of Father Edward Sizer
3. Full Name of Mother Edna West Sizer
4. Father's Birthplace Va
5. Mother's Birthplace (State or County) A.C.
6. Was it a Male or Female? Male
7. Was it White or Colored? White
8. If Twins or Triplets, state their Sex and Color _____
9. Number of Children Mother has given birth to, including present birth Five
10. Residence of Mother at Time of Delivery (St. and No.) 1715 9th St NW
11. Usual Residence of Mother Same
12. Mother's Maiden Name Smith
13. Father's Occupation Law maker

Signature of Medical Attendant H. R. Jones M.D.
Address 1731 12th St NW

6840 APR 5 1951

This is to certify that the above is a true and correct reproduction of the original filed on May 10, 1954 in the Bureau of Vital Statistics, Health Department, Washington, D. C.

Daniel L. Seckman
Daniel L. Seckman, M.D., Dr. P. H.,
Director of Public Health, D.C.

P. Giancoli
P. Giancoli - Assistant Chief,
Bureau of Vital Statistics


The Holy Sacrament of Baptism
✠ This is to Certify ✠

That EDWARD SIZER
The Son } of WILLIAM EDWARD SIZER
The Daughter } HELEN WIRT SMITH
and _____

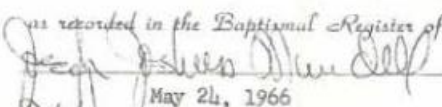
born in WASHINGTON, D. C. on MAY 9, 1904
CITY

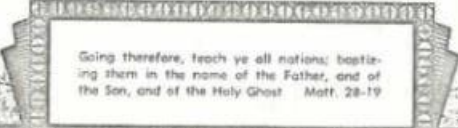
was Baptized on July 3, 1904 in the Church of
IMMACULATE CONCEPTION WASHINGTON, D. C.
CITY

✠ according to the Rite of the Roman Catholic Church ✠
by Rev. J. D. MARR

Sponsors were ELIZABETH SMITH and _____


SEAL OF CHURCH

as recorded in the Baptismal Register of this Church
 Pastor
Dated May 24, 1966


Going therefore, teach ye all nations; baptizing them in the name of the Father, and of the Son, and of the Holy Ghost Matt. 28-19
Vita-Cutter Printing Co.

OBITUARIES

America, Western Europe and Caribbean countries.

A native of New York, Mr. Hewitt studied at the University of California at Berkeley, Columbia University and the National War College.

Chairman of the United States Delegation to numerous multi-national conferences and meetings, he held senior diplomatic positions in seven overseas missions. He also held senior positions in the Bureau of Intelligence and Research and the Bureau of Economic and Business Affairs of the State Department.

His columns and articles have appeared in *The Christian Science Monitor*, *Newsday* and *The Reader's Digest* as well as a number of regional publications in the United States and Canada.

Since retirement from the State Department in 1968, he had been president of Global Business Access Limited of Washington, D.C.

He also enjoyed sailing, cooking and tennis.

Survivors include his wife, Livia P. Hewitt of Annapolis; one son, Navy Lt. j.g. Douglas Ian Hewitt of San Jose, Calif.; one daughter, Devon Elizabeth Hewitt of Washington, D.C.; two sisters, Sylvia Eliot of Silver Spring and Melanie Hewitt of New York.

A memorial service will be held at 11 a.m. Saturday at St. Mary's Roman Catholic Church. Arrangements are by Hardesty Funeral Home.

Memorial contributions can be sent to the American Heart Association, 177 Defense Highway, Annapolis, MD 21401.

Edward Sizer

Retired Navy Lt. Cmdr. Edward Vernon Sizer, 88, formerly of Franklin Manor in Churchton, died of a stroke Monday at Troy-Beaumont,

Mich., Hospital, after a brief illness.

Born in Washington, D.C., Cmdr. Sizer served for 30 years in the Navy and helped supervise the setting up of radar and radio for ships involved in the Bikini Atom Bomb Test. He was the radio operator on the Navy plane that set a transcontinental record for amphibious airplanes. The plane is in the Smithsonian Institution. He received numerous commendations for his military service.

After retiring, he worked for 10 years as an Armed Forces liaison for the Raytheon Corp. His interests were fishing, boating and church work.

His only survivors are one nephew, John Hyland of Troy, Mich., and a niece, Catherine Gregg of Newcastle, Mich. His wife, Mary Catherine Hyland Sizer, died in 1987.

A Mass of Christian burial will be offered at 11 a.m. tomorrow in Our Lady of Sorrows Roman Catholic Church in Owensville. Burial will be in the church cemetery. Arrangements are by the Hardesty Funeral Home in Galesville.

Memorial contributions may be made to the church, 101 Owensville Road, West River, MD 20788.

David Willis

Retired Army Col. David B. Willis, 59, of Severna Park, died of cancer yesterday at his home after a lengthy illness.

Col. Willis served in the Army more than 20 years, retiring 14 years ago.

He was born in Mount Silinda, Southern Rhodesia, Africa, raised in Painesville, Ohio, and moved to Severna Park from New York in 1981. He enjoyed golf and was a sports enthusiast.

Surviving are his wife, Linda; one son, Brent Willis of Hong Kong; two

140

LIEUTENANTS

Signal No.	Name	Special courses and qualifications	Date of temporary rank	Permanent status		Date of birth	Date of entry
				Rank	Date of rank		
12403	Sahuel Thomas Walton	- - - - -	do	do	- - - - -	24 July 01	3 Apr. 43
12404	Edward Vernon Sizer	- - - - -	do	do	- - - - -	25 Aug. 01	14 June 43
12405	Everett Clayton Taylor	- - - - -	do	do	- - - - -	9 May 04	do
			do	do	- - - - -	9 Oct. 02	16 May 43

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch


Desrosiers Family Tree


 Donna Huot
 Scarborough, Maine, USA



Mary Catherine Hyland
Desrosiers Family Tree

Spouse: Edward Vernon Sizer

Birth: 28 Feb 1899 Washington, District of Columbia, USA

Death: 4 Jan 1987 Churchton, Anne Arundel, Maryland, USA

Residence: 1 Apr 1940 Washington, San Diego, District of Columbia, USA



Mary Katherine Hyland
BIRTH 28 FEB 1899 • District Of Columbia
DEATH 04 JAN 1987 • Churchton, Anne Arundel, Maryland, USA

1899 (AGE) Birth 28 Feb 1899 • Washington, District of Columbia, USA 7 Sources	
1900 1 Residence 1900 • Washington, Washington, District of Columbia, USA Marital Status: Single; Relation to Head of House: Daughter 1 Source	
1910 11 Residence 1910 • Precinct 3, Washington, District of Columbia, USA Marital Status: Single; Relation to Head of House: Daughter 1 Source	1940 41 Residence 1 Apr 1940 • San Diego, San Diego, California, USA Marital Status: Married; Relation to Head of House: Wife 1 Source
1920 21 Residence 1920 • Washington, Washington, District of Columbia, USA Marital Status: Single; Relationship: Daughter 1 Source	1948 49 Residence 1948 • San Diego, San Diego, California, USA 1 Source
1926 27 Marriage 24 Sep 1926 • Chicago, Cook, Illinois, USA  Edward Vernon Sizer /c of Jill (1904–1993)	1987 87 Death 4 Jan 1987 • Churchton, Anne Arundel, Maryland, USA 2 Sources
1930 31 Residence 1930 • Washington, Washington, District of Columbia, USA Marital Status: Married; Relation to Head of House: Sister 1 Source	1987 Burial Jan 1987 • West River, Anne Arundel County, Maryland, USA Our Lady of Sorrows Church Cemetery 1 Source

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch

VITAL STATISTICS

LICENSED TO MARRY.

Harvey A. Standiford, 24, and Mildred H. McCarty, 21. The Rev. A. W. Murphy.

Manassas, 20, and Dovie Grimes, 31, of Manassas. The Rev. T. J. Brown.

Edward V. Sizer, 22, and Mary K. Hyland, 27. The Rev. A. W. Murphy.

Edward Sizer marriage 23-9-1926



ncunningham
Dallas, Texas, USA

Been at genealogy for 35 years, I am
Love to talk to you about any conne
Please email me directly!
cunningb2@gmail.com

Search Filters

Broad ☐ Exact ☐

mary katherine

hyland

BORN: 1890

COLLECTION:

LIST OF UNITED STATES CITIZENS (FOR THE IMMIGRATION AUTHORITIES)							
S. S. "CRISTOBAL"		sailing from CRISTOBAL, CANAL ZONE		JANUARY 13TH, 1935		Arriving at Port of NEW YORK, N. Y., JANUARY 21ST, 1935	
No. on List	NAME IN FULL		AGE		Sex	IF NATIVE OF UNITED STATES INSULAR POSSESSION OR IF NATIVE OF UNITED STATES, GIVE DATE AND PLACE OF BIRTH (CITY OR TOWN AND STATE)	IF NATURALIZED, GIVE NAME AND LOCATION OF COURT WHICH ISSUED NATURALIZATION PAPERS, AND DATE OF PAPERS
	FAMILY NAME	GIVEN NAME	Yrs.	Mo.			ADDRESS IN UNITED STATES
1	STRANGE	MARY	30		F.	M. LAWRENCEBURG, KY., MARCH 18, 1904	LAWRENCEBURG, KENTUCKY
2	STRANGE	BOBBY	2	6	M.	S. GHELEBYVILLE, KY., MARCH 4, 1932	DO
3	STEDMAN	DOROTHY A.	26		F.	M.	ROUND TRIP TOURIST
4	SCHMIDT	LILLIAN	29		F.	M. BROOKLYN, N.Y., AUG. 5, 1905	65 MAPLE AVE., NEW ROCHELLE, N.Y.
5	SIZER	MARY K.	35		F.	M. WASHINGTON, D.C., FEB. 28, 1899	1033 SENEGA AVE., BROOKLYN, N. Y.
6	SMITH	GERTRUDE A.	33		F.	S. ANSONIA, CONN., AUG. 10, 1901	1336 RANDOLPH ST., N.E. WASHINGTON, D. C.

296

No. 135796

DISTRICT OF COLUMBIA, ss:

I, Edward V. Sizer

applicant for the issuance of a Marriage License to the persons named herein, do solemnly swear (affirm) that the answers to the following interrogatories are true, to the best of my knowledge and belief: SO HELP ME GOD.

	Male.	Female.
Name.....	<u>Edward V. Sizer</u>	<u>Mary K. Hyland</u>
Age.....	<u>22</u> years	<u>27</u> years
Color.....	<u>White</u>	<u>White</u>
Relationship.....	<u>Spouse</u>	<u>Spouse</u>
Former marriages.....	<u>None</u>	<u>None</u>

Witness:

Subscribed and sworn to before me this 22 day of Sept, 1935

Edward V. Sizer

R. E. Cunningham, Clerk.

By R. E. Cunningham, Assistant Clerk.

No. 135796

The Sydney Morning Herald Tue 25 Jun 1935

FLYING BOAT. — World Distance Record.

PARIS, June 24.

The four-engined flying boat Croix du Sud landed at Ziguinchor (Senegal) after a flight of 2612 miles from Cherbourg. The flight, subject to official confirmation, gives the world distance record for seaplanes to France, which already holds the land 'plane distance record.

The Croix du Sud has crossed the South Atlantic four times.

The airmen descended 250 miles short of their objective, Konakry (French Guinea), although they flew a sufficient distance to beat the Italian record of 2567 miles.

Britain now holds none of the major world records for distance, altitude, or speed for either land or sea 'planes. The Air Ministry recently ordered the building of two land 'planes to attack the distance and altitude records.

FLYING BOAT.

World Distance Record.

PARIS, June 24.

The four-engined flying boat Croix du Sud landed at Ziguinchor (Senegal) after a flight of 2612 miles from Cherbourg. The flight, subject to official confirmation, gives the world distance record for seaplanes to France, which already holds the land 'plane distance record.

The Croix du Sud has crossed the South Atlantic four times.

The airmen descended 250 miles short of their objective, Konakry (French Guinea), although they flew a sufficient distance to beat the Italian record of 2567 miles.

Britain now holds none of the major world records for distance, altitude, or speed for either land or sea 'planes. The Air Ministry recently ordered the building of two land 'planes to attack the distance and altitude records.



On the wrist, a Patek Philippe reference 404 with a possibly unique dial. But beyond the spectacular three-tone Art-Deco style dial and the beautiful curved long Patek Philippe & Co. signature on the dial is the engraving on the back commemorating the flight of the French seaplane the "Croix du Sud" from Cherbourg, France to Ziguinchor, Senegal. Lieutenant de vaisseau Henri-Laurent Dailliere, a French aviation legend, presumably purchased or was given this watch

upon his return to France.

1935 Lt. Edward V Sizer – XP3Y-1 Record Flight / Elgin Avigo 1458 Presentation Watch



Henri-Laurent Daillière ([Tours](#) , [February 26 , 1901](#)-
off [Freetown](#) , [October 11 , 1942](#)), is a French naval officer and aviator.

He entered the [Naval School](#) in October 1919 and out-Lieutenant 2^e class October 1921. Attached to the artillery department battleship [Voltaire](#) in [Brest](#) in 1923, is taught in 1st class in October, it serves as second on the [Meuse](#) at the Naval School in 1921-1925 and then goes to the submarine [Cherbourg](#) as the second [Pierre Chailley](#) and obtained in 1927 the certificate of aptitude for underwater navigation.

Second in the [Bellone](#) submarine at Brest, he served in 1929 at the [Rochefort](#) maritime aeronautical training center and was promoted to lieutenant in February 1929.

In October 1929, he obtained his [fighter pilot 's license](#) and became a major at the [École de Rochefort](#). He then commanded from 1930 to 1932 a squadron then the training section at the base of Cherbourg-Chantereyre.

Instructor at the Air Navigation School in Brest, he commanded the 2S 1 squadron (1933-1935) and gained November 1934 the Guilbaud cup.

In June 1935, he broke the world record for distance on seaplanes as second in the *Croix-du-Sud* .

June 23, 1935: world record for seaplane distance. Lieutenant Paul Hébrard and Daillière break the world distance record aboard a Latécoère 300 La Croix-du-Sud seaplane. Departing from Cherbourg, they reach Ziguinchor in Senegal after 32 hours of flight and 4347 k

On November 28, 1934, the Commander Guilbaud Cup was awarded to him.

In 1935, aboard the postal seaplane *La Croix du Sud* and in the company of LV Paul Hébrard, he broke the world record for distance by seaplane, in traveling 4449 km in a thirty-two hour flight between Cherbourg and Ziguinchor (Senegal)

By decree of June 22, 1939, he was promoted to officer of the Legion of Honor.

MANCHESTER GUARDIAN,

JUNE 24, 1935

FRENCH SEAPLANE'S FLIGHT

Long-Distance Record

PARIS, JUNE 23.

France now holds the records for long-distance flights both for land and sea. The seaplane *Croix du Sud* landed at Ziguinchor, Senegal, at 2 10 this afternoon, local time, and won from the Italians the long-distance world record for seaplanes, though by only a small margin.

The machine left Cherbourg at 8 26 yesterday morning with a crew of six to fly without stopping to Konakry, in French Guinea, 2,875 miles from Cherbourg. Ziguinchor is about 260 miles from Konakry. The Italian record was set up last October by a flight from Montefalcone, Italy, to Massana, Eritrea, a distance of 2,531 miles.

The world record for land planes was won for France by Codos and Rossi with a distance of 6,000 miles.—Reuter.