

AVIATION

Illustrated

TM

“Mr. Starship”
Walter “Matt” Jefferies

Clippers At The Golden Gate
Pathways To Adventure



When Birds Fly Backwards
Flying With Canada's 410 “Cougar” Sqn.

Relive an historic flight with
First Over Germany

VOLUME1 NUMBER4 DECEMBER 1996



0 71896 48317 8 12>
\$4.95 U.S. \$5.95 CANADA £2.95 U.K.

"MR. STARSHIP"

Aviation Artist, Walter Matthew Jefferies

To EFFIE
Walter (Matt)
Jefferies

by Ann Cooper

Assisted by John Perry and Jim Bender.

Aviation art types swarm in and out of a particular restaurant and a particular hangar at Santa Paula Airport, California, because of one particular guy—Walter Matthews "Matt" Jefferies. The man is incredible. An artist with rare and unique talents, he is not only a pilot of his 1935 Waco Custom Cabin YOC biplane—and has been a licensed pilot for longer than he cares to remember, (1946 to be precise) but he has also fully restored the beautiful craft to perfection and sees that its finish remains lustrous.

Santa Paula's *Logsdon's Restaurant* reflects his talent with walls decorated by his unique aircraft paintings, unless, of course, one is removed because a customer has decided that he or she can't live without it. Matt's most recent birthday was well attended. Had all those, who in their absence sent cards and gifts actually attended, the airport would have been filled to capacity!

The Jefferies' hangar oozes with nostalgia. Art decorates its entirety. The hangar, which is home to Jefferies' pride and joy, the two-winged beauty that has belonged to him since 1967 also contains a tidy apartment hideaway for Matt and his wife Mary Ann.

Floor space in the hangar has been shared for over twenty-five years with a 1940 Culver Cadet. This little beauty is owned by Bob and Onieda Hathaway, the hangar's co-owners. These two birds and other Santa Paula antiques have provided artists attending the annual gathering aerial jaunts about the scenic Santa Clarita valley.



(above) Walter "Matt" Jefferies with his much treasured WACO.

Photo Jim Bender

Matt had been searching for an open cockpit Waco to purchase and to restore when he came across an ad that drew him to Reno, Nevada. Matt and his friend, Bob O'Hara, traveled by commercial airline to Reno, carrying parachutes that brought surprised and quizzical looks to the face of the flight attendant who seated them. Once located, the Waco in question was a neglected craft perched in the weeds next to a runway that had not been flown in several months.

Matt and Bob performed a walk-around preflight, checked the engine, decided that it appeared to be airworthy, and flew it from the four-thousand foot elevation of Reno to Santa Paula, climbing to cross some fairly respectable mountains of the Sierra Nevada enroute. Once ensconced in his hangar, the Waco

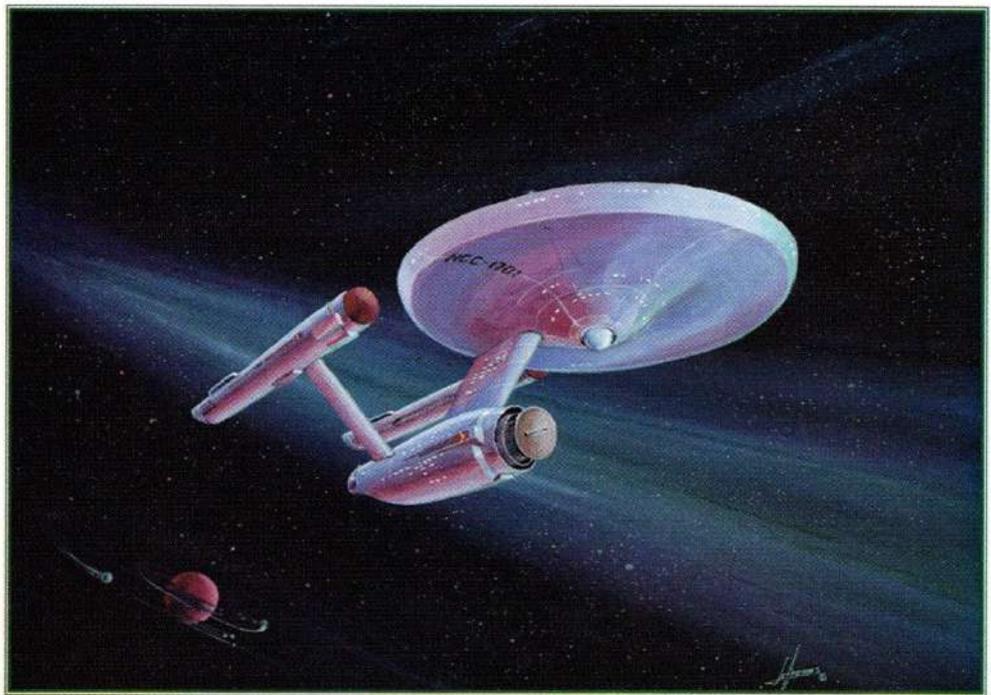
was reduced to the bare essentials and fully restored. Matt toiled over his prize for almost one decade before it was flyable. Once test-hopped and determined to be all that he wanted it to be, it took another full year to finish the exterior and complete the makeover. No Hollywood star had been through such a lengthy and arduous beautification process with more tender loving care.

