USA F FH-105 Thunderchief
Republic Aviation
Metal, paint
18 x 9 x 9”

Selections from the Jean S. & Frederic A. Sharf Collection

Friends of Dana-Farber Art Program
Fred Sharf (1934-2017), businessman, philanthropist, scholar and collector of forgotten treasures, channeled his love of history into collecting. Intellectually curious, he pursued his interests with enthusiasm and vigor.

His collections included Spanish-American War illustrations, architectural drawings, automotive design drawings, Japanese Meiji period woodblock prints, fashion illustrations, transportation models, and more.

Through his scholarship and initiative, he elevated collectibles into museum-worthy objects. He researched and organized exhibitions from his collections, wrote or edited more than 40 books and donated collections to museums, most notably the Museum of Fine Arts Boston.

On view at Dana-Farber Chestnut Hill are models and works on paper from the Jean S. and Frederic A. Sharf Aerospace Collection. This exhibition honors Fred and Jean’s extraordinary generosity and special connection to Dana-Farber Cancer Institute.
The term “V bomber” was used for the three Royal Air Force (RAF) aircraft, known officially as the V force, that made up the United Kingdom’s strategic nuclear strike force during the 1950s and 1960s - Vicker’s Valiant, Avro Vulcan and Handley Page Victor.

Model 1
Vickers Valiant (British)
Model 2
Douglas DC-4

The Douglas DC-4 is a four-engine (piston) propeller-driven airliner developed by the Douglas Aircraft Company. Military versions of the plane, the C-54 and R5D, served during World War II, in the Berlin Airlift and into the 1960s. From 1945, many civil airlines operated the DC-4 worldwide.
Wars rarely take place in areas with developed airports and long runways. This concept model for a STOL, an acronym for “Short Take-Off and Landing”, has wings that pivot, allowing the plane to take-off at steep angles, almost like a helicopter.
The F-5 Tiger is part of a supersonic light fighter family, initially designed in the late 1950s by Northrup Corporation. Being smaller and simpler than its contemporaries, the F-5 cost less to procure and operate, making it a popular export aircraft. Though primarily designed for a day air superiority role, the aircraft is also a capable ground-attack platform.
Model 5
Lockheed L-188 Electra
National Airlines, 1960
A 127-passenger turboprop aircraft of the 1960s

Identifying marks: N5001K  See Model 14 for details on numbering system.

First flown in 1957, the Lockheed L-188 Electra was the first large turboprop airliner built in the United States. Initial sales were good, but after two fatal crashes that led to expensive modifications to fix a design defect, no more were ordered.
Model 6
Lockheed L-1011 Whisperliner
Eastern Airlines

Lockheed L-1011 TriStar, commonly referred to as the **L-1011** (pronounced "L-ten-eleven") or **TriStar**, is a medium-to-long-range, wide-body trijet airliner by Lockheed Corporation. It was the third wide-body airliner to enter commercial operations, after the Boeing 747 and the McDonnell Douglas DC-10. The airliner has a seating capacity of up to 400 passengers and a range of over 4,000 nautical miles.

Eastern Airlines nicknamed the L-1011 “Whisperliner” for its lower noise emissions and touted improved reliability and higher efficiency over first generation jetliners.
The Republic F-105 Thunderchief, designed to replace the F-84F, was an American supersonic fighter-bomber, nicknamed the “Thud”. Used by the United States Air Force, it was capable of Mach 2 and conducted a majority of the strike bombing missions during the early years of the Vietnam War. Despite its popularity with aviators, ground crews and maintainers that lauded Thud with the kind of brand loyalty otherwise found among Coke drinkers and Harley riders, it was the only American aircraft to have been removed from combat due to high loss rates.
U.S. Air Force Buzz Numbers

