

G. GRAHAME DUCE

1 JUN 1916 - 12 SEP 1952

1st Lt. Gordon Grahame Duce was born in June 1916 in Baltimore, Maryland. By the age of 23, he was working in the casualty insurance industry as a Special Agent for the Maryland Casualty Company. He later became a State Manager for the National Surety Marine Insurance Corporation. Documents show that Duce was discharged from the U.S. Army Reserves in June 1942 at the rank of First Lieutenant due to “physical disability.” Duce died in September 1952 in Charlotte, North Carolina. He was survived by his wife and three children.

No record of Duce Aeronautical Research has been found beyond the documents in this collection. It’s possible that this was a business name Duce used to sell the articles he was writing about aircraft.

The articles in the collection are handwritten on the back of Duce’s letterhead from his time as a special agent for the National Surety Marine Insurance Corporation. The articles convey the excitement of the events he describes while providing an exceptional level of technical detail about the aircraft they are about.

COLLECTION
MS.1987.005

PART OF AAAE
ARCHIVES OF
AMERICAN
AEROSPACE
EXPLORATION



UNIVERSITY LIBRARIES
VIRGINIA TECH

FASTEST LONG-RANGER

BOEING B-50 SUPERFORTRESS

Firsthand account of the first flight of the Boeing B-50 bomber, written almost a month after the flight. The article conveys the excitement of the test flight while providing technical details of the aircraft's range and velocity capabilities.

The B-50 Superfortress was an update to the B-29 Superfortress. It incorporated four Pratt & Whitney Wasp Major engines as an improvement over the Wright Duplex-Cyclone engines on the B-29.

The *Lucky Lady II*, a B-50A, was the first plane to fly nonstop around the world, taking off on February 29, 1949, and landing March 2, 1949. It was refueled in mid-air four times over the Azores, Saudi Arabia, the Philippines, and Hawaii.



Lucky Lady II being refueled by a KB-29M using a looped-hose system during training for the around-the-world flight.

DATE
18 JULY 1947

CREATOR
G. GRAHAME
DUCE

COLLECTION
MS.1987.005

IMAGE CREDIT
U.S. Air Force



UNIVERSITY LIBRARIES
VIRGINIA TECH

XB-48 MAKES ITS FIRST FLIGHT

MARTIN XB-48

This article described the first flight of the Martin XB-48 in June of 1947. The XB-48 was Martin Aircraft's answer to the Boeing B-47 Stratojet. It was the U.S. Army's first six-jet-engine bomber. According to Duce, the first flight startled local residents who made calls to the police and newspapers about a plane on fire.

Duce's account mentions a "puff of smoke" from each of the wheels upon landing. Other accounts state that all four tires blew out. Martin Aircraft ultimately lost to Boeing and the XB-48 was canceled in 1948 in favor of the Stratojet.



DATE
JULY 1947

CREATOR
G. GRAHAME
DUCE

COLLECTION
MS.1987.005

IMAGE CREDIT
U.S. Air Force



UNIVERSITY LIBRARIES
VIRGINIA TECH

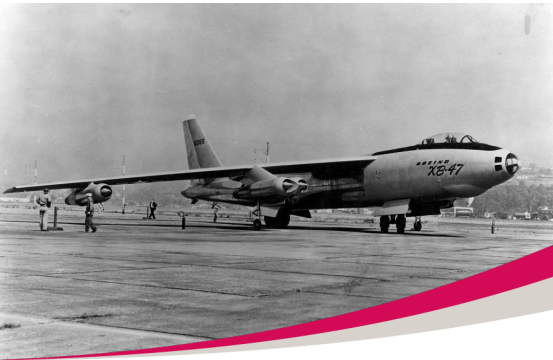
JET PILOT

BOEING XB-47 STRATOJET

Jet Pilot describes the experience of pilot Robert M. Robbins and co-pilot Edward Scott Osler who flew the the early flights of one of the first jet aircraft, the Boeing XB-47 Stratojet.

“Designed as a strategic bomber, the B-47 could fly higher and faster than jet fighters of the time, and it was also highly maneuverable.”

“The Stratojet was one of the most influential aircraft designs of all time and its legacy can be seen in almost every jet airliner built since the 1950s: the swept wing with engines suspended on pylons, , mounted forward of the leading edge.”



DATE
CIRCA JULY 1947

CREATOR
G. GRAHAME DUCE

COLLECTION
MS.1987.005

IMAGE CREDIT
U.S. Air Force

QUOTES
Bryan R. Swopes,
2017, This Day in
Aviation



UNIVERSITY LIBRARIES
VIRGINIA TECH