Having belonged to the Adjutant General of the State of Indiana, the craft had originally been registered as NS40Y, but the registration remained with the office and Matt's craft had to be re-registered. The antique beauty, NC17740, is powered by a 245 horsepower Jacobs radial engine and has taken Matt and his wife, Mary Ann, on many a jaunt and given them more pleasure than Matt ever would have believed possible.

Born and educated through high school in Richmond, Virginia in the golden age when airplanes drew every young boy to the nearest mowed field on which a barnstormer plied his trade, Jefferies was like every other child of the bicycle crowd. Any craft that buzzed in for the excitement, and to earn its pilot a few dollars to keep the aerial steed in fuel and oil, was fair game to this lad. Each provided the inspiration that fired his imagination, a creative fancy that has remained a lasting flame. The boy was an avid modeler from the fifth grade and is now not only a walking encyclopedia of aviation lore, but a purveyor of the beauty of flight. His collection of aircraft photographs nears 50,000 and began, innocently enough, when a neighbor and World War I fighter pilot, William Heaslip, gave him the photo files from a magazine that was ceasing production, *Sportsman Pilot*. The start given Jefferies blossomed into a complete and enviable historical aviation photo collection; a collection that has served him well in the research for paintings and that has spurred him into searching for a library that can properly house, protect, preserve, and make available to others his rich legacy. Plans are being arranged at this time with Wright State University, in Dayton, Ohio—the Birthplace of Aviation and home to the collection of memorabilia of Wilbur and Orville Wright—to become the repository for collections of the artists of the American Society of Aviation Artists. Thanks are due Matt Jefferies for initiating that liaison.

A book that delineates the saga of Walter Matthews Jefferies has recently been published. Complete books could be written about each of the varied chapters of his life.

Jefferies, whose eyesight prevented him from becoming a combat pilot, enlisted in the National Guard in an infantry company when his country needed him in 1941. Transferred to the Army Air Corps, he wore the uniform of his country with the 8th, 12th and 15th Air Forces in England, Africa, and Italy before armistice brought him back to civilian life in 1945. During World War II, he served in England with the 301st Bomb Group, an electrical specialist on B-17 Flying Fortresses and also served as a flight

