

★ ★ WILLIAM S. PHILLIPS ★ ★
AMERICAN HOMEFRONT
★ ★ ★ SERIES ★ ★ ★

BACKGROUND INFORMATION

IF ONLY IN MY DREAMS (1942)

Anniversary Edition Catalogue Copy

Over the years with Greenwich Workshop, William S. Phillips painted numerous historical themes, and in 1991, he approached Greenwich Workshop founder Dave Usher with an idea for a series of paintings that would capture a nostalgic look at the American home front during World War II. The change in mood and direction of the war at home would be reflected in the paintings as the series progressed. Dubbed The American Homefront Collection, *If Only in My Dreams* was the first of these paintings, and is infused with the somber concern and patient longing for the return of the soldiers during the early years of the war.

If Only in My Dreams was also the first painting depicting Phillips Bay, a charming and archetypal American village created by the artist. “I am thrilled to have the opportunity to present this favorite in canvas, which most closely resembles my original painting,” says Phillips.

The American Homefront Series also includes *The Dream Fulfilled*, *Where the Love Light Shines* and *A Christmas Leave, When Dreams Come True*, the latter two will soon appear as Greenwich Workshop Anniversary Editions, as well as a new fourth painting which will complete the quartet.

Notes from Bill

If Only In My Dreams is a very special painting to me, both for its mood and the fact that it was the first of my Americana/Phillips Bay paintings with Greenwich. I had done a number of Americana images in the mid 1970s.

Over the years with Greenwich I had painted numerous historical themes, but in 1991 I approached Dave Usher with an idea for a series of paintings that would show a nostalgic look at the American home front during the war years. The change in mood and direction of the war at home would be reflected in the changing mood of subject matter as the series progressed. The aircraft shown in the paintings would begin with a somber B-17 in *If Only In My Dreams* and end with a more cheerful return to civilian aviation activities in *The Dream Fulfilled*, *Where the Love Light Shines*.

The Christmas trilogy has been one of my most successful print series and *If Only In My Dreams* was the lowest number print and most sought after of that series. I am thrilled to have the opportunity to present this, the first of the dream trilogy, in a format that most closely resembles my original painting.

About the Aircraft: The B-17

The Boeing B-17 Flying Fortress is a World War II bomber used primarily in Europe. B-17s from the Eighth Air Force participated in countless missions from bases in England. These missions often lasted for more than eight hours and struck at targets deep within enemy territory. Because of their long-range capability, formations of B-17s often flew into battle with no fighter escort, relying on their own defensive capabilities to insure a successful mission.

During WWII, B-17s were among the most modern aircraft in the U.S. inventory. However, the advent of the jet age and advances in technology made the Flying Fortress obsolete soon after the conclusion of the War. In the years following World War II, most B-17s were cut up for scrap, used in Air Force research or sold on the surplus market.

In 1934, the Boeing Aircraft Company of Seattle, Washington, began construction of a four-engine heavy bomber. Known as Boeing model 299, it first took flight on July 28, 1935. The government ordered production of 13 of these aircraft, now designated the Y1B-17. Delivery of these first production models was between January 11 and August 4, 1937.

The B-17 received the name Flying Fortress from a Seattle reporter who commented on its defensive firepower. The B-17 underwent a number of improvements over its 10-year production span. Models ranged from the YB-17 to the B-17-G model. Throughout the War, the B-17 was refined and improved as battle experience showed the Boeing designers where improvements could be made. The final B-17 production model, the B-17G, was produced in larger quantities (8,680) than any previous model and is considered the definitive “Flying Fort.” With its 13 .50-caliber machine guns – chin, top, ball and tail turrets; waist and cheek guns – the B-17G was indeed an airplane that earned the respect of its combatants. In addition, air crews liked the B-17 for its ability to withstand heavy combat damage and still return its crew safely home.

Between 1935 and May of 1945, 12,732 B-17s were produced. Of these aircraft, 4,735 were lost during combat missions.

Today, fewer than 100 B-17 airframes exist and fewer still are in airworthy condition. At one time, more than 1,000 B-17s could be assembled for mass combat missions, less than 15 of Boeing’s famous bombers can still take to the air.

