

# STARFLIGHT SAGA

BY HOWARD CARTER

The decision makers at these aviation companies were both right and wrong — new airliners would be extremely important to the American and global economy. Pre-war, there was a reliance on the flying boat for long-range airline flights. The world had an abundance of water along with very few long runways so the flying boat made a lot of sense. During the war, hundreds of runways were constructed

When it came to new general aviation aircraft, the companies got it wrong — very wrong. The majority of returning aviators wanted to get away from the dangers of the war-torn skies and move on with their lives to new jobs and families. To those that did want to fly, there was a vast array of surplus aircraft that could be had for a bargain. Some of the post-war general aviation aircraft were merely rehashes of pre-war fabric and tube taildraggers but there were also some real gamechang-

Two returning military officers rea-  
soned that a certain percent-

During the early years of WWII, a vast industrial plant had been constructed on the eastern edge of New Orleans. Financed by the US government, the plant incorporated a 5500-ft runway, a very large hangar, and numerous taxiways. The field became the new headquarters of the dozen Invaders of the 122nd Bomb Squadron (L) of

The unusual lines of the MV-1 Starflight are seen in this high-angle view. The aircraft was left in its bare metal state and the four Continental C-85 engines were neatly merged into the wing trailing edge.