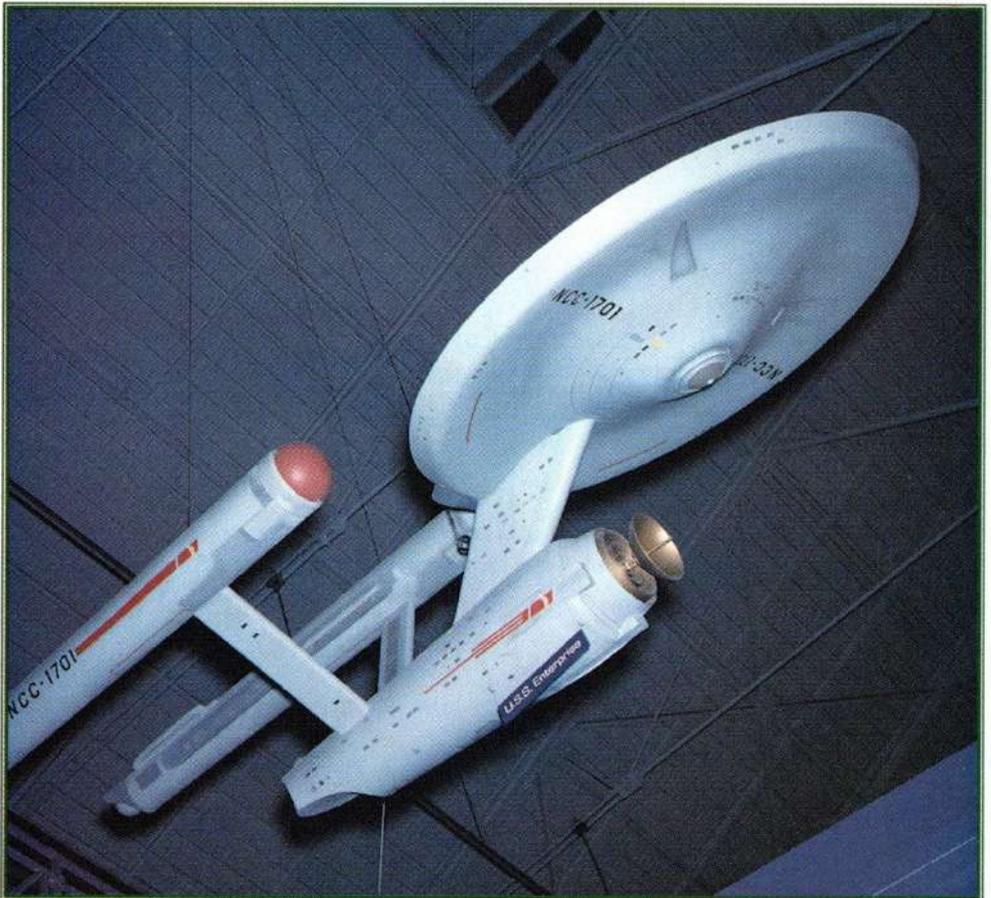


(above) "Star Ship Enterprise". 20" x 24". Acrylic.

Courtesy Mr. & Mrs. Chris Story.

(below) Model of Star Trek's "Enterprise" at the Smithsonian Arts and Industries Building.

Photo courtesy of Hank Caruso.



