



Smithsonian  
*National Air and Space Museum*

Philip Van Horn (P. V. H.) Weems Papers

Mark Kahn

2019

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## Collection Overview

<b>Repository:</b>	National Air and Space Museum Archives
<b>Title:</b>	Philip Van Horn (P. V. H.) Weems Papers
<b>Identifier:</b>	NASM.2012.0052
<b>Date:</b>	circa 1905-circa 2005
<b>Extent:</b>	101.81 Cubic feet ( 209 boxes)
<b>Creator:</b>	Weems, Philip Van Horn (P. V. H.)
<b>Language:</b>	Multiple languages
	The majority of this collection is English. However, there is a small amount of material in Italian, Spanish, French and German.
<b>Summary:</b>	The Philip Van Horn (P. V. H. ) Weems Papers contain 79 cu. ft. of materials related to his life and career.

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## Administrative Information

### Acquisition Information

Thackray Seznec, Gift, 2012

### Processing Information

Arranged, described and encoded by Mark Kahn, 2019.

### Preferred Citation

Philip Van Horn (P. V. H.) Weems Papers, Accession 2012.0052, National Air and Space Museum, Smithsonian Institution.

### Restrictions

No restrictions on access.

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## Biographical / Historical

Philip Van Horn (P.V.H.) Weems was born on March 29, 1889, on a farm in Tennessee. By age 13, both of Weems' parents died, leaving him and his six siblings to run the family farm with a minimum of help from adult neighbors. In spite of a poor primary education, Weems was able to secure admission into the U.S. Naval Academy in Annapolis, Maryland in 1908. Academically, he performed at a slightly above average grade level but excelled in athletics, being on the varsity crew, football and wrestling teams. Upon graduation from the Naval Academy in 1912, Weems started his sea duty aboard the USS North Dakota. Following that assignment, he served aboard the survey vessel Leonidas, Nevada and Georgia. During World War I, Weems acted as chief engineer for the troop transport Orizaba (for which he received the Navy Commendation Medal for his excellent service aboard this ship). After the war, he served aboard the destroyers Murray and O'Brien. Weems' sea duty aboard the latter vessel proved significant as the O'Brien was employed by the Navy as a picket ship for the first trans-Atlantic flight by the Curtiss NC-4 flying boat in 1919. During this major achievement in aviation, he served as ship's executive officer and thus, began his long association with aerial navigation.

As Weems' naval career advanced, so too did other aspects of his life. In 1915, he married Margaret Thackray. This marriage would prove durable as it would last until his death over 60 years later. Additionally, three children resulted from this union: Philip, Jr. (born in 1916), Margaret (born in 1919), and George (born in 1921). Eventually, both sons followed their father into military careers with the older of the two serving with the U.S. Marine Corps while the younger one made his career with the Navy. Another aspect of Weems' personal life was his great athletic prowess. During his days at the U.S. Naval Academy in Annapolis, he was an All-American center for the football team, as well as an outstanding wrestler, being awarded the Athletic Association's Sword for excellence in athletics upon graduation. After graduation, and for years thereafter, Weems continued on as a competitive athlete. In 1920, he was a member of the U.S. Olympic wrestling team that traveled to Antwerp, Belgium. Five years later, at age 36, he won the U.S. Navy's South Atlantic light-heavyweight wrestling championship. Even 30 years later, Weems would still challenge varsity wrestlers at the Naval Academy gymnasium.

By the end of World War I, Weems had been promoted to Lieutenant Commander. From 1922-24, he served as navigator aboard the USS Rochester. It was during this tour of duty that he started in earnest to study the field of navigation. Such efforts included not only marine but also aerial navigation techniques and practices. He further honed his knowledge and skills on this subject by acting as an instructor of navigation at the Naval Academy from 1925-26.