A Buzz Number was a large letter and number combination applied to U.S. Air Force planes after WW II and into the early 1960s. As combinations were unique to each aircraft in inventory, they were applied for general aerial identification of aircraft, but particularly for identification of aircraft guilty of “buzzing” (very low altitude high-speed passes) over-populated areas. The system was designed to be a deterrent to 8th Air Force pilots performing unauthorized low-level flying over post-war Europe. Since it created the need for ground observers to identify and report an offending aircraft, the number was painted as large as possible on each side of the fuselage and on the underside of the left wing.
Model 9
Space Shuttle Concept Model
American, about 1972
Plastic, metal, wood

NASA studied this Grumman concept for a fully reusable space transportation system during the shuttle research effort in 1969-1972. It featured two piloted fly-back vehicles - a booster and a large orbiter - both having retractable jet engines for powered descent to landing. All propellants were carried inside each vehicle. The booster had straight wings, but the orbiter had large delta wings for better maneuverability. NASA transferred a variety of concept models to the Museum after settling on the final Space Shuttle design.
Model 10  
Chinook CH-47 Helicopter  
Boeing Rotorcraft Systems

The Boeing CH-47 Chinook is an American twin-engine, tandem rotor, heavy-lift helicopter developed by American Rotorcraft Systems. The Chinook 47 is among the heaviest lifting Western helicopters. Its name, Chinook, is from the Native American Chinook people of modern-day Washington state.

The military version of the helicopter has been subject to numerous export sales from nations across the world. The U.S. Army and the Royal Air Force have been its two largest users.

The civilian version, the Boeing Vertol 234 has been used for passenger and cargo transport, aerial firefighting, and industrial applications including logging, construction, and oil extraction.
Model 11
Pfalz D.111
WWI German fighter aircraft
Pfalz Flugzeugwerke

Pfalz Flugzeugwerke was a German aircraft manufacturer best known for its series of fighters, notably the Pfalz D.III and Pfalz D.XII. The Pfalz D.III was first used in April 1917 during World War 1, a contemporary of the Albatros and highly successful Fokker fighters also being developed at that time.
The Grumman 698 was a mid-1980s concept for a VTOL aircraft. Several somewhat different versions were produced, including a canard design; but all shared the same basic propulsion system. One or two turbofans would be mounted on either side of the fuselage and given the ability to tilt through more than 90 degrees. This allowed the craft to take off vertically and fly horizontally at high speed. Aerodynamic control surfaces were mounted in the jet exhaust to provide roll, pitch, and yaw control at low speed.
Model 13
Bell Boeing V-22 Osprey Helicopter Prototype
Textron/ N.A.S.A. Army 703
A full scale powered model was tested in the NASA-Ames 40 x 80’ wind tunnel.

The V-22 Osprey is a joint service multirole combat aircraft utilizing tiltrotor technology to combine the vertical performance of a helicopter with the speed and range of a fixed-wing aircraft. With its rotors in vertical position, it can take off, land and hover like a helicopter. Once airborne, it can convert to a turboprop airplane capable of high-speed, high-altitude flight. This combination results in global reach capabilities that allow the V-22 to fill an operational niche unlike any other aircraft.
Model 14
possibly Military Douglas DC-3
N678JC
Plaque: James B. Copley

DC stands for Douglas Commercial and the propeller-driven DC-3 was easily recognizable by its bulbous nose and sturdy wings. Considered a workhorse, it was the single most common airplane of the mid-twentieth century. More than ten thousand C-47 Sky Trains, the military version of the DC-3, were produced during World War II. Many survived the war and surplus planes helped set the stage for a postwar aviation boom.