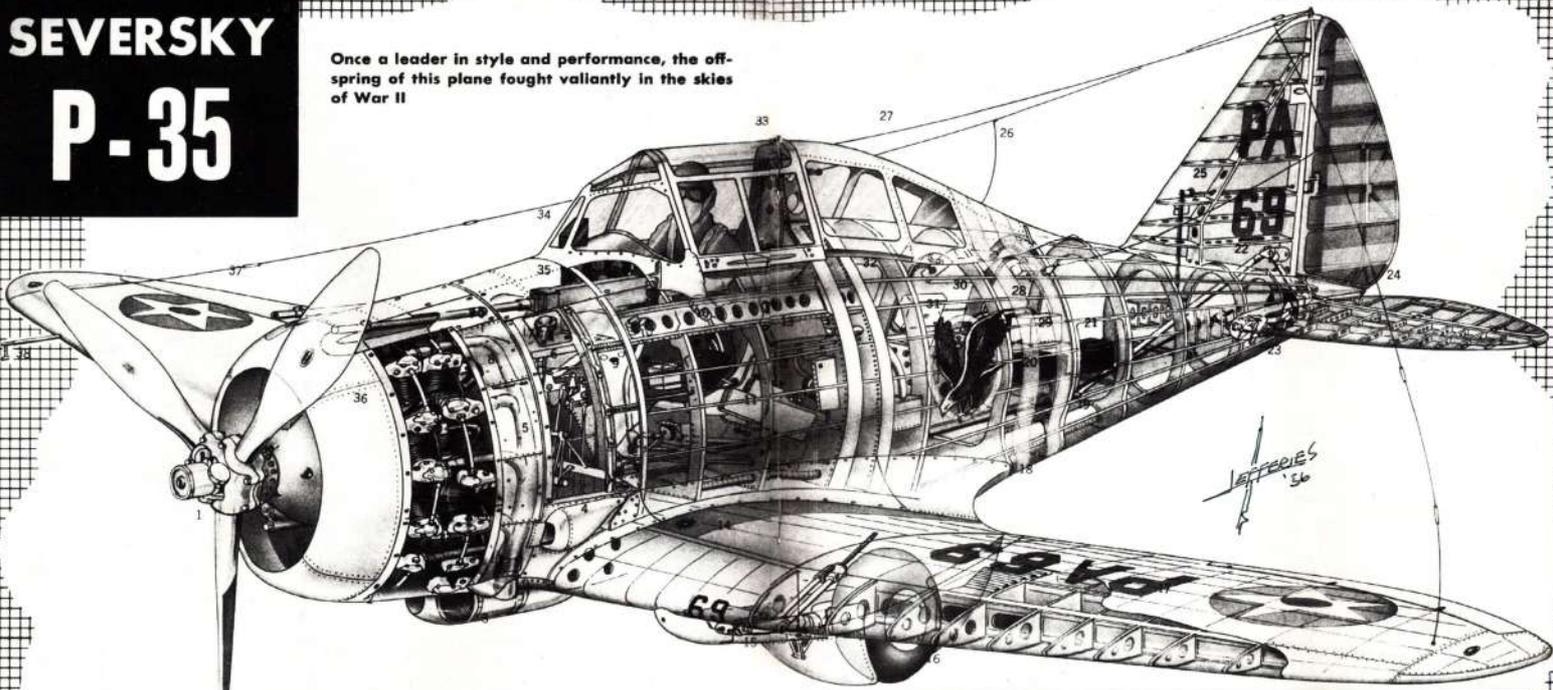
test engineer in Algeria and Italy, logging 1,000 hours flight testing B-17s, B-24s, B-25s, C-47s and Catalina flying boats.

In 1946, he met Vincent "Squeek" Burnett, famed aerobatic pilot who had been a star in Jimmie and Jessie Woods' Flying Aces Air Circus, the longest-run-

ning of the U.S. air circuses. The Flying Aces were shut down by government officials of the Civil Aeronautics Administration (CAA), ostensibly to keep "stunt flyers" from discouraging the public from believing that flying was a safe and useful mode of transportation. In addition, the CAA was reacting to the

SEVERSKY P-35

Once a leader in style and performance, the offspring of this plane fought valiantly in the skies of War II



- | | |
|---|---|
| 1. 3-blade Hamilton Standard constant-speed propeller, 107 1/2" diam. | 20. Command radio receiver |
| 2. Pratt and Whitney R-1830-9 | 21. Battery |
| 3. Oil Cooler | 22. Elevator control rod |
| 4. Carburetor air intake | 23. Tail wheel, electrically retractable |
| 5. Stainless steel exhaust manifold collector ring | 24. Stainless steel structure, fabric-covered control surfaces |
| 6. Engine controls | 25. Rudder trim tab control |
| 7. Oil tank, 12 gal. | 26. Command radio receiver antenna |
| 8. Cowling flaps | 27. Command radio transmitter antenna |
| 9. Ammunition boxes | 28. Oxygen bottles |
| 10. Throttle controls | 29. Command radio transmitter |
| 11. Landing gear and flap reaction controls | 30. 27th Pursuit Squadron insignia |
| 12. Trim tab controls | 31. Radio amplifier |
| 13. Electrical switch panel | 32. Baggage compartment door, right side |
| 14. 200 gal. fuel tank, integral with wing center section | 33. Filled headrest and overture structure |
| 15. Landing gear, electrically retractable | 34. Electric gunlight |
| 16. Haves wheels and 27" smooth contour tires | 35. .30 cal. machine guns (2) |
| 17. First Pursuit Group identification markings | 36. White squadron identification color band on nose cowl (originally white, then yellow) |
| 18. Double 5" white stripes, squadron commander (originally white, then yellow) | 37. Stainless steel structure, fabric covered aileron |
| 19. 2 flare racks | 38. Pint tube |