During this time as an instructor at Annapolis, Weems came across a set of Japanese navigational tables. With assistance from a fellow naval officer, Weems greatly improved upon this innovative yet incomplete method of navigation. Upon receiving permission from the original author in Japan, he eventually published this new version of these navigational tables in conjunction with the Naval Institute. This work, called the Line of Position Book, proved very popular and promptly sold out within a matter of months. Thus, by 1927, Weems was developing into one of the world's leading experts in modern navigation techniques. He would go on to exploit his navigational knowledge for the benefit of the burgeoning aviation field. This process began in earnest in late 1927 to early 1928 when he was ordered to the U.S. west coast to serve with the Pacific Fleet's Aircraft Squadron. Once there, Weems started extensive research into air navigation, later publishing a textbook with that actual title. During this time, he – along with his wife, founded the Weems System of Navigation (WSN). This business enterprise not only incorporated his thoughts, techniques and practices; it also operated as a clearing house for new theories and technologies pertaining to marine and aerial navigation. Further, WSN functioned as a navigational school (including a correspondence school format) for thousands of pilots throughout the U.S. and around the world. Such aviation luminaries as Charles Lindbergh, Douglas 'Wrong-Way' Corrigan, Amy Johnson, Dick Merrill, Admiral Richard Byrd, Harold Gatty, Fred Noonan, Wiley Post and Lincoln Ellsworth availed themselves of Weems' navigational instruction. In the years leading up to her disappearance during an around-the-world flight attempt in 1937, he had repeatedly offered such assistance to Amelia Earhart who – for the reason

of scheduling conflicts, could never take advantage of such opportunities. Additionally, WSN churned out numerous articles, instructional handbooks and books on all matters revolving around aerial navigation.

With extensive assistance from his wife, Weems operated WSN while still on active duty with the U.S. Navy, during the period 1928-33. As he continued to perfect his navigational techniques, he served as executive officer aboard the fuel ship, USS Cuyama, from early 1928 through the summer of 1930. A year later, he was assigned to the Naval Academy on shore duty at the Postgraduate School. Subsequently, he was ordered to the Navy Department as Research Officer in Air Navigation – the first such officer tasked with this position. In late 1932, Weems took command of the destroyer, USS Hopkins and then was retired from the service in May, 1933.

Once retired from naval service, Weems expanded his business enterprises. His base of operations was in Annapolis, where he, Margaret and their children lived. He established a chain of schools under the banner of WSN. In tandem with his educational program, he developed and patented a number of methods and devices that greatly facilitated marine and aerial navigation. Even before leaving the service, Weems had already invented the highly prized Second-Setting Navigation Watch. Throughout the 1930s, his inventions/patents ran the gamut from Star Altitude Curves (which were published navigation tables), Mark II Plotter, Line of Position and Wind Drift Plotters to Drift and Ground Speed Meters. Weems also authored or co-authored numerous books, handbooks, manuals and articles on a variety of navigation themes. Besides his previously published Line of Position Book, he authored Air Navigation in 1931, updated editions of his Star Altitude Curves (1938, 1940 and 1950), Instrument Flying in 1940 (with co-author, Charles Zweng), Marine Navigation in 1940 and Learning to Navigate in 1943.

America's entry into World War II resulted in WSN becoming even busier with its educational programs and sales of its various navigational devices and publications. In addition, the outbreak of war meant a major change in Weems' life. Due to a shortage of naval officers, he was recalled to active duty (as a Lieutenant Commander) in July, 1942. Two months later, Weems was made a convoy commodore for the Atlantic Ocean theater of operations. For the next three years, he served with distinction in this position, having safely shepherded every merchant convoy on the trans-Atlantic run, guaranteeing that necessary supplies, arms and troops arrived safely at European and African ports. As a result of this outstanding performance, Weems was quickly promoted to Commander and then Captain. By the time he retired from active duty again in early 1946, Weems was awarded the Bronze Star Medal for his actions in World War II. Before the war ended, he was also awarded his wings as a Naval Air Navigator. During his wartime service, his wife once again took the lead in managing WSN. Also, during this period, the Weemses lost their son, Philip, Jr. He was killed while serving as a Major with the U.S. Marine Corps in the Southwest Pacific in June, 1943.

After World War II and upon his second retirement from naval service, Weems continued with WSN and other business ventures. This included helping to establish Aeronautical Services, Inc., as well as Weems and Plath, Inc. The former enterprise focused on aviation-related matters while the latter stressed marine navigation. In addition, he continued with his writing about various navigational topics and inventing new techniques and devices pertaining to marine and aerial navigation. This included the Weems Position Finder in 1959 and a revising of his earlier publication, Air Navigation, in 1958. Beyond this, he co-founded and became president of the U.S. Institute of Navigation in 1952, made a flight over the North Pole in 1948 and an around-the-world flight two years later – both times actively participating in the aerial navigation of these risky (at the time) ventures. Shortly before his son's death during a test flight of a U.S. Navy aircraft in 1951, he and George made a long aerial journey in a light plane from London, England to Alice Springs, Australia, with the elder Weems performing the navigation and the younger Weems acting as pilot. Throughout the 1950s and early 1960s, Weems even found time to participate in various underwater archeological expeditions with Ed Link (of flight simulator and submersible design fame). In 1959, he joined with Link, the National Geographic Society and the Smithsonian Institution to conduct an undersea exploration of the sunken city of Port Royal, Jamaica, lost during an earthquake in 1692. The following year, Weems participated in another adventure with Link in Israel by exploring another sunken