The U.S. received the “N” as its nationality designator under the International Air Navigation Convention held in 1919. The Convention prescribed an aircraft-marking scheme of a single letter followed by a hyphen and four identity letters. The five letters together were to be the aircraft’s radio call sign. After December 31, 1950, all aircraft operated outside of the United States were required to display identifying marks consisting of the Roman capital letter “N” followed by the registration number.
Model 15
Hayes aircraft
Missile, early 1950s
USAF
The Titan III was a modified Titan II with optional solid rocket boosters. It was developed on behalf of the United States Air Force as a heavy-lift satellite launcher to be used mainly to launch American military payloads and civilian intelligence agency satellites such as the Vela Hotel nuclear-test-ban monitoring satellites, observation and reconnaissance satellites for intelligence-gathering, and various series of defense communications satellites.
This is a model of unknown scale of the Bulldog ZAGM-83A, a U.S. Marine Corps version of the Bullpup B air-to-ground missile. Developed by Texas Instruments, it had a range of 7 miles, a conventional warhead, and was laser guided. The missile was first deployed in the 1970s.
Model 18
Lockheed TriStar
L-1011 Jet Transport

See Model 6 for more details.
Model 19
Douglas DC 3-47 Skytrain
Dakota C-47 (RAF designation)
101st 82nd WWII
D-Day 1944
Cargo aircraft

See Model 14 for more details.
The Ryan XV-5 Vertifan was a jet-powered V/STOL experimental aircraft in the 1960s. The US Army commissioned the Ryan VZ-11-RY (re-designated XV-5A in 1962) in 1961, along with the Lockheed VZ-10 Hummingbird (re-designated XV-4 in 1962). It successfully proved the concept of ducted lift fans, but the project was cancelled after multiple fatal crashes unrelated to the lift system.
Aero Art-1

Paul Adam Wehr
Two mechanics, red & white plane on ground, 2 silver USAF F-84E Thunderjets overhead
Rendering
22.5 x 32”

Wehr lived in Indiana and was known as an illustrator, designer, and painter. This graphic commercial illustration promoted the USAF.

Aero Art-4

J.S. Homlish
Airport terminal, possibly LaGuardia
Rendering
20 x 41.5”

Aero Art-5

John Conrad Berkey
Las Vegas-Los Angeles Mag Lev Train
Conceptual drawing of Xpress West Hi speed bullet train from Los Vegas to Los Angeles for fold out in Popular Mechanics Magazine
31 x 37”
Aero Art-6
McDonald C-8
V1S1/ VSTOL COMMUTER LINES
White plane, red stripe, night city scape
Rendering
25 x 32”

Aero Art-8
HILL AIR FORCE BASE "We keep 'em Flying in Defense of Freedom"
Rendering based on the WWII Buy War Bonds posters
*We keep ‘em flying* was the official motto of the U.S. Army Air Forces (USAAF).
21 x 34”

Aero Art-9
Rocket Build on launchpad
Sepia rendering
24 x 21”

Aero Art-10
Gemini with mechanics
Painting
26 x 19”

Las Vegas-Los Angeles
Mag Lev Train
ACKNOWLEDGMENTS

The Art and Environment Committee, overseen by the Friends of Dana-Farber Cancer Institute, was formed in 1998 to work with the Institute on the overall development and management of its art collection. The mission of the Art Program is to provide an art collection that engages patients, families, and staff, and at the same time brings comfort, offers opportunities for quiet reflection, and humanizes the hospital experience.

We are sincerely grateful to Sgt. Robert DeSmith, USN, Retired, Maj. Lucius (Pete) Hallett III, USAF, Retired, Sgt. Richard S. Hicks, USAF, Retired, and Maj. Leonard Seagren, USAF, Retired who helped identify the planes and rockets in this collection so that I could research the models and write the text. We honor their commitment and sacrifices and thank them for their service to our nation.

To learn more about other artists and art in the Dana-Farber Cancer Institute collection, enjoy our complimentary audio art tour online, available in English and Spanish, at www.dana-farber.org/AudioArtTour.

All inquiries related to the Dana-Farber Art Collection should be directed to Elaine Tinetti, Art Program Administrator, Dana-Farber Cancer Institute 617-632-4458. July 4, 2020

© 2008-2020 Dana-Farber Cancer Institute Inc. All Rights Reserved. No part or parts of this publication may be reproduced or transmitted in any form without the express written consent of Dana-Farber Cancer Institute.