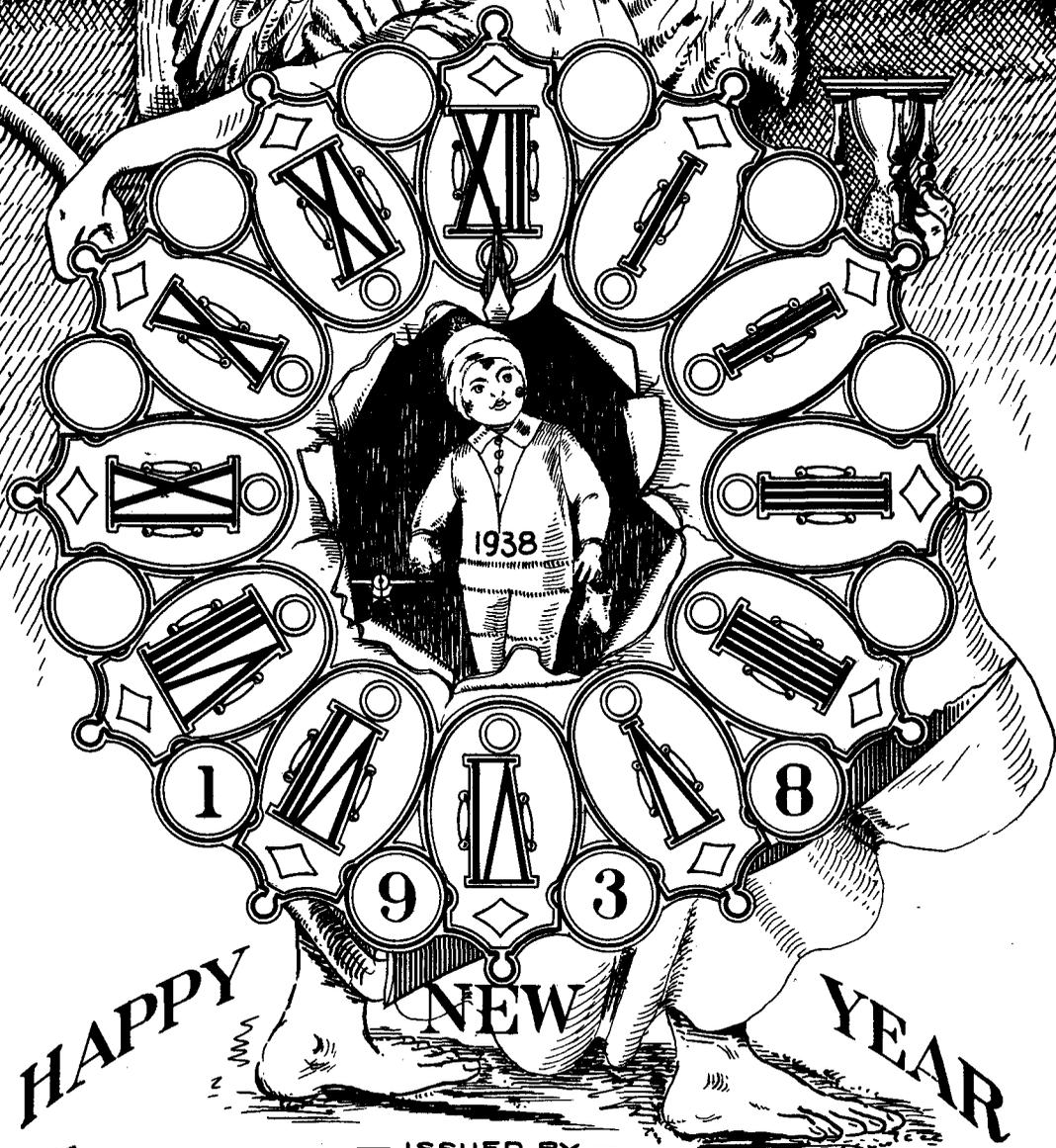


# AIR CORPS

## NEWS

## LETTER



# HAPPY NEW YEAR

— ISSUED BY —  
 THE OFFICE OF THE CHIEF OF THE AIR CORPS  
 WAR DEPARTMENT  
 WASHINGTON

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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### SECRETARY OF WAR EXPRESSES NEED FOR BALANCED AIR CORPS PROGRAM

In a letter of November 3, 1937, to the Hon. Harry H. Woodring, Secretary of War, Mr. Charles F. Horner, President of the National Aeronautic Association, stated:

"Many of our members have asked me as President of the National Aeronautic Association how our organization may aid the War Department in accomplishing its aviation program.

"The National Aeronautic Association is a non-profit organization, national in character and scope, as its name implies, having chapters in every state. It is non-political and derives no support from any branch of the government. We believe that our organization, and our membership as individuals, may aid the Army considerably toward a realization of its plans for our national air defense.

"I shall appreciate it, provided you agree with me in this belief, if you will advise me exactly what the Army's air program is in order that I may inform our chapters and membership accordingly. It is fully realized that certain phases or parts of your program may be confidential; it is hoped, however, that you can release enough of it to me so that we can aid you in securing the support of the people of the United States."

Expressing his appreciation for the offer of the cooperation with the War Department of the National Aeronautic Association and stating that it is most encouraging to know that organizations of this character may be depended upon for cooperation in matters so vital to the National Defense, Mr. Woodring, in a letter dated November 9, 1937, advised Mr. Horner that the Army Aviation Program is undergoing constant study; that future programs are now under discussion, and that he would take the matter up further with him later on.

In a letter of December 10, 1937, Mr. Woodring wrote Mr. Horner as follows:

"As indicated to you in my letter of November 9, 1937, further study has been given in an effort to provide a more detailed answer to your request for the Army Air Corps program.

"The following are some specific suggestions containing details of our pro-

gram:

"a. The Army Air Corps is faced annually with procuring and training several hundred Flying Cadets at the Air Corps Training Center, Randolph Field, Texas. It is becoming increasingly difficult to obtain the necessary quota of Cadet applicants. I think this is due in no small degree to our lack of adequate facilities for a widespread publicity campaign to acquaint college graduates with what the Army Air Corps has to offer. Here is an opportunity for the college graduate to obtain one year's flying instruction at the finest flying training school in the world, plus the added inducement of one to five years active duty as a Reserve officer, with pay and allowances in grade. The Flying Cadet is paid \$75.00 per month, is provided clothing, food and shelter while undergoing training. It seems to me that if every college graduate knew of this wonderful opportunity we would be flooded by more flying cadet applications than we could accommodate. I believe your organization can aid materially in acquainting this class of young men with the unusual opportunities available to it.

"b. The major portion of the present Air Corps problem may be divided into three parts:

- Planes and accessory equipment;
- Personnel; and
- Ground installations and establishments.