city, Caesaria. The 'inner space' navigation techniques he developed were employed during all such underwater archeological expeditions.

In 1960, Weems received a grant from the American Philosophical Society to develop practical methods of space navigation, to be described in a handbook for use in space operations as the U.S. initiated its attempt to place humans in Earth orbit. Most of the work on this book was completed when the Navy Department ordered the Captain to active duty for a third, and last, time in 1961. He was assigned the task of conducting a pilot class in space navigation (held at the Naval Academy), as well as to produce a Space Navigation Handbook. With the assistance from several of his young students (all U.S. Navy ensigns), Weems published this handbook in early 1962. His research proved invaluable as he developed a quick way for astronauts to determine their position relative to Earth by utilizing a few visual sightings. He continued his contributions to space navigation by serving as a consultant for the National Aeronautics and Space Administration (NASA). Thus, by his seventies, Weems was an established expert in undersea, marine, aerial and space navigation. He had few peers anywhere on Earth in such fields of study.

Besides medals earned for his years of service in the U.S. Navy during World War I and World War II, Weems garnered many other awards and honors for his work in navigation. Among them are the following: The Thomas Gray Award from the Royal Society of Arts, England; the Gold Medal from the Aero Club of France; Fellow, Institute of Aeronautical Sciences; Fellow, American Geographical Society; the Magellanic Premium (Gold Medal) of the American Philosophical Society; the LaGorce Medal from the National Geographic Society; the Thurlow Award from the Institute of Navigation; and the Gold Medal of the British Institute of Navigation.

Beyond his career, Weems possessed a keen interest in many other subjects. Throughout most of his life, he stayed active and engaged in city of Annapolis politics, the U.S. Naval Academy, boating, yachting, retired Olympian affairs, history of all sorts, and genealogy. Furthermore, he was a regular donor of navigation-related artifacts and documents to the Smithsonian Institution's National Air Museum (and, later on, the National Air and Space Museum), as well as various historical associations and libraries from his home state of Tennessee. After a brief illness, Weems died at Annapolis' Anne Arundel Hospital on June 2, 1979, at the age of 90.

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## Scope and Contents

The Philip Van Horn (P. V. H.) Weems Papers reflect Weems' broad, restless curiosity regarding undersea, marine, aerial and space navigation. Weems' significant contributions as a great innovator and proponent of navigational techniques, practices and devices are quite evident in this collection.

Overall, this collection encompasses the years Weems spent as an officer in the U.S. Navy, with his firm, the Weems System of Navigation (WSN), as well as other navigation and non-navigation activities, roughly, from the 1910s through the 1960s. There is some material however, that dates back prior to and beyond this time span. The bulk of the collection is composed of correspondence; most of it related to Weems' involvement in the field of navigation. That said, there is a large amount of other types of archival materials contained which range from photographs, brochures, newsletters, articles and newspaper clippings to press releases, notes, handbooks and manuals. Additionally, there are drafts of papers and articles authored by Weems and other navigational notables. Undoubtedly due to Weems' long life span of ninety years and in combination with his quite varied interests, there are even more kinds of materials threaded throughout this collection.

Very little of the Weems Papers was in any discernable order upon its acquisition by the National Air and Space Museum (NASM) Archives Division. Accordingly, the processing archivist had to organize this large amount of archival material; some of it placed in decades-old file folders while much of it was found loose

and unsorted in boxes. As a result, much time was required to simply rebox, refolder and arrange such a great deal of unorganized materials.