This excellent cutaway drawing, above, of the Seversky P-35 is self evident reason for the reputation of aviation artist Walter "Matt" Jefferies. Of particular note are the fine structural details of the airplane, proof of painstaking research and superb drafting skills. As to the P-35, it was actually a development of the Sev-3 Amphibian which had a close resemblance to the fighter, but was mounted on specially designed pivoting floats with retractable wheels. With this amphibian, Major de Seversky established a number of impressive speed records.

The markings depicted above are for the C.O.'s plane, 27th Pursuit Squadron, 1st Pursuit Group.



(left) "Hi-Hats". 18" x 24". Courtesy the artist.

war that had erupted in Europe and appeared to be reaching its tentacles across the Atlantic Ocean to involve an America that was ill-prepared with airplanes or pilots to respond. "Squeek" Burnett, out of a job with the closed air circus, entered the service of his country and went on to prove his piloting talents during WWII. He served as a pilot with General James "Jimmy" Doolittle and achieved fame as the one to demonstrate the Martin B-26 Marauder. "Squeek", an excellent pilot, demonstrated ably that the aircraft didn't deserve its bum rap; he showed that the accusing finger for the numerous accidents in which the B-26's were involved could be pointed directly at poor pilot training. Squeek, who could all but turn a B-26 inside out, emphasized that pilot training itself was in need of up-grading and improvement.

Squeek Burnett was Matt Jefferies' first flight instructor, and better training the young Jefferies couldn't find. While earning his pilots rating at College Park,

Netscape - [Aviation Illustrated Magazine Online - Home Page]

File Edit View Go Bookmarks Options Directory Window Help

Back Forward Home Edit Reload Images Open Print Find Stop

Location: <http://www.aviationillustrated.com/>

What's New? What's Cool? Destinations Net Search People Software

[CLASSIFIEDS](#)
[LINKS](#)
[NOTICE BOARD](#)
[GIFT SHOP](#)

[PHOTOS](#)
[MAGAZINE](#)
[GALLERIES](#)
[FLIGHT SIMS](#)

Online
AVIATION
Illustrated

www.aviationillustrated.com

Come Fly With Us!

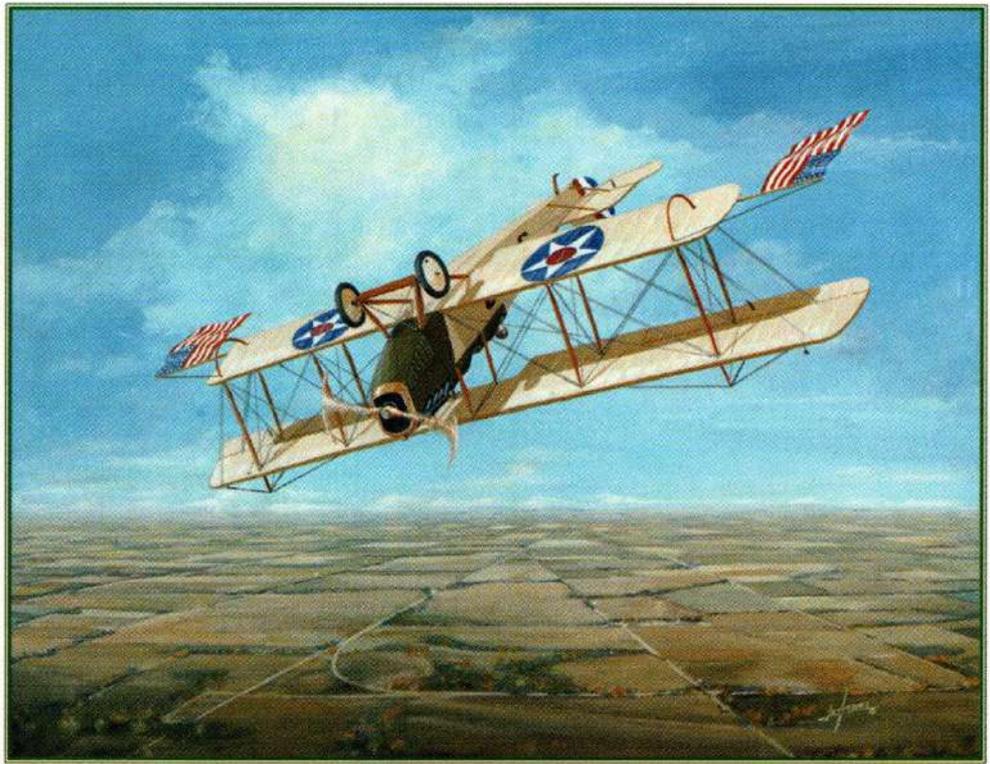
Browse through to our latest edition of *Aviation Illustrated* and see what is happening in the world of aviation art, history, collectibles and many other aviation related topics. If you are not yet a subscriber and wish to become one you can Subscribe Online thus ensuring you won't miss out on these highly sought after editions.