The War Department has recently brought up to date studies showing what is needed in each of these categories to bring them to parity and to complete a balanced program. I am sure you will understand why it is not now possible to make this program public. First, it must be submitted in detailed estimates, and passed upon by the Bureau of the Budget and the President. When the President forwards to the Congress the Executive recommendations on these features, the National Aeronautic Association can aid materially by advising all inquirers of that program. In the mean time, it undoubtedly will aid materially for you to publicize among your members the fact that the War Department does have an up-to-date current program for an adequate air defense. I feel that much of the criticism which

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has been leveled at the War Department on the subject of aviation in the past, was because it was not generally known that we did have a completed program toward which we are working just as rapidly as funds are provided.

"(1) On the subject of aircraft, I advised you in my last letter that the War Department was endeavoring to supply a total of 2320 airplanes to the Army Air Corps by 1940; and that it is proposed to maintain that figure by an annual provision of about 400 planes of the most modern types.

"(2) On the subject of accessory material and equipment, it is evident that there must be an increase in operating funds and in funds for the procurement of accessories, such as engines, plane and engine instruments, navigational equipment, and armament commensurate with this increase in plane strength.

"(3) With reference to personnel, it is not now possible to provide additional personnel for the Air Corps, but remedial legislation has been recommended to ameliorate this serious situation.

"(4) Concerning ground installations and establishments, they, too, are being provided for in our estimates. Obviously, since these buildings, flying fields, and air bases and installations are very expensive, they can not be provided at one time, but must come in properly balanced increments as the planes are supplied.

"c. One very important sub-division of military aviation concerns experimental development. If our experimental program be not adequate and up-to-date this year, our airplane procurements for years to come must be adversely affected; whereas in past years our experimental program had led the world, several other nations are now spending vast sums on aeronautical experimentation and, unless we can continue to provide ample funds for our Materiel Division at Wright Field, there is grave danger that we may be left behind, may lose our present pre-eminent position. This is vital, and your organization can do much to make this point clear to your members and those with whom they come in contact and over whom they exert a wholesome influence.

"d. I feel that a section in my annual report dealing with aviation outlines succinctly some essentials on the subject of military aviation which I may well quote to you in this connection.

"It should be borne in mind that modern aircraft cannot be quickly improvised. The construction of airplanes necessarily takes considerable time. Hence, our peacetime strength should approximate rather closely our requirements in war. Furthermore, in a major war our air arm would probably be engaged almost immediately on the opening of hostilities. Therefore, it

is desirable that it be practically on a war footing in time of peace."

"I wish again to thank you for your offer of assistance to us. I agree fully that your organization, a nationally known, non-partisan group, composed of patriotic men and women can do much to help us realize our aims for national defense by making our program known to our people."

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#### ARMY AIR CORPS BUYS PURSUIT AIRPLANES

The Assistant Secretary of War, Hon. Louis Johnson, announced on December 11, 1937, the award to the Curtiss Division of the Curtiss-Wright Corporation of Buffalo, New York, of a contract for a service-test lot of thirteen P-37 Pursuit airplanes and the necessary spare parts, amounting in all to \$531,305.12.

The Curtiss P-37 is an all-metal, low-winged single-engine, single-seater monoplane. It is similar to the Curtiss P-36 Pursuit, of which this Company is now building 210 for the Army Air Corps, except that it is designed for a liquid-cooled instead of an air-cooled engine with which the P-36 is powered. This change in power plant and numerous other minor improvements in streamlining and structural design have made possible a further improvement in the flying characteristics so satisfactory in the airplane of which this is an improvement.

The airplane is provided with an enclosed cockpit, a steerable tail wheel, flaps (sometimes known as airbrakes), landing gear retractable into the wings, and all the other latest devices developed by American aeronautical designers to improve its flying characteristics. These developments are expected to produce in this airplane speeds considerably in excess of 300 miles per hour, high rate of climb, and great maneuverability when compared to other aircraft of comparable speed.

When completed, these airplanes will be delivered to a combat unit of the Air Corps for thorough testing.

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#### LANGLEY AIRMEN FLY TO BARKSDALE AT NIGHT

Captain Carl B. McDaniel, of the 96th Bombardment Squadron, Langley Field, Va., with a regular combat crew in a B-17 Bombardment airplane which included Staff Sergeants Harry W. Sichert, George Billy and Private 1st Class John Shealey, of the same Squadron, accomplished a night flight to Shreveport, La., and return on November 30th.

No landing was made at Shreveport, and the total time of the flight was 12 hours and 10 minutes. Excellent weather prevailed during the entire flight.

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## THE GENERAL HEADQUARTERS AIR FORCE

A Review of 1937 and New Year's Message  
By Major General Frank M. Andrews,  
Air Corps, U. S. Army.

Two outstanding accomplishments have made 1937 noteworthy for the GHQ Air Force. They are: first, the clarification of and substantial progress toward the perfection of the Air Base system; and, second, the successful service test and universal acceptance of the B-17 as the prototype of the future basic element of our Army Air Force, - the heavy load, long endurance, high speed, multi-engined Bomber.

Prior to the formation of the GHQ Air Force in March, 1935, each Air Corps station was organized and administered primarily as a peace time home for its units. Field exercises and maneuvers were comparatively infrequent, and when held required the formation of provisional command and staff set-ups, provisional groupings of units, and the improvisation of a system of maintenance and supply.

Recognition, definition and initial impetus of the necessity for air bases were made official by that splendid document, TR 440-15, issued by the War Department over the signature of our Chief of Staff, General Malin Craig, on October 15, 1935. Development and perfection of the details of air base operation required thought and time, and much trial and error. Initial mistakes were rectified, and the soundness of the present system was proved in the GHQ Air Force maneuvers in California in the spring of 1937.

Major General George S. Simonds, Commanding the Fourth Army and Ninth Corps Area, and appointed for those maneuvers as the special representative of the Secretary of War, complimented the efficiency of the GHQ Air Force Air Base system of supply and service. General Simond's long experience in such matters and the high professional regard in which he is universally held lend great weight to his opinions. His praise was a source of extreme gratification to all echelons of the GHQ Air Force. My thanks and appreciation go from the heart to those officers and enlisted men who worked hard to overcome the inertia of the outmoded system with which they were familiar, and who put across the new system, so necessary to the operations in the field of a modern air force.

What is this air base system? It is simply an organization for war on functional lines. The combat units are responsible for combat operations with a minimum of responsibility for administration, supply and service. The air base, comprising as it does a large area, is primarily responsible for supply, maintenance and service for the combat units,

with a minimum of responsibility for operation. In time of war or field exercises or maneuvers, the air base comprises the home station and all occupied auxiliary airdromes within a radius of approximately 200 miles, served by the Headquarters and Air Base Squadron assigned to that air base. In garrison, the air base shrinks to include only the home station, and sub-stations, if any. Thus an air base is flexible in extent, and varies according to the situation, from the home station alone to the home station, sub stations and all auxiliary airdromes served by the air base squadrons, augmented when necessary by air base squadrons or parts thereof from other stations not active at the moment.