This collection is arranged into three series. The first series is composed of personal materials that include correspondence, memoranda, journals, diaries, newsletters on the Weems family, photographs and miscellaneous materials. Each type of archival material is organized chronologically and then alphabetically. The second series consists of professional materials and is by far and away the largest segment of the Weems Papers. Within this series, correspondence is the preponderant material. This series is arranged as follows: Weems' military correspondence (including his return to service during World War II and the early 1960s), WSN correspondence from the late 1920s to the 1950s, general correspondence, memoranda, notes, drafts and worksheets, WSN-related receipts and records, logbooks, notebooks and lesson books, tables, graphs and diagrams, press/news releases, reports, handouts and briefings, manuals, handbooks, procedures and instructions, photographs, speeches and presentations, papers, brochures, pamphlets and catalogs, newsletters, notices and advertisements, books, booklets, registers and guidebooks, maps and charts, magazines and journals, articles, newspaper clippings, and miscellaneous materials. All of the above material is arranged chronologically and then alphabetically. The third series is composed of oversize materials. This material consists of photo albums, scrapbooks, oversized magazines, newspapers, drawings, blueprints, and miscellaneous materials.

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## Names and Subject Terms

This collection is indexed in the online catalog of the Smithsonian Institution under the following terms:

Subjects:

- Aeronautics
- Navigation
- Navigation equipment and supplies
- Weems School of Navigation

Types of Materials:

- Articles
- Business records
- Charts
- Correspondence
- Photographs
- Scrapbooks

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## Container Listing

### Series 1: Personal Materials, circa 1905-circa 2005

Box 1, Folder 1	Correspondence, Weems to his wife, 1928-1929
Box 1, Folder 2	Correspondence, between Weems and his nephew, John N. Weems, 1941-1942
Box 1, Folder 3	Correspondence, notes, articles, newsletters and magazines, Captain Charles Dodds, 1941-1991
Box 1, Folder 4	Correspondence, LIFE magazine (includes discussion of article featuring Weems' son, "Bee", 1941-1944
Box 1, Folder 5	Correspondence, Weems and his son, George "Bee" Weems, 1944-1949
Box 1, Folder 6	Correspondence, personal, 1948
Box 1, Folder 7	Correspondence and financial statements, Baker, Watts & Company, 1948-1950
Box 1, Folder 8	Correspondence, newspaper clippings, magazine and photographs, Weems' life and family (includes Weems family photographs), 1950-1985
Box 1, Folder 9	Correspondence and memoranda, legal and corporate matters regarding Weems family and Weems System of Navigation, 1957-1964
Box 1, Folder 10	Correspondence and notes, Weems Memorial Library inventory information [folder 1 of 3], 1962-1995
Box 1, Folder 11	Correspondence and notes, Weems Memorial Library inventory information [folder 2 of 3], 1962
Box 1, Folder 12	Correspondence and notes, Weems Memorial Library inventory information [folder 3 of 3], 1962-1972

Correspondence, notes and photographs, Weems and the Tennessee Museum and Archives, 1965-1990

*Box 1, Folder 13*

Box 2, Folder 1	Correspondence, notes, memoranda and newsletters, United States Olympians, 1966-1967
Box 2, Folder 2	Memoranda, correspondence and lists, United States Olympians, Washington D.C. Chapter, 1966



Box 2, Folder 3	Journal, Weems, personal, no. 1, 1923-1937
Box 2, Folder 4	Journal, Weems, no. 27, 1947-1966
Box 2, Folder 5	Diary, diary of R.G. Casey, aerial trip over Australia, 1955
Box 2, Folder 6	Journal, Weems, no. 31, 1955-1970
Box 3, Folder 1	Journal, Weems, NNB no. 24, 1963-1964
Box 3, Folder 2	Journal, Weems, no. 25, 1965
Box 3, Folder 3	Journal, Weems, miscellaneous accounts, book no. 27, 1966
Box 3, Folder 4	Journal, Weems, no. 26, 1966-1967
Box 3, Folder 5	Journal, Weems, no. 28, 1966-1967
Box 4, Folder 1	Journal, Weems, no. 29, 1967-1968
Box 4, Folder 2	Journal, Weems, no. 33, 1968-1970
Box 4, Folder 3	Journal, Weems, no. 34, 1969-1970
Box 4, Folder 4	Journal, Weems, no. 36, 1970-1973
Box 4, Folder 5	Journal, Weems, empty, undated
Box 4, Folder 6	Journal, Weems, empty, undated
Box 5, Folder 1	Newsletters, "Weemsana" (newsletters for Weems' family news), 1943-1964
Box 5, Folder 2	Newsletters, United States Olympic Committee, 1967-1968
Box 5, Folder 3	Greeting card, Kichisaburo Nomura, undated
Box 5, Folder 4	Greeting cards, miscellaneous, undated
Box 5, Folder 5	Postal cover, round the world flight of the "Winnie Mae", 1931
Box 5, Folder 6	Postcard, Italian Air Force, 1933