(right) "Flying Frolic" November 12, 1918. 20" x 24". Acrylic. Courtesy the artist.

Maryland, under the G.I. Bill, Jefferies knew that he was being trained at the first military airport in the United States. Simultaneously, Jefferies was employed by Fred Weick's Erco, the manufacturing company that built Ercoupe aircraft. It was also in College Park that Walt met Mary Ann, the love of his life.

As an artist for Erco, Jefferies used his talent to produce sales brochures, advertising material and to illustrate manuals. He illustrated "How To Fly The Ercoupe," which took him into sales and gave him the opportunity to fly. He demonstrated the popular craft, known for its lack of rudder pedals—real feet-on-the-floor, seat-of-the-pants flying.

The lightplane industry never did enjoy the upsurge expected with the end of WWII, so Jefferies soon was looking for another job. Hired at the Library of Congress, he worked in the Air Research Division as a scientific illustrator and the



assistant chief of graphics. A master of the scale drawing, Walt went on to become the technical editor of Air Progress, when it was the successful Street & Smith's magazine, and American Modeler.

An early contributor and life member (#1!) of the American Aviation Historical Society (AAHS), he was its director and technical editor for most of the 1960s and elected as a member of the Board of Directors in 1964. In 1986, he was



APOLLO 11 SALUTE

*THE FIRST BRONZE SCULPTURE
IN A SERIES BY THE ARTIST*

James J. Todd

"APOLLO 11 SALUTE" captures a moment in history that went on to inspire a generation. The first men on the moon and the raising of the American flag, July 20, 1969.

This 54 pound bronze sculpture measures 26" x 14" x 14". Mounted on black granite with rotating walnut base. Each hand finished by the artist. Edition limited to 50 s/n. Includes shipping, insurance & handling. U.S. \$4800.00

JAMES TODD Studios

5164 Folkstone, Troy MI 48098 Tel. (810)-879-8022
Fax (810)-879-4582

Internet at <http://bigweb.com/jtodd>

E-mail jtodd@bigweb.com

named AAHS Artist of the Year and, when he retired from the Board of Directors in 1995, he had amassed an enviable record of nearly thirty years of valuable contribution.

Heading to the exhortation of John Soule that was popularized by Horace Greeley, "Go West, Young Man," Jefferies migrated to the California that he still calls home. His brother, Philip, an illustrator for the Warner Brothers Studio, had asked for Matt's expertise in the set design of a B-52 mock-up. However, his set design assignments, according to writer Don Downie, "were not all aircraft. He developed the 20-foot-long mechanical shark for *Old Man and the Sea* starring Spencer Tract and drew everything from breweries to bordellos for the screen."¹