A few details are yet to be solved, but in the main the present system is satisfactory, and I believe it to be the only system which can make integral and cohesive combat units truly mobile, and can insure a practical application of the theory that "the impetus of supply is from the rear."

Memories are notoriously short, but reflection will remind us that one short year ago the modern four-engined Bomber, exemplified by the B-17 Bombardment airplane, was under fire. It was thought to be "too much airplane" for Air Corps personnel, - unnecessarily large, costly and complex.

During the past year, GHQ Air Force personnel have proved beyond question by thousands of hours in all weather and by the dropping of thousands of bombs at maneuvering and stationary targets, that the four-engined, heavy load, high performance Bombardment airplane is not only valuable but necessary if the GHQ Air Force is to execute the role that will fall to it in the event of war. The trend is toward still larger Bombers of equal or better performance, and within a short time I am certain the B-17 will be considered a small airplane.

In addition to the outstanding progress in the development of the Air Base system and the proving of the modern Bomber, my New Year's message would be incomplete without mention of the reduction in accident rates; the improvement in gunnery by Pursuit and Attack units; and the perfection and extension of the science of navigation by reconnaissance and Bombardment units.

To all personnel, officers and enlisted, of the GHQ Air Force; to the Materiel Division and other agencies of the Chief of the Air Corps, and to the arms and

(Continued on Page 4.)

THE AUTOMOBILE - AIRCRAFT SHOW AT MARCH FIELD  
By the News Letter Correspondent

With "Pea-Shooters," broad-winged Bombers, sleek Attack planes, shiny new automobiles and colored searchlights and anti-aircraft equipment being displayed, the March Field "Line" became a crowd-thronged midway November 12, 13 and 14, as the second annual Automobile-Aircraft Show was staged. The show was sponsored by the Riverside, Calif., Chamber of Commerce.

The show was officially opened at 1:00 p.m., November 12th, following a luncheon at the Officers' Club which was attended by business men of Riverside, executives of the Santa Fe Railway, movie stars from Universal Studios and officers of March Field.

Colonel John H. Pirie, Post Commander, gave the opening address of welcome over the specially installed loud speaker system loaned by the Standard Oil Company of California, and supervised by Major Edward Martin, Post Chaplain. Major Early E.W. Duncan, March Field Public Relations Officer and officer in charge of the show, introduced Mayor William E. Evans, of Riverside, who officially accepted Colonel Pirie's welcome. The Reveille Guns sounded, and the show was on.

Two of the large hangars on both sides of the Headquarters building were given over to the automobile displays (which were duplicates of the Los Angeles Automobile Show). In a third hangar there was a display of trailers, accessories and anti-aircraft equipment. On the March Field railway tracks stood a new streamlined coach and diner of the Santa Fe Railway, open for inspection.

Each of the three days saw regularly scheduled flying by the 19th Bombardment Group, the 17th Attack Group, and three P-26's from Barksdale Field, La., flown by Lieuts. Landry, Lessig and Keith. The aerial events were scheduled for both afternoon and evening.

During the afternoon shows, six Bombers from the 19th Group, led by Captain Ferris and Lieut. Boyd, flew in various formations and passed in review low over the long line of people on the north edge of the mat. Next came the "Three Mosquitos," led by Lieut. Landry, who sent their P-26's through thrilling maneuvers which were climaxed with screaming power dives that had people instinctively buckling their legs despite the fact that the planes always maintained a safe altitude. The final event of the aerial show was the flying by 18 airplanes from the 17th Attack Group, led by Major Mallory, Captain Lawson and Lieut. Terrill. Flying in close formation, they passed in review and then laid smoke screens over the south side of the field. The planes, flying very low, then penetrated the screen in a sim-

ulated attack on advancing infantry.

During the evening shows, only airplanes of the 19th and 17th Groups participated. Phantom-like they circled the field unseen until the huge searchlights of the 63rd Coast Artillery opened up, riddling the sky with bright, vari-colored lights which outlined whole formations. As a climax to the evening shows, the Attack planes dropped parachute flares and landed by them.

All events were described over the broadcast system by Majors Early Duncan, Victor Strahm, John Cannon and Edward Martin. Celebrities, who visited the show as guests and sponsors, were introduced from the reviewing stand by Major Duncan. During each show, the Post Commandant greeted the visitors over the broadcast system.

Sunday, November 14th, which saw the largest attendance, an almost unruly crowd of nearly 30,000 people had as added attractions exhibitions by the Motorcycle Squad of the Los Angeles Police Department, the Riverside Drum and Bugle Corps, and the presence of such film celebrities as Freddie Bartholomew, James Stewart, Virginia Grey and William Weldman. Freddie Bartholomew wanted to ride one of the motorcycles, but later said he would rather "just watch" the Pursuit planes.

Sunday night, after the last patron had departed and the darkened streets seemed unusually quiet in the absence of multiple laughter and the excited chatter of thousands of voices, single footsteps echoed hollowly against the sides of the huge silent hangars. It was satisfaction and high pride in achievement walking rampant over everything. An important phase in the value of this annual show is the spirit of good will and good fellowship which it helps to promulgate between the personnel of March Field and the citizens of Southern California.

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The General Headquarters Air Force  
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services of the War Department which have contributed to the past successful year, I extend my thanks and sincere wishes for an even more successful year to come.

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Personnel of Moffett Field, Calif., played hosts to personnel of TWA and United Air Line transports during a dense fog which covered the Bay Area on December 16, 1937. The commercial airmen spent two or three hours on the ground and took to the air late in the afternoon.

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## FORESIGHT PAYS DIVIDENDS

According to the News Letter Correspondent from Pope Field, Fort Bragg, N.C., Major Edmund P. Gaines, of that post, is planning to apply to someone for a life-saving medal. It appears that several months ago the sum of \$4,800 became available for repairing and painting the balloon hangar at Fort Bragg, and for other necessary repairs. All of this money was spent for materials, and additional funds not being available the projects were undertaken by utilizing the services of the enlisted men. The repairs to the balloon hangar included the installation of a new roof. When it is considered that this is really an airship hangar, almost 100 feet high, the difficulties and dangers which beset inexperienced personnel working at this height are manifest.

As a safety measure, Major Gaines procured from Scott Field a large airship inflation net and had it hung, double thickness, immediately below the roof trusses in the hangar. The size of this net can be appreciated when it is considered that it was large enough to be doubled and yet amply cover a space of 76 by 220 feet. With this safety net in place, the morale of the men working on the under side of the roof was high and they went merrily along with the work.