Original Release Catalogue Copy

“I’ll be home for Christmas ...”

Here’s a change of pace for renowned aviation artist William S. Phillips. At first glance, it might seem that Phillips has completely departed from his usual subject matter, but upon closer examination one can see a lone plane in the distance.

Avid collectors of Phillips’ art might also be reminded of his consummately rendered landscapes in prints like *Low Pass for Home Folks* (sold out at Publisher). *If Only in My Dreams* may mark a different approach for the artist, but it’s not really surprising that Christmas 1993 reminds Phillips of another holiday season five decades ago.

“This marks the anniversary of a Christmas that saw men and women engaged in that titanic struggle known as World War II,” he says. “Nothing could be more symbolic of Christmas than a family gathering. This Christmas, however, seats at the table will be empty as husbands, wives, sons and daughters celebrate the holidays in far-off places.”

Candles shine in each window. The church opens its doors for prayer. The family dog waits patiently for his master's return. And in the distance, a B-17 carries its crew to an uncertain future. It's a scene worthy of the finest storytellers, evoking memories of great books, movies and music."

"For those caught up in the war," Phillips says, "the hope expressed in the popular song 'I'll Be Home for Christmas' has become the reality of *If Only in My Dreams*." Bring home William S. Phillips' heartfelt print – to enjoy during this holiday season and all year 'round.

History of the Song "I'll Be Home for Christmas"

In 1943, "I'll Be Home for Christmas" joined "White Christmas" to become one of America's most popular homegrown holiday songs. Recorded in a rich baritone by Bing Crosby, "I'll Be Home for Christmas" shot to the top ten of the record charts (as "White Christmas" had for Crosby the previous year) and became a holiday musical tradition in the United States. "I'll be Home by Christmas" struck a bittersweet note when it finished with "... if only in my dreams." The song was at the top of charts for 11 weeks, and the original Bing Crosby and countless other versions have been popular sellers ever since.

The label on Crosby's recording credits "I'll Be Home for Christmas" to Kent, Gannon, and Ram. Later recordings usually credit only Kent and Gannon. The discrepancy arose from the fact that on December 21, 1942 Sam "Buck" Ram copyrighted a song titled "I'll Be Home for Christmas (Tho' Just in Memory)" although, it should be noted, that version bore little or no resemblance, other than its title, to the Crosby recording.

A song titled "I'll Be Home for Christmas" was also copyrighted on August 24, 1943, by Walter Kent (music) and James "Kim" Gannon (words). Kent and Gannon revised and re-copyrighted their song on Sep. 27, 1943, and it was this version that was made famous by Bing Crosby.

On October 4, 1943, Crosby recorded "I'll Be Home for Christmas" with the John Scott Trotter Orchestra for Decca Records. Within about a month of its being copyrighted the song hit the music charts and remained there for eleven weeks, peaking at number three. The following year, the song reached number nineteen on the charts. It touched a tender place in the hearts of Americans, both soldiers and civilians, who were then in the depths of World War II, and it earned Crosby his fifth gold record. "I'll Be Home for Christmas" became the most requested song at Christmas U.S.O. shows in both Europe and the Pacific and *Yank*, the GI magazine, said Crosby accomplished more for military morale than anyone else of that era.

"I'll Be Home for Christmas" was recorded by Perry Como (1946), Frank Sinatra (1957) and countless other artists. The team of Kent and Gannon continued to write songs, although none attained the popularity of "I'll Be Home for Christmas." Kent also composed the hit song, "(There'll Be Blue Birds Over) the White Cliffs of Dover," with the lyricist Nat Burton.

In December 1965, having completed the first U.S. space rendezvous and set a record for the longest flight in the U.S. space program, the astronauts Frank Borman and James Lovell hurtled back to earth aboard their Gemini 7 spacecraft. Asked by NASA communication personnel if they wanted any particular music piped up to them, the crew requested Bing Crosby's recording of "I'll Be Home for Christmas."