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| Box 5, Folder 7 | Postal cover, Alys McKey Bryant, 1938                |
| Box 5, Folder 8 | Lyrics for songs, "Songs of the Pacific Fleet", 1952 |
| Box 5, Folder 9 | Lyrics for songs, miscellaneous, undated             |

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**Series 2: Professional Materials, circa 1905-circa 2005**

Box 5, Folder 10	Correspondence, mainly on Weems and U.S. Navy issues, 1917-1962
Box 5, Folder 11	U.S. Navy Order, no. 1, Destroyer Force, U.S. Fleet, April 15, 1919, regarding trans-Atlantic flying boat flight attempt, 1919
Box 5, Folder 12	Radiograms, notes and memoranda, Weems, U.S.S. O'Brien and the flight of the NC-4, 1919
Box 5, Folder 13	Correspondence and memoranda, Weems and naval duty, 1920-1928
Box 6, Folder 1	Correspondence, Cary Crockett, Legation of the U.S., Office of the Military Attache, Caracas, Venezuela, 1923
Box 6, Folder 2	Correspondence, U.S. Navy and aerial navigation, 1924-1938
Box 6, Folder 3	Correspondence, U.S. Navy, 1925-1929
Box 6, Folder 4	Correspondence, Captain Armistead Rust, U.S. Navy, 1926-1940
Box 6, Folder 5	Correspondence, Weems and the U.S. Naval Institute, 1927-1942
Box 6, Folder 6	Correspondence and memoranda, Weems and status with U.S. Navy, 1927-1940
Box 6, Folder 7	Correspondence, Weems and the U.S. Navy Institute, 1927-1928
Box 6, Folder 8	Correspondence, U.S. Coast Guard, 1928-1960
Box 6, Folder 9	Correspondence, Weems and the U.S. Naval Institute, 1928-1941
Box 7, Folder 1	Correspondence, U.S. Naval Observatory, 1928-1946
Box 7, Folder 2	Correspondence, Weems, naval and aerial navigation, 1929
Box 7, Folder 3	Correspondence, John F. Curry, Air Corps, 1930-1931
Box 7, Folder 4	Correspondence, U.S. Navy (includes Secretary of the Navy, Bureau of Navigation and the Judge Advocate General), 1930-1946
Box 7, Folder 5	Correspondence and report, U.S. Navy's Hydrographic Office and the International Convention of Transoceanic Flyers, Rome, Italy , 1932

Box 7, Folder 6	Correspondence, U.S. Navy's Hydrographic Office, 1933-1938
Box 7, Folder 7	Correspondence, Weems' first retirement from U.S. Navy and subsequent job search (includes Weems' job application for the Tennessee Valley Authority), 1933
Box 7, Folder 8	Correspondence and memoranda, H.M. Martin, U.S. Navy and aerial navigation, 1935-1939
Box 7, Folder 9	Correspondence, U.S. Navy, Office of Naval Intelligence (Weems on guard against disclosing any confidential information to Japan), 1935-1936
Box 7, Folder 10	Correspondence and memoranda, passage to England aboard the U.S.S. Wyoming, 1936
Box 7, Folder 11	Correspondence, G.N. Butterfield, U.S. Navy, 1940-1941
Box 7, Folder 12	Correspondence, memoranda and receipts, Naval Aircraft Factory, U.S. Navy Yard, 1940-1945
Box 7, Folder 13	Correspondence, U.S. Naval Air Station, San Diego, CA, 1940-1948
Box 7, Folder 14	Correspondence, proposed Alaska-Siberia highway, 1942
Box 7, Folder 15	Correspondence and memoranda, Weems and status with U.S. Navy while convoy commodore during World war II, 1942-1945
Box 7, Folder 16	Correspondence, Weems' promotion to Captain, U.S. Navy, 1943
Box 7, Folder 17	Correspondence, vouchers and order requests, Naval Air Station (NAS), Alameda, 1943-1944
Box 7, Folder 18	Correspondence, Air Transport Command (ATC), 1945
Box 7, Folder 19	Correspondence, Hydrographic Office, U.S. Navy, 1945
Box 7, Folder 20	Correspondence, Weems' release to inactive duty, U.S. Navy, May 31, 1945
Box 7, Folder 21	Correspondence, Army Air Forces (U.S.), 1946
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Box 7, Folder 23	Correspondence, E.R.P. Allan, U.S. Navy, retired, 1947