On December 10th, the net paid its first dividend. Private Charles E. Baker, 16th Observation Squadron, one of the best steel workers in the crew, lost his footing on the scaffolding under the trusses and plummeted into the net. He received only minor scratches and, none the worse for the incident, was back on the job the next day. Private Baker is now the recipient of many good natured jibes, which attest to his popularity, and what would have been a tragedy at this station resulted merely in a happily closed incident.

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## MORE NAVIGATORS GRADUATE AT MITCHEL FIELD

Certificates of proficiency in dead reckoning and celestial navigation were presented to a group of eight officers of the Ninth Bombardment Group, Mitchel Field, N.Y., at Officers' Call on December 10th. Those receiving diplomas from Lieut. Colonel C.W. Connell, Group Commander, were: Major Ulysses G. Jones, Captains Joseph Smith, Milton M. Towner, 1st Lieuts. Emery S. Wetzel, Millard C. Young, Dwight Divine II, and Milton F. Summerfelt, Air Corps.

The graduation of these officers brings the total number of navigators trained by the Mitchel Field Navigation School, since its inception in August, 1935, to 33. Commenting upon the graduation of this class, Colonel Walter H.

Frank, Base Commander, expressed himself as being pleased with the progress made toward training the Regular Army officers of the Ninth Group as navigators, and hoped that the day would soon arrive when the course could be made available to Air Reserves.

The course of instruction offered to the recent graduating class exceeded the usual three-month period devoted to classes, due to suspension of the school during maneuver periods when the services of the students were required elsewhere.

The highlight of the present class was the graduation flight from Mitchel Field to San Antonio, Texas, via the Gulf of Mexico. Two flights of two B-18's made the trip, the first flight extending from November 16th to 19th, and the second flight from November 30th to December 3rd. The purpose of the flights was to comply with the new GHQ Air Force directive which requires all new graduates to demonstrate their ability to navigate this flight before certificates of proficiency may be granted. Each B-18 carried two students who rotated in performing the duties of dead reckoning and celestial navigator.

The planes took off from Mitchel Field shortly after midnight and arrived at Jacksonville, Fla., for breakfast and servicing. From there the flight headed for Tampa, where it struck out on a 766 nautical miles water leg over the Gulf of Mexico to Corpus Christi, Texas, and from there to Randolph Field. After a stopover of one day at Randolph Field for maintenance, the return flight was made over the same route. Both legs over the Gulf of Mexico were flown during daylight, while the legs between Mitchel and Jacksonville were flown at night.

The flights were highly satisfactory in every respect, and particularly so from the navigation standpoint. Remarkable accuracy was attained by making celestial landfalls on Corpus Christi and on Tampa, which were the termini of the legs across the Gulf.

All position reports were transmitted over the SCR-187-A set to the Second Wing Station DF4 at Langley Field. Characteristic of the high performance of the radio communications was the promptness with which DF4 receipted for the plane's message that landing was being accomplished at Randolph Field.

Position reports were also rendered on schedule to Coast Guard stations lying along the route. Direct contact with the Coast Guard on the over water legs contributed considerably to the crew's peace of mind.

Weather conditions were most favorable for making celestial observations. Only on the Jacksonville-Mitchel Field leg of the second flight was there any departure from pre-flight plans. Here an

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## NEW PILOTS FOR PHILIPPINE ARMY AIR CORPS

The first graduation exercises for the Philippine Army Air Corps were held on October 30, 1937, the following four officers graduating: Captain Basilio Fernando, 1st Lieut. Oscar Sales, Edwin D. Andrews and 2nd Lieut. Pelagio A. Cruz. Each officer had the following amount of flying time upon graduation:

Captain Fernando	- 254:20
Lieut. Sales	- 427:05
Lieut. Andrews	- 281:00
Lieut. Cruz	- 402:35

President Manuel L. Quezon was the guest of honor and delivered the principal address. Ranking officers of the United States Army who were present were General Douglas MacArthur, Military Adviser of the Commonwealth of the Philippines; Major Generals Lucius R. Holbrook, Commanding the Philippine Department; John H. Hughes, commanding Fort William McKinley, and Brigadier General Evan H. Humphrey, Commanding Fort Stotsenburg.

Many other high ranking officers of the U.S. Army were also present, as were the following Philippine Army ranking officers:

Major Generals Paulino Santos, Chief of Staff; Basilio J. Valdes, Deputy Chief of Staff; Brigadier Generals Guillermo B. Francisco, Commanding General of First Regular Division, and Vicente Lim, Chief of War Plans Division.

These are the first Philippine Army flyers to graduate from the Philippine Army flying school. Five more will be graduated about March or April, 1938. All graduates were trained in flying by Lieut. Hugh A. Parker and W.L. Lee, U.S. Army Air Corps, who are loaned to the Philippine Government for this purpose.

In connection with this program, Lieut. Parker was presented the Distinguished Service Star of the Philippines by President Quezon. Lieut. Parker had been ordered to the States, returning on the November transport. He had been on duty with the Philippine Army since May 16, 1936, and in this length of time had flown over 1,000 hours in Philippine Army airplanes, training Philippine Army pilots. He is being replaced by Captain Mark K. Lewis, Jr.

In addition to the four pilots mentioned above, who graduated on October 30th, the Philippine Army Air Corps has one officer who is a graduate of the Army Air Corps Training Center and the Army Air Corps Technical School. It has 13 advanced students and seven primary students who have soloed in Manila. In addition to this, there is one officer at Chanute Field at the present time studying aerial photography, who is also a graduate of the Air Corps Training Center. It has four officers at the Primary Flying School at Randolph Field who started training in July, 1937, and

who are at the present time on the basic stage. From all reports, these students are doing satisfactory work.

The order awarding the Distinguished Service Star of the Philippines to Lieut. Parker is quoted below, as follows:

"MALACANAN PALACE  
Manila

October 30, 1937

General Orders)  
No. 1.

1. For outstanding service to the Commonwealth of the Philippines, in a position of major responsibility, there is hereby presented to First Lieutenant Hugh A. Parker, Air Corps, United States Army, THE DISTINGUISHED SERVICE STAR of the Philippines. As Plans and Training Officer of the Air Corps Training Center, Philippine Army, and individual instructor of flying cadets, his services have been characterized by unusual efficiency and professional skill, unflagging enthusiasm, and outstanding results. His work has required incessant devotion to duty, a readiness and capacity to comprehend the particular requirements of Filipino students, and an ability to adjust technical instruction so as to overcome unusual difficulties. His accomplishments and examples have been an inspiration to every member of the Air Corps of the Philippine Army and a source of satisfaction to the Chief of Air Corps, the Chief of Staff, the Military Adviser, and the Commonwealth Government.

(Sgd.) MANUEL L. QUEZON,  
Commander-in-Chief, Philippine Army."