Lyrics to "I'll Be Home for Christmas"

I'll be home for Christmas

You can plan on me

Please have snow and mistletoe

And presents on the tree

*Christmas Eve will find me
Where the lovelight gleams
I'll be home for Christmas
If only in my dreams*

*I'll be home for Christmas
You can plan on me
Please have snow and mistletoe
And presents on the tree*

*Christmas Eve will find me
Where the lovelight gleams
I'll be home for Christmas
If only in my dreams*

A CHRISTMAS LEAVE, WHEN DREAMS COME TRUE (1943)

Original Catalogue Copy

Bring the boys home this holiday season ...

Collectors of the art of William S. Phillips were charmed and touched by *If Only in My Dreams*, the artist's nostalgic image of a small village spending a holiday without its loved ones during World War II. Now *A Christmas Leave, When Dreams Come True* continues the story.

The car that was in the driveway of *If Only in My Dreams* is now on the way to a happy reunion. The dog that waited so patiently for his master's return now sits beside his owner. "The young man in the car may be on his way to a family celebration or to play cards with the boys," Phillips says, "and although I wouldn't be surprised if he were going to see his girlfriend. I'll leave his destination up to you."

The hopeful mood extends even to the aircraft in the image. "In *If Only in My Dreams*, the plane was a B-17, symbolic of the war," Phillips explains. "Here I painted a DC-3, known in its' wartime version as a C-47. That's a passenger airliner, instead of a fighter or bomber, because the soldier is home and I wanted to have a homecoming feeling."

A Christmas Leave, When Dreams Come True, a true pleasure for Phillips to create, is also a true pleasure to own. Bring home this heartfelt image to enjoy for years to come.

About the Aircraft: The DC-3

The Douglas DC-3 is considered by some the most successful civil aircraft ever built. The chief engineer was Arthur Raymond (1900-1999). The technical innovations incorporated by the Douglas team included retractable landing gear, wing flaps, variable-pitch propellers, stressed-skin structure and flush riveting. These innovations set many standards until the development of the jet engines (1950s).

The first airplane flew in 1935. There were 11,000 airplanes by the end of 1944. By then it accounted for over 90 % of the world commercial aircraft. In 1940, a revised version (designated C-47) was launched. 18,000 were built in all, many of them after the war in countries other than America (including the Soviet Union).

Legends still accompany the name of the DC-3, as being virtually indestructible (also because of the 500,000 rivets of its airframe). Stories are told of a DC-3 that lost part of its wing when the airplane scraped a mountain in Arizona, but managed to fly on.

A DC-3 was once dug out of an Icelandic glacier months after being abandoned in a storm, and found to be in working order; during WW-II a Japanese fighter rammed a DC-3 and fell to earth, while the American pilot flew back home and was credited with a kill.

This adds to an incredible safety record, that made the aircraft useful for anything from commercial traffic (all the major airlines in America, and later elsewhere) to military deployment (WW-II, including D-day in Normandy, 1944; Berlin airlift, 1948, Korean war, 1950, Vietnam War, 1960s etc.)

President Eisenhower said the DC-3 was one of the West's four weapons, the other ones being the jeep, the bazooka and the nuclear bomb.

Many DC-3s are still in service (about 2000 by some count).

About the Aircraft: The C-47

“The bazooka, the jeep, the atom bomb, and the DC-3” was Dwight Eisenhower’s phrase, summing up the key equipment of the Allied victory in World War II. This immortal plane was designed by A. E. Raymond and E. F. Burton in 1935. More than 13,000 were built. Of these 10,123 were built for the military, 487 on license by Japan, almost 2,000 in Russia, and more than 800 for civil airlines just before the war. Many of these planes saw service after the war as military and civilian planes around the world. The plane played an important role in the 1948 Berlin Airlift. Today there are C-47s and DC-3s still flying. This may well be the finest plane in the history of aviation.

The origin of the C-47 is closely and directly connected with the appearance of the Douglas DC-3, which made its first flight on December 17, 1935, and first went into service with American Airways in June, 1936, on the New York-Chicago run. The military had acquired a few of the earlier plane, the DC-2, and proceeded to order the new plane as well, in a reinforced and higher-powered version adapted to military service. The first orders were placed in 1940, and the first production models were delivered to units the following year.