Box 7, Folder 24	Correspondence, polar/arctic flight and navigation, 1947-1952
Box 7, Folder 25	Correspondence, U.S. Air Force, miscellaneous, 1947-1949
Box 7, Folder 26	Correspondence, Commander E.S. Quilter, U.S. Navy, 1947-1948
Box 8, Folder 1	Correspondence, Navy Department (U.S.), 1948
Box 8, Folder 2	Correspondence, Operation Pole Vault, Weems and Lieutenant Donald H. Sherr, U.S. Air Force, 1948
Box 8, Folder 3	Correspondence, Navy Department, 1949
Box 8, Folder 4	Correspondence, Navy Department, 1950
Box 8, Folder 5	Correspondence, U.S. Naval Air Missile Test Center, Point Mugu, CA, 1951-1952
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Box 8, Folder 8	Correspondence and memoranda, Weems and the U.S. Navy, 1951-1967
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Box 8, Folder 10	Correspondence, Office of Naval Research (ONR), U.S. Navy, 1952
Box 8, Folder 11	Correspondence and notes, U.S. Naval Observatory, 1953-1969
Box 8, Folder 12	Correspondence, Air Force Academy (U.S.), 1954-1964
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Box 8, Folder 16	Correspondence, Weems and the U.S. Naval Academy, 1960-1970
Box 8, Folder 17	Correspondence and newspaper clippings, Weems and the space navigation class for the U.S. Navy, 1961-1962

Box 9, Folder 1	Correspondence, Admiral H.G. Rickover, 1962
Box 9, Folder 2	Correspondence and articles, W.A. Cohen, Major, U.S. Air Force, 1964-1965
Box 9, Folder 3	Correspondence and receipts, U.S. Naval Institute, 1964-1966
Box 9, Folder 4	Correspondence, notes, articles and drafts, Weems and the U.S. Naval Institute, 1965-1967
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Box 9, Folder 6	Correspondence, papers, reports and notes, U.S. Naval research Laboratory, 1967-1968
Box 9, Folder 7	Correspondence, U.S. Naval Institute's oral history project and Weems, 1969
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Box 9, Folder 9	Correspondence, Weems and second setting navigation watches by Longines, 1929
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Box 10, Folder 1	Correspondence, Weems' "Line of Position Book", 1927-1937
Box 10, Folder 2	Correspondence, printing of "Line of Position Book", 1928
Box 10, Folder 3	Correspondence, notes and tables, Weems' "Line of Position Book", 1928-1929
Box 10, Folder 4	Correspondence, Walter Kirk (student), 1935-1937
Box 10, Folder 5	Correspondence, Sherwood Atkinson (student), 1936-1937
Box 10, Folder 6	Correspondence, Nicholas L. Carabitses (student), 1936-1943
Box 10, Folder 7	Correspondence, Joseph P. Livermore (student), 1936
Box 10, Folder 8	Correspondence, Star Altitude Curves, 1936-1940
Box 10, Folder 9	Correspondence, Maurice L. Bernhardt (student), 1937