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### Navigator's Graduate at Mitchel Field

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overnight delay was caused by severe icing conditions in the vicinity of Cape Hatteras.

The total distance covered by each flight was 3585.2 nautical miles. All navigators were enthusiastic over the training value of extended flights and felt that they served to instill a spirit of confidence difficult to develop on shorter flights.

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During the month of November, the 4th Observation Squadron, Luke Field, T.H., completed its most extensive training period during this fiscal year. Over 200 hours were flown by eleven pilots. Highlights of the month were one week's field training at South Cape; a goodly portion of aerial gunner completed, and the activity of the Squadron Navigation School, which is well under way.

The Squadron just received a new BT-9, and all pilots are well pleased with its characteristics. It is to be used on liaison missions and artillery adjustments.

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## PERFORMANCES OF B-17'S EVOKE ENTHUSIASM

A B-17 Bombardment airplane, returning on December 6th from Miami, Fla., en route to Langley Field, Va., performed what one may call an interesting navigation mission. With bad weather and low ceilings reported along the entire route, fuel was conserved by cruising at a low speed and thereby making it possible to turn to any one of several possible alternate landing fields out of the area of bad weather. After flying for approximately an hour and a half, there was such a definite improvement in the weather that a normal cruising speed was made possible. The 975 miles of the inland route, via Savannah, Ga., was covered in 4 hours and 10 minutes flying time, or at a ground speed of 235 miles per hour.

This is no record or any attempt to accomplish anything other than a routine training flight, yet it shows definitely what the "Flying Fortress" can be expected to do.

The B-17 was commanded by Lieutenant Colonel Robert Olds, the combat crew comprising Major Edwin R. McReynolds, Captain Charles H. Caldwell and Lieut. Robert F. Travis, all of the Headquarters and Headquarters Squadron, Second Bombardment Group.

A few interesting facts regarding the "Flying Fortresses" may here be recorded. The first B-17 was delivered at Seattle, Wash., on March 1, 1937, and the twelfth and last B-17 on July 26, 1937.

Since delivery of the first article, the "Jeeps" have flown 679,000 miles, or over 27 times around the world, or the equivalent of 141½ full twenty-four hour days in the air.

"With the B-17's performing better and better every day," asserts the News Letter Correspondent, "combat crews are enthusiastic and elated over the superiority and dependability of their four-engined equipment and, with prospects brighter than ever for the creation of a striking Air Force with equipment and personnel suitable and capable in the defense of our country, the Second Bombardment Group is grateful for the honor of being permitted to contribute so directly to the universally recognized new era in military as well as civil aviation."

\*Note: We enter here a mild protest against the application by the Langley Field Correspondent of the term "Jeeps" to the B-17's. Firstly, that term is not befitting an airplane of this type. Why not let the term "Flying Fortress" suffice? Secondly, the autogyro has prior claim to the appellation of "Jeeps;" so let us be consistent.

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## EXPERIENCES IN BAD WEATHER FLYING

First Lieut. Gerald E. Williams, of the 20th Bombardment Squadron, Langley Field, Va., recently obtained some interesting experiences in winter bad weather flying while making an extended navigation flight to San Antonio, Texas, in the North American BT-9B. On two legs of the flight he encountered icing conditions, and while the plane picked up considerable ice the flying characteristics did not appear to be affected. The carburetor heat control, however, was entirely inadequate, and time and again with the carburetor heat full on, the carburetor iced up sufficiently to lose flying power. The opening of the mixture control, however, caused the engine to backfire, clearing the ice out of the carburetor.

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## BRITISH GENERAL VISITS KELLY FIELD

Major General W.G. Holmes, of the British Army, visited the Air Corps Advanced Flying School at Kelly Field, Texas, on December 9th, and while at this field he was accompanied by Colonel Arnold N. Krogstad, Commandant of the Advanced Flying School, and 1st Lieut. Troup Miller, Jr.

General Holmes was well pleased with everything he saw, and made particular mention of the Miniature Range building for training in artillery adjustment. He was entertained at luncheon by the Commanding General of the Air Corps Training Center at Randolph Field, following his visit to Kelly Field, and later in the afternoon left for New Orleans, La.

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## SEED PLANTING IN HAWAII FROM THE AIR

Initiating field training for the 5th Composite Group, December 1st found the 23rd Bombardment Squadron, of Luke Field, T.H., packed and moving to Burns Field on the Island of Kauai for one week of camping. "With all the available Keystone airplanes in the Group attached for this move," declares the News Letter Correspondent, "we feel that the trip will be more than worth while. The chief purpose of this encampment is to carry out a 'Seed Planting Program' in cooperation with the Chief Forester of the Territory of Hawaii. The camp will allow all personnel to become better acquainted with the terrain of the Island of Kauai both from the air and from the ground."

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During the month of November the Engineering Department of the San Antonio Air Depot overhauled 17 airplanes and 56 engines and repaired 39 planes and 10 engines.

## ARMY AIR CORPS TECHNICAL SCHOOL OPENS BRANCH AT DENVER

Shortly after the first of January, 1938, a branch of the Army Air Corps Technical School will open at Denver, Colorado, according to a recent announcement by the Hon. Harry H. Woodring, Secretary of War.

The War Department has contemplated for some time the expansion of the Air Corps Technical School to meet the increasing demand for Air Corps specialists and craftsmen, due to the greater complexity and large numbers of modern military aircraft which the Air Corps is now receiving.

In planning the expansion of the facilities for training Air Corps technical personnel, both commissioned and enlisted, it was found advisable to establish this auxiliary branch school at Denver, Colo. The instruction for photographers and armorers, heretofore accomplished at Chanute Field, Rantoul, Ill., will hereafter be carried on at this new branch.

In the Armament Section of this School, both officers and enlisted men will be given instruction in the installation, firing, maintenance and repair of machine guns, and in the operation and maintenance of all apparatus used in bomb dropping.

In the Photographic Section, officers and enlisted men will be given thorough instruction in aerial photography, including every step from the taking of the air photograph to the assembly of the finished prints into mosaics. The instruction will include the maintenance and repair of cameras and the mixing of photographic chemicals.

Denver provides certain definite advantages for a branch of the Technical School. Adjacent to the site selected are several areas suitable for bombing and gunnery ranges which would provide practical gunnery firing of live ammunition and bombs. Throughout a large part of the year the climate of Denver is particularly suited to aerial photography. No suitable bombing and gunnery facilities are immediately available at Chanute Field, the present location of the Air Corps Technical School, since it is surrounded by rich farming land and lies in a thickly populated section. Long winter climatic conditions with much cloudy weather frequently delay photographic work at the present location. For these reasons, it seemed advisable to select a site where weather and surroundings were more favorable to the peculiar work to be done.