When the United States went to war, the need for transport planes increased, especially in the Pacific theater. Better performance at high altitude was required in order to fly over the Himalayas between India and China. For this purpose the C-47B was developed, with more powerful engines and greater fuel capacity. The other main production version was the C-53, the Skytrooper, which was expressly designed for troop transport, parachute drops and glider towing. Several other versions were produced. Although they had different designations, they varied only in engines, cabin arrangement and cargo capacity.

The two-engine Douglas was the only transport available in substantial numbers when the United States entered the war, and it was used on all fronts. Before large-scale offensive operations such as the Sicilian landing, the Burma offensive and the Normandy landing (with more than 1,000 C-47s present), these planes played an essential role in transporting supplies and materiel to Allied powers. During the first years of the war the main routes were from the United States to Great Britain and the Soviet Union, and from India to China. The RAF employed about 2,000 of these planes, some of them in other parts of the Commonwealth. This version was called the Dakota. After the war many C-47s were declared surplus and sold. The rest stayed in service in the American air force for another two decades. The last RAF Dakota made its final flight on April 4, 1970.

SUMMER OF '45: AND ALL CREATION REJOICED (1945)

Anniversary Edition Catalogue Copy

It is the Fourth of July, 1945 and the celebration is even more significant this year – the war in Europe has ended. As a country, everyone hopes and prays that the war in the Pacific will come to a quick conclusion as well. A young boy and girl sit on the front lawn with their faithful companion and enjoy the fireworks in the town below. These children symbolize the post-war hope that perhaps soon all would live in peace. In the distance a thunderstorm, the “cloud of war,” begins to move away. High in the sky overhead a civilian version of the new Lockheed Constellation ushers in a new era of peacetime air transportation.

Original Release Catalogue Copy

It's the Fourth of July, 1945, in a small town somewhere in the U.S. The celebration is even more special this year. The war is over in Europe, and the country begins to focus all its efforts on bringing the war in the Pacific to a quick conclusion.

I really enjoyed following up *If Only in My Dreams* and *A Christmas Leave, When Dreams Come True* with this image. In addition to aircraft, I truly enjoy painting landscapes and incorporating into them some of the symbolism I use in my “pure” aviation work – for instance, contrasting between the manmade fireworks (which had been represented, until recently, by bombs over Germany) with heaven's fireworks in the form of lighting.

Of course, what would one of my paintings be without a plane? I included a “Connie” – the Lockheed Constellation – which had been a troop transport... only this time, she is returning the boys home for good.

About the Aircraft: The Lockheed Constellation

Of all airliners ever built in America, the checkered career of the Constellation has to be amongst the most colorful. With its sensuously curved fuselage, long legs (both literally and figuratively) and superb streamlining, it looked futuristic, fast and exciting. From its beginnings in the summer of 1939 as the Model 49 Excalibur A to the final Model 1649 Starliner, delivered February 12, 1958, the “Connie” was always described in superlatives such as “highest,” “fastest,” “best” and “most”. Along the way, it acquired reputations in the field of smuggling, war, spraying, freight hauling, fine dining and whisking US Presidents to various parts of the globe, in addition to its duties for the major airlines of the world.

Designed specifically for Transcontinental and Western Airlines (TWA) in 1939, the Lockheed Model 49 Constellation was first flown in 1943 and almost immediately commandeered by the US Army Air Force for use as a VIP transport. When first flown as the USAAF C-69, the four engine, 40 ton Connie was faster than the Japanese Zero fighter.

All the Connies coming off the production lines until the end of hostilities in 1945 were bought by the military as the Army model C-69. The various civilian airlines were contracted to fly them for the military.