For a man who has flown from the Golden Age to the Silver Screen and beyond, Jefferies exemplifies the painter of aircraft who is meticulous in the detail in each and every depiction that he renders. An expert in the history of the WACO biplane and lover of the particular one that he so carefully restored and flies

to this day, he also is the visionary who captured the untold millions of fans with his imaginative creation of the Starship Enterprise. He designed the interior and the exterior of the inter-galactic, futuristic ship as well as the Klingon spaceship. In addition to Star Trek, "Mr. Starship" was the television art director for such well-known shows as Mission Impossible, Little House on the Prairie and Dallas to name but a few. Additional credits include The Loneliest Runner, Terror On The 40th Floor, Weekend of Terror, Escape, and Stone. He worked on the pilot films for Star Trek, Mission Impossible, Love American Style, Father Murphy, RipTide, Barefoot In The Park, Young Lawyers, Long Hunt of April Savage, and Catch 22 and has motion picture credits for Wreck of Mary Deere, Bull Halsey Story, Never So Few, and Crowded Sky.

In Star Trek alone, he worked for three seasons that equated to 79 one-hour episodes!

After working on Ben Casey and returning from vacation, Matt found his desk was missing. When he inquired about its whereabouts, he was told it had been moved to a bigger art studio, and that he would be working with a man called Gene Roddenberry on a new pilot program. Centerpiece to the theme would be the creation of a revolutionary new Star Ship. Unlike similar crafts of the era, this ship would embody mans quest for intelligence far beyond our galaxy and to establish peaceful and lasting communication...wherever possible!

Taking the task in hand, Matt gathered together all available space craft images and reference material and methodically posted them up on a wall in the studio. Under Gene Roddenberry's guidance the design parameters were defined. As Matt recalls Gene's only instructions were, "See all these designs? Well design me a star ship that doesn't look like any of this!"

The first mock-up off the drawing board strongly resembled the craft we are all so familiar with today with a disk-like living structure and two engines mounted above. This was duly submitted for approval to the group but was rejected as "close but not quite what we're look-

ing for". Knowing how the "system" worked, Matt went back to his studio, removed the decals, turned the craft upside-down and reapplied the same decals. He waited a week and resubmitted the "new" craft which was immediately accepted!

With the exterior design approved, Matt went on to create the interior of the star ship beginning with a table top model of the entire sound stage set to be used for reference by the television production crew. Many Star Trek fans and collectors are familiar with the term "Jefferies Tube", an engineering access tunnel which is in fact named after Matt.

His Starship Enterprise—is there anyone alive who does not know of it?—is rapidly becoming a classic and proof that this artist is adept at painting futuristic concepts. But, though his love lies in the antique and classic division, he is equally at home in all facets of aerospace. He participated in the Los Angeles Society of Illustrators from 1984 to the present and in the United States Air Force Art Program in 1984, 1986, and 1988.

An artist member of the American Society of Aviation Artists, Jefferies has been steady a contributor to the society. He regularly hosts the West Coast Contingent of ASAA in his hangar at Santa Paula.

Many famed pilots have made their homes-away-from-home at Santa Paula Airport. Matt Jefferies is another illustrious name to add to its mystique.

His thousands of sketches, drawings, and paintings of winged crafts attest to his love of this genre. But, if you want a portrait painted by artist Walter Matthews Jefferies, you'll do best if your subject choice boasts a couple of wings attached to both sides and is strengthened with struts and flying wires. And, if you own or love a Waco, you are a kindred spirit.

¹Downie, Don; "A Brush With Aviation History," PRIVATE PILOT, November, 1981.

Aviation Art
BY WOODY VONDRACEK

Economically priced, an exceptional value!

- Four WWII subjects: F4U Corsair, P-47D Thunderbolt, P-40E Kittyhawk, F6F-5 Hellcat
- Thoroughly researched color renderings with lots of detail.
- Printed on heavy-weight coated stock and spot varnished.
- 18" x 24" size fits ready-made frames.

\$12.95 each unsigned, \$22.95 each signed
\$39.95 all 4 unsigned, \$79.95 all 4 signed

ORDER DIRECT OR REQUEST FREE COLOR BROCHURE

BAYSHORE GRAPHICS
2058 N.W. Miami Court, Miami, Florida, 33127
(800) 576-0154

DEALERS WELCOME. PLEASE INQUIRE