In order to open the School at Denver, it has been necessary to transfer from Chanute Field the students now undergoing instruction in the Armament and Photographic Sections. This will permit the detail of additional students to the remaining courses at Chanute Field, maintaining it at its regular capacity.

Even with both branches operating at maximum capacity, as is the War Department plan, additional construction will be necessary and considerable time must elapse before the two schools can meet the demand for trained men.

Lieut. Colonel Junius W. Jones, Air Corps, the present Commanding Officer of Chanute Field, has general supervision of the new construction at the Denver Branch. The actual construction will be done by Captain H.D. Stetson, Quartermaster Corps, Constructing Quartermaster, and Captain H.W. Anderson, Air Corps, Executive Officer.

Four Air Corps enlisted men from Chanute Field have already reported to the new station at Denver, and about 32 officers and 340 enlisted men will report there soon. Of this number, approximately 18 officers and 197 enlisted men will constitute the permanent post garrison, the remainder being students.

Most of the labor for building the new Denver Branch is being supplied through a W.P.A. Project. For the acquisition of land, the City of Denver has floated a bond issue of \$750,000. Completion of the project is being expedited.

Present War Department plans contemplate that the new Denver Branch School will be composed of two units: the first, consisting of the School and main airdrome, will be located at what was heretofore the Agnes Phipps Memorial Sanitarium, approximately six miles southeast of the center of the City of Denver.

The present main building will be altered to accommodate a post and school headquarters, administration office, hospital, quarters, recreational and messing facilities for enlisted men. Workers employed by the Works Progress Administration are now altering and refinishing other buildings to be used for class rooms, shops and laboratories. Sixteen hundred W.P.A. workers are now clearing and levelling the airdrome, grading runways and erecting hangars.

The second unit will consist of an adequate bombing and gunnery range and an auxiliary airdrome adjacent thereto large enough for planes of all types. The exact location of this unit has not yet been determined.

This arrangement makes it possible to have actual aerial gunnery and bombing without requiring bomb-laden planes to fly over other than Government property or to otherwise endanger the property of civilians residing in the vicinity.

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Two Air Corps officers, Colonel Robert E.M. Goolrick and Major Arthur W. Brock, Jr., both holding temporary rank, were given permanent promotions in these grades, effective December 1st for Col. Goolrick, and December 4th for Maj. Brock.

## " W I N G   N I G H T S "

In 1934, when the Alaskan Flight was enroute north, a Canadian Army regiment at Winnipeg gave a dinner in honor of the American fliers. It was a dinner by a famous old organization and conducted along formal lines and a definite ceremonial routine which had been in existence in the regiment for many, many years. General Arnold, Commander of the Flight, was greatly impressed by many features of this "Regimental" night.

Shortly following his return, General Arnold was made Commanding General of the First Wing, GHQ Air Force, March Field, Calif. Not long after the completion of the organization, General Arnold introduced the "Wing Night," popularly called the "Whing Ding." All the officers of the Wing assembled at the Officers' Club for preliminary refreshment, followed by formal dinner, conducted along a definite schedule. Near the close of the dinner, a member of the Wing Staff arose and proposed a toast - "The President of the United States," which concluded the formal ceremonies at the dinner.

Thereafter, a prominent speaker, such as the Corps Area Commander, delivered before the officers of the Wing there assembled, an entertaining and instructive address on a current topic. The evening concluded with a "show" usually devised to depict humorous instances and to point to the idiosyncrasies and eccentricities which certain officers of the Wing had recently demonstrated, wittingly or unwittingly, to their later discomfort. Usually there was a comic presentation of the "Dumbbell Trophy" to the individual of the Wing who had made the outstanding mistake of the month. As the show was finished, all of the officers joined in singing Wing and Group songs.

General Arnold was enthusiastic for those "Wing Dinners," believing that they greatly promoted the spirit of get-together and raised morale. General officers of other branches of the service who attended these dinners, were particularly enthusiastic about their ritual, routine and programs and the beneficent results they believed were sure to follow these affairs.

Reports are coming into the Office of the Chief of the Air Corps that other Wings of the GHQ Air Force are carrying out this or a similar idea. A report from Brigadier General George H. Brett, Commanding General of the air forces of the Panama Canal Department, told of their recent success with these monthly Wing ceremonies. The Wing in Panama apparently had expanded somewhat on the original theme. They devote a whole day and the following evening to the affair. The morning of the day is consumed in an

aerial review and ground inspection of the troops. The afternoon is devoted to competitive athletic sports wherein the representatives of the various squadrons and groups compete for prizes and demonstrate their athletic prowess. In the evening, all of the officers of the Wing assemble for the Wing dinner.

When General Westover recently returned from Hawaii, he spoke particularly of his pleasure at having witnessed a similar Wing function in Hawaii.

So, it seems the Regimental Nights, about which old soldiers love to tell as among the high lights of the old Army, are reappearing in the Air Corps under this new guise, but with the same beneficent results, cementing friendships, fostering a common understanding and promoting good fellowship.

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### THE ORGANIZATION OF COMBAT CREWS

In order to have properly trained combat crews ready for action as soon as the new Douglas B-18 Bombardment airplanes are received, the 88th Reconnaissance Squadron of Hamilton Field is conducting a series of classes to qualify members of future combat crews.

Under the general supervision of 1st Lieut. Leslie O. Peterson, Materiel Officer, instruction is given both in theoretical and practical subjects, by qualified noncommissioned officers of the Squadron. Although only those men immediately interested in the subject are required to attend the periods of instruction and undergo the examinations leading to the qualification of journeymen in the specialty, all members of the Squadron are encouraged to do so.

Instructors of future aerial engineers are Technical Sergeant Carl G. Lantz, Staff Sergeants Henry Williamson and Froment R. Alford. These three men have recently returned from Santa Monica, Calif., where they pursued a course of instruction in this subject at the Douglas Aircraft Company, manufacturers of the B-18 Bombardment airplane.

Aerial armorers are instructed by Corporal Oliver R. Kamstra and Private 1st Class Blaine C. Van Valin. Aerial radio operators are being trained individually under the supervision of 2nd Lieut. Arthur V. Jones, Air Reserve, Communications Officer.

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A contract was recently awarded by the Army Air Corps to Keuffel and Esser Co., Hoboken, N.J., in the amount of \$177,450, and to Bausch Lomb Optical Co., Rochester, N.Y., in the sum of \$65,000, for the procurement of two types of drift meters for installation in Army Air Corps Bombardment planes now being fabricated.

## NEW PROBLEMS FOR THE AIR CORPS TO SOLVE

NOTE: The following are the impressions of Private R.F. Fowler, 31st Bombardment Squadron, Hamilton Field, Calif., upon the recent visit of the XB-15 to that station.