The very troublesome Wright R-3350 Cyclone engine was used – the same engine used in other aircraft such as the Boeing B-29. As a result, the Connie was infected with the same maladies; engine fires overheating, etc. At one point, Lockheed accused Wright Aeronautical of failure to properly engineer, build and inspect the engine. And rather than consider a Lockheed proposal to switch to Pratt-Whitney R-2800 engines, the Army merely stopped production of the

C-69 and waited for the bugs to be worked out of the Wright Cyclone. The evolution of the Connie was slowed several times due to these problems. Another major factor was the low priority assigned to the C-69 by the Army. All this had a negative effect on development of the craft and as a result the Connie finished the war with many of its problems still to be worked out.

During its twelve year production run after the war, a total of sixteen civilian model designations were assigned, starting with the original model 49 and progressing in increments of 100 through model 1649 ("1349" was omitted for reasons of superstition). Less than one third ever got off the drawing boards. Some that did had a sub variant designation "-A", "-B" and so on. Quite a few of these sub variants also failed to go into production. Thus, the major civilian Constellation models read: 49, 649, 749A, 1049, 1049C, 1049G, 1049H and 1649A. The models 1049 were officially known as the "Super Constellation", and the 1649A as the "Starliner".

The original model 49s had their civilian interiors stripped and a combination of seats and benches installed, among other modifications, in order to be accepted by the Army as C-69s. At the end of WWII, Lockheed bought back from the Army as many as were available, and took those C-69s still on the production line and converted them back to model 49s and began delivering Connies to the airlines of the world. All model 49s were basically "dressed up" C-69s. A rash of incidents in 1945 and 1946 caused this first civilian model of the Connie to be grounded for six weeks in July/August 1946 while the government aviation experts tried to sort out the causes. It was found the aircraft had no basic flaws and it was again pronounced airworthy, though engine problems continued to plague the craft, giving rise to the "Best Tri-Motor" label.

PanAm mechanics determined the aircraft would require factory repair which meant moving the Connie all the way across the continent to Burbank, California. They removed the ragged pieces of the engine nacelle, faired over the gaping hole in the wing with sheets of aluminum and flew the Connie 2,450 miles back to the Lockheed factory with three engines, and looking as if it had been manufactured that way! Many telephone calls were received by radio stations, newspapers, sheriffs offices and military bases about the strange aircraft flying over their cities.

The model 749A was designed in response to airline needs for a longer range aircraft. It featured a fuel tank configuration allowing an extra 1,555 gallons (5,886 liters) to be carried. This increased the Connies range with full payload to 2,600 miles (4,184 km) or 310 miles (499 km) further than the 649. The 749A offered a nose-mounted weather radar option which increased overall length from 95' 3" (29.03 m) to 97' 4" (29.67 m). Otherwise, dimensions remained the same as the previous two models.

THE DREAM FULFILLED, WHERE THE LOVE LIGHT SHINES (1945)

Original Catalogue Copy

It's the holidays of December, 1945, in a small town somewhere in the U.S. The celebration is even more special this year. The war is finally over, and three generations of the family I've been portraying in *If Only in My Dreams* and *A Christmas Leave, When Dreams Come True* are finally back together for good.

The son, who has been fighting in the war, walks up the steps to his grandparents' house with his fiancée, followed by the loyal dog that waited for him in *If Only in My Dreams* and rode with him (perhaps on his way to propose marriage) in *A Christmas Leave*. A Beechcraft Staggerwing, symbolizing a return to peacetime aviation, flies off in the distance.

I love a happy ending, don't you?

About the Aircraft: The Beechcraft Staggerwing

A truly classic aircraft with unique and smooth lines - the epitome of biplanes before and since. With its clean lines, negatively staggered wings, and retractable landing gear, the natural aesthetic beauty of the "Staggerwing" has made it an uncontested classic airplane. Even today the Beechcraft Model 17 Staggerwing is comparable to modern private aircraft. This classiest of classic airplanes transported many military generals and executives throughout the Second World War and for years afterwards.

The Beech Aircraft Company was formally organized in April 1932, and in November of that same year, the first Beechcraft Model 17 Staggerwing made its maiden flight. The organizational skills and "know-how" of Walter Beech, combined with the genius of airplane designer Ted Wells had produced a ship that was destined to become the standard for private passenger carrying airplanes for years to come.