Box 10, Folder 10	Correspondence, Ellen Deer (student), 1937-1938
Box 10, Folder 11	Correspondence, brochures, charts and notes, Weems System of Navigation and J.L. Woodruff (instructor), 1937-1940
Box 10, Folder 12	Correspondence and tax receipts, Weems System of Navigation and matters pertaining to taxation, 1937-1945
Box 10, Folder 13	Correspondence, William Cole (U.S. naval officer and former student), 1938-1942
Box 10, Folder 14	Correspondence, Ralph Dougherty (student), 1939-1943
Box 11, Folder 1	Correspondence, R.H. Harper, 1939-1942
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Box 11, Folder 3	Correspondence, students from Williamsport, PA, 1939-1941
Box 11, Folder 4	Correspondence, Weems System of Navigation (involving Illyne, Woodruff and Blasdel), 1939-1940
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Box 12, Folder 2	Correspondence, #4 Air Navigation class, 1943
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Box 12, Folder 5	Correspondence, Llewellyn W. Wade (student), 1943
Box 12, Folder 6	Correspondence and notes, students of Weems System of Navigation (air navigation coursework), 1943
Box 12, Folder 7	Correspondence and notes, students of Weems System of Navigation (coursework in Marine Navigation #5), 1943
Box 12, Folder 8	Correspondence and notes, students of Weems System of Navigation (coursework in Marine #6), 1943
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Box 12, Folder 10	Correspondence and pamphlets, schedule of discount for Weems System of Navigation, 1944-1945
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Box 13, Folder 3	Correspondence, business and tax receipts, Corporation Service Company and the dissolution of Weems Navigation, Inc., 1947-1964



Box 13, Folder 4	Correspondence, Engeman, John T. and his debt to Weems System of Navigation, 1947-1958
Box 13, Folder 5	Correspondence and lists, inventory for Weems System of Navigation, 1947
Box 13, Folder 6	Correspondence, Weems, taxes and the Internal Revenue Service (IRS), 1947-1958
Box 13, Folder 7	Correspondence, P.V.H. Weems, 1948
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Box 135, Folder 3	Tables, "Star Identification Tables", Hydrographic Office, U.S. Navy, Government Printing Office, Washington, D.C., 1909
Box 135, Folder 4	Table, "Mackenzie's Ex-Meridian Altitude Tables", Alexander Mackenzie, Colonial Publishing Company, New York, NY, 1920

- Box 135, Folder 5      Tables and photograph, Charles Lindbergh, 1928
- Box 135, Folder 6      Table, "Altitudes 0 degrees to 10 degrees North", Weems System of Navigation, Annapolis, MD, 1940
- Box 135, Folder 7      Tables, Greenwich Sidereal Time, 1943-1964
- Box 135, Folder 8      Table, Weems Sextant Tilt Correction, 1944
- Box 135, Folder 9      Table, "Three-Star Position Tables for Aerial Navigation", Joost H. Kiewiet de Jonge, Hydrographic Office, New York Project, U.S. Navy, New York, NY, 1945
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- Box 135, Folder 11     Navigation tables, for "Space Navigation Class", U.S. Naval Academy, Annapolis, MD, 1961-1962
- Box 136, Folder 1      Tables, notes and correspondence, interpolation, 1968
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- Box 136, Folder 7      Table, "Calculateur Spherique", A. Bastien, E.N.A.M., Paris, France, undated
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- Box 137, Folder 7      Press releases, correspondence, report and photographs, Hastings-Raydist, Inc., and satellite tracking, 1957
- Box 138, Folder 1      Press releases and photographs, Royal Air Force and U.S. Strategic Air Command competition, 1957
- Box 138, Folder 2      News releases, information sheets and paper, 16th annual meeting of the Institute of Navigation, June 23-25, 1960, U.S. Air Force Academy, Colorado Springs, CO, 1960
- Box 138, Folder 3      News releases, brochures and pamphlets, 18th annual meeting of the Institute of Navigation, June 18-20, 1962, El Cortez Hotel, San Diego, CA, 1962
- Box 138, Folder 4      Press releases, pamphlets and bulletins, ESG navigator systems, Honeywell Aerospace Division, 1967
- Box 138, Folder 5      Press releases and reports, Computer Sciences Corporation, 1969
- Box 138, Folder 6      Bulletins and booklets, navigational aids, miscellaneous, 1907-1949
- Box 138, Folder 7      Report, "De Bothezat Aeronautical Corporation - its Purpose and Scope", De Bothezat Aeronautical Corporation, New York, NY, 1926
- Box 138, Folder 8      Report, "Rules and Practice - Air Trails Section", Rand McNally & Company, Chicago, IL, 1931
- Box 138, Folder 9      Report, "Celestial Air Navigation Text", Office of the Chief of the Air Corps, U.S. Army, 1937
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- Box 139, Folder 2 Reports, financial statements and affidavits, Weems System of Navigation tax case, 1942-1944
- Box 139, Folder 3 Report, "Inspection report by South Pacific Advanced Base Inspection Board" Admiral R.E. Byrd, U.S. Navy, Navy Department, [folder 1 of 4], 1942
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