There was something big in the air yesterday at Hamilton Field. But just how big was a matter that far exceeded the wildest calculation. Rumored about the field was the statement that the most gigantic of Air Corps aircraft was to make its debut at this, the newest and most modern of Army air fields.

It came from out of the north, this colossal ship of the ozone, and it grew to such proportions that doubtful speculation went about as to whether or not it would be able to sit down at our small portion of Marin County. Much to the surprise of everyone (everyone from the field and news "hawks" aplenty from San Francisco were on hand to see it come in) this giant plane, with the aid of its speed-reducing flaps, landed easily, using but three-quarters of the landing mat.

Although all were amazed at its size at that distance, it was not until it had come to rest in front of the hangar that the word gigantic conveyed its true meaning.

With this airplane it wasn't a question of how many men would be designated to crew it or keep it in condition; it was whether or not one squadron would be capable of crowing one engine. And it would no longer be the case of the Squadron sending in the report to staff officers that one certain airplane would or would not be in condition on a certain day - it would be a report concerning one motor only.

Because of the distance between motors, the most practicable means of communication is the radio. A twenty-four hour schedule is maintained on the net, due to the fact that a constant check on the weather is necessary. The fact that the crew on one engine might be enjoying perfect weather while the crew on the neighboring engine might be engulfed in a blizzard makes the weather report all important.

Each member of the crew working on this super plane is equipped with a compass and ten days' emergency rations, provided in case he should become lost while going about his work.

The average citizen isn't allowed to go aboard this craft for inspection, due to the fact that at the last landing one person got aboard unnoticed and wasn't found for days.

In conclusion, it is evident that if airplanes increase in size in the next ten years, as they have in the last ten, about the only place they will be able to land will be in Texas, and the mem-

bers of the crews will have to be equipped with bicycles to take them to and from their stations aboard the leviathans.

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## MISSIONS WITH ENGINEER TROOPS

After a lay-off of more than a month, and just when the 97th Observation Squadron (Corps & Army), Mitchel Field, N.Y., was entertaining the idea of putting the aerial cooperative material in moth balls for the winter season, the 1st Engineers at Fort DuPont, Delaware, came to the rescue with a call for a two-day mission. This work, conducted on December 9th and 10th, included spotting by aerial observer of eight camouflaged machine guns in defensive positions on the post of Fort DuPont; observation of post activities under conditions of enemy air raid, and observation of dismounted troops in march column being deployed for firing on a simulated attack from the air. On the second morning, drop and pick-up message work was accomplished.

Second Lieutenants Alfred G. Witter and Morris E. Thomas, Air Reserve, cooperated with the Engineers and attended the final critique conducted by Colonel C.L. Hall, Commanding Officer.

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## STOCK OF PLANES AT CHANUTE FIELD GROWS

Three Keystone Bombers (designated by a wisecracker as "Flying Fortresses" - Chanute Field type) vintage unknown, were flown into that field from Kelly Field, Texas, thus swalling the line of airplanes parked outside of hangars. It is expected that they will suffer pulmonary congestion as a result of their departure from the sunny south. Already it has been noticed that the B-18 and C-33 have suffered head colds and spinal frigidity when they poked their noses or tails in hangars overnight. Only nose or tail could be accommodated, due to limited hangar space.

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A contract was recently entered into with the Hamilton Standard Propeller Division, United Aircraft Corporation, East Hartford, Conn., in the sum of \$56,840.40 for the procurement of blade assemblies for controllable pitch propellers; and an additional contract with the same company in the amount of \$76,500.00 for the procurement of propeller assemblies for constant speed governors; also a contract with the Eclipse Aviation Corporation, East Orange, N.J., in the amount of \$27,778.00 for the procurement of alternator and dynamotor assemblies for installation in Bombardment aircraft now undergoing fabrication or already in service in tactical units; also a contract with Wendell Engineering Co., Newark, N.J., in amount of \$44,922.25 for valve grinders and special tools.

## DENVER AIR SCHOOL DESIGNATED LOWRY FIELD

According to a recent announcement of the Hon. Harry H. Woodring, Secretary of War, the new branch of the Air Corps Technical School at Denver, Colorado, will be named Lowry Field, in honor of Lieutenant Francis B. Lowry, a resident of Denver, Colorado, who was killed in action at Crepion, France, September 26, 1918.

The new field is located six miles southeast of Denver at the former site of the Phipps Memorial Hospital, where 1600 W.P.A. workers are now engaged in making the field suitable for occupancy early in January.

The National Guard field located at Denver was named Lowry Field on July 1, 1924, but since it has been discontinued and closed and the future activities of the National Guard airmen will be conducted at the Denver Municipal Airport, the name now becomes available for the new Army Air Corps station.

In announcing the name selected for the Army's new technical school site, the Secretary of War stated that it was particularly appropriate that it be named Lowry Field, in view of the fact that Lieut. Lowry was born in Denver, Colorado, December 1, 1894.

Air Corps officers said it was peculiarly fitting that the new home of the Photographic Branch of the Technical School should be named for Lieut. Lowry, who was killed while on a war-time photographic mission. The citation on the award of the Distinguished Service Cross to him reads as follows:

"On September 26, while on a very important photographic mission, Lieut. Lowry with Lieut. Kelly, pilot, realized the importance of the mission and chose to continue their course through harassing anti-aircraft barrage. A shell made a direct hit on the plane, brought it down in fragments, and instantly killed Lieut. Lowry."

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## MEXICAN FLYING STUDENT KILLED IN CRASH

Captain F.A. Avelino, of the Mexican Army, a student in the Attack Section of the Air Corps Advanced Flying School, Kelly Field, Texas, crashed into a house in the city of Austin, Texas, on the night of December 7th while making a night flight from Hensley Field, Dallas, Texas, to Kelly Field. The crash resulted in the death of Captain Avelino and a two-year old child, who had just been put to bed by its mother a few minutes before the crash.

Captain Avelino was attempting to locate the Austin Airport while flying at a low altitude (the ceiling estimated at 300 feet, and ragged) and had been heard circling over Austin just prior to the crash. Apparently he became confused

by the tower lights of Austin, thinking that one of them was the floodlight at the Airport, and while making an approach at what he thought was the Airport the plane struck the roof of one house and ploughed into the house next door.

Captain Avelino was flying an A-17 type airplane on a student flight with sixteen other students of the Attack Section departing from Hensley Field at five-minute intervals, beginning at 5:45 p.m. At the time the first plane was cleared from Hensley Field the weather was satisfactory along the route from Hensley Field to Kelly Field. At 6:50 p.m., Lieut. Vance landed at Kelly Field from Hensley Field and reported low ceilings between Waco and Austin. Captain Jamison, Chief of the Attack Section, called the Radio Range Station at San Antonio, Texas, and requested a broadcast over the Waco station to all students of the Attack flight to return to Hensley Field, and that the weather was closing in rapidly between Waco and San Antonio. All students of the flight received this broadcast and carried out instructions, with the exception of Captain Avelino, who apparently did not understand the radio broadcast and continued on his course, to encounter the low ceiling reported between Waco and Austin.

