

VETERAN PILOT CAMERA HOBBYIST

IT'S no more difficult to snap a good aerial photograph than it is to make a picture of little Johnny in the back yard, according to Captain W. H. Proctor, who pilots Flagships between Chicago and New York for American Airlines, Inc.

And Captain Proctor ought to know because he has made pictures "as long as he can remember" and has flown more than a million miles.

"The fact that scores of airline pas-

sengers ask stewardesses about how to shoot aerial pictures indicates that they don't realize just how simple it is," the pilot said when interviewed recently.

There is always some doubt in the mind of the passenger that he can shoot a clear picture through the Flagship window, Captain Proctor continued.

"You can forget that worry from the outset," he said, "because the



Capt. W. H. Proctor of American Airlines, Inc. shows his camera, a Super Ikonta B, to Stewardess June Marwede, after they have just come in from a flight.

Photo: American Airlines, Inc.



As Aaron Burr traveled down the Ohio River, an Ex-Vice President of the United States, fleeing from two indictments for the murder of his law partner, he came upon an island just below Parkersburg, W.Va.—Blennerhassett Island. Here he met Harmon Blennerhassett; established headquarters; assembled the expedition which was to conquer Mexico and the Southwest and establish a new Empire. Here his dream ended when the United States Militia raided the island, imprisoned Blennerhassett and practically destroyed the beautiful estate. No signs remain visible from the air, but it isn't hard to do a little dreaming as we fly past the island on the Washington-Cincinnati route.

W. H. PROCTOR

window is made of highest grade, clear laminated materials. The important thing to remember is to keep your camera at a right angle to the glass, to avoid reflections. And don't let the camera touch the window sill; the plane's vibration will blur the picture."

Captain Proctor owns a Super Ikonta B and a 3 1/4 by 4 1/4 Speed Graphic but he said that slow-speed box cameras often take good clear aerial pictures except during takeoffs and landings.

"If you own a camera that will shoot as fast as a two or three hundredth of a second, you can get some excellent shots near the ground while the Flagship is circling over the airport."

This avoids having to shoot through haze which Captain Proctor warns is the cause of more aerial pictures being ruined than anything else.

"There are certain vantage points on a Flagship more favorable for pictures than others," he declared. "The rear seats provide the most unobstructed view outside. But shooting from the front seats enables one to catch part of the motor, whirling propellers and wing tip, thus adding interest and depth to your picture."

One of the Captain's shots drew considerable attention several years ago—that of the supposed Mason-Dixon line, near Cumberland, Md.

Proctor's picture shows a line through the trees which *may have* been laid out in 1767 by the English surveyors Charles Mason and Jeremiah Dixon, to mark the boundary between the colonies of Pennsylvania and Maryland.

The Captain generally carries his two cameras with him everywhere he goes, in addition to a book describing every historical point on his route.

He has a darkroom with two enlargers and all necessary equipment for printing pictures, which, of course, includes Defender supplies.

The Captain lives in River Forest, Illinois, and is chairman of the American Airlines group of the Airline Pilots Association. He made his first solo flight in 1918 with the army air corps at Ellington Field, Texas, then served with the First Provisional Wing, 51st Aero Squadron.

Before the war Captain Proctor was a fur trader in northern Canada. He has been in the real estate business and served as a municipal court judge in Cocoon Grove, Florida.

He joined American Airlines, Inc., in 1927 and since then has flown nearly all the company's routes at one time or another. His record shows over ten thousand flying hours.