Captain Avelino had made satisfactory progress in his training at the Advanced Flying School, and it is exceedingly unfortunate that his difficulty in understanding the English language, especially over the radio, should have caused the termination of his career in the flying game.

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## AIRCRAFT INSTRUMENT LIGHTING

According to advice received from the Air Corps Materiel Division, Wright Field, Dayton, Ohio, individual instrument lighting for aircraft has recently been standardized, superseding the indirect instrument board. This method of illumination, which is glareless and uniform, is obtained by the use of a 3-volt miniature lamp, replaceable in flight. Voltage reduction from 12 to 3 volts and uniformity of lighting between instruments is obtained by the use of fixed resistors of various resistance values. A control rheostat in the 12-volt circuit is used for the variation of illumination on the instruments. The electrical system to the instrument lamp is electrically shielded and uses a quick-detachable connector.

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Captain Courtland M. Brown, Air Corps, was promoted to the temporary rank of Major in the Air Corps with rank from December 12, 1937.

ARMY AIR CORPS ACCOMPLISHMENTS FOR 1937 AND PLANS FOR 1938  
A Review by Major General O. Westover, Chief of Air Corps:

With the passing of the year 1937, it is well to make a survey of accomplishments in the immediate past and lay plans to guide us toward future progress.

Army Air Corps accomplishments for 1937 can best be summarized under three headings: Technical development and experimentation; production of material, airplane engines, and accessory equipment; tactical operation.

#### Technical Development and Experimentation

The year 1937 stressed the development and initial test of several interesting airplane types. The XFM-1 Bell multi-seater fighter was watched with particular interest by Army Air Corps officers because it represented not only a new plane, but an entirely new development. Fighters in the Army Air Corps heretofore have been of the single-seater and two-seater types, each powered by a single engine. The multi-seater fighter was drawn up to new specifications, our tactical organizations having expressed a need for a fighter with sufficient power to cope successfully with the giant Bombers appearing in all the leading air powers of the world. The experimental plane, the Bell "Airacuda," was 1937's answer to that requirement. It combines into one airplane probably more departments and experimental installations than any other single airplane developed in the world last year. It is now undergoing flight tests at our Experimental Division, Wright Field, Dayton, Ohio.

Another plane, unique in the field of aviation, which was developed to Army Air Corps specifications and delivered for test during the year was the so-called sub-stratosphere plane, the Lockheed XC-35. In outward appearance very similar to a Lockheed commercial plane product, it was developed with a supercharged pressure cabin and is now being used as an experimental laboratory at Wright Field to study the effects on personnel and equipment in operations at high altitude. It was the first such pressure cabin plane known and is devised to obtain the data and test accessory equipment, looking to the time when military air fleets and commercial air transport may move at high levels in the interest of increased speed, efficiency and economy.

The XB-15, Boeing 4-engine "Super Flying Fortress," was delivered to the Army Air Corps in December as the next step in the Army's big bomber development program. It represented a tremendous increase in range and armament capacity.

The XP-37, developed by the Curtiss Airplane Division, Buffalo, N.Y., was the year's outstanding single-seater fighter built for the Army Air Corps. It emphasizes a considerable increase in speed, maneuverability, and combat effi-

ciency over 1936 types.

Development in the power plant field for the year included delivery and test of air-cooled and liquid-cooled engines of increased power and refinement. Engines of a shape suitable for installation in airplane wings appeared and were pushed to completion. These looked particularly promising for large planes requiring multi-engine emplacement.

Not alone in the airplane and engine field was progress made; many accessories were completed experimentally and tested which are expected to have a marked effect on the universal utility of both fighting and commercial aircraft. Outstanding in this field was the Army's automatic landing device. This unit, developed by officers and engineers at Wright Field, demonstrated by more than fifty landings that it is now possible to land aircraft successfully in any kind of weather, even with zero visibility, automatically, without a human hand touching the controls. New and important instruments were designed and perfected facilitating celestial navigation for aircraft.

#### Production of Materiel

More than 400 new airplanes were bought by the Air Corps during the year to comply with the Army's program to build by June, 1940, to the authorized strength of 2320 modern effective planes. These new military aircraft are of latest types and designs, and it is no exaggeration to say that they are in every case the equal, and in some cases the superior in combat efficiency to those possessed in quantity by any other country.

Funds were expended in large amounts to increase our operating efficiency by supplying more nearly adequate bases. Prominent among the new fields for the year on which work was started or pushed energetically were Hickam Field in Hawaii; McChord Field, the new Northwest air base at Tacoma, Washington; and the branch of the Air Corps Technical School at Lowry Field, Denver, Colorado. Existing airdromes were greatly improved by additional hangar construction, shop and technical equipment installations and by the construction of additional landing and take-off runways.

#### Tactical Operation

The General Headquarters Air Force ably supervised and superintended training programs and schedules approved by the War Department for Air Corps tactical units. Early in the year, individual pilot efficiency was stressed, immediately followed by squadron, group and wing maneuvers devised to improve and test tactical unit efficiency on a large scale. Organization training was tested on a war-time basis by several large scale maneuvers. Organizations made sev-

eral mass flights from coast to coast to perfect all the details of mobility and to demonstrate the problems incident to a concentration of our Air Force on either coast.

#### The Outlook for 1938

Plans have already been perfected and initiated to stress in 1938 our experimental plane and engine development. It has been recognized by our military leaders that great emphasis must be placed on experimentation and development of flying equipment if our country is to remain abreast of world air progress. This is particularly true in view of the fact that it is well known that several of the leading air powers in the world, now realizing the reason for American predominance, are expending vast sums on their aviation experimental programs. We now know, therefore, that if we do not increase our funds for research and development materially within three to five years, we shall be left behind in aeronautical progress. Our planes and engines will be inferior to those of our possible adversaries.

The definite trends in aviation point to the ever increasing size of aircraft, increased horsepower output of engines, with less weight per unit horsepower, and multiple-engine employment. Another definite trend is toward the more universal employment of aircraft in all weathers and climes, made possible by perfected flight and navigational instruments.

Two great air doctrines will motivate all military air work for 1938. The first of these is a realization that airplanes alone do not make an Air Force. Along with modern up-to-date planes must go skilled operating and combat crews, trained maintenance crews, efficient accessory equipment, and ample air bases.

The second of these basic and fundamental doctrines was ably enunciated by the Secretary of War in the following words:

"It should be borne in mind that modern aircraft cannot be quickly improved. The construction of airplanes necessarily takes considerable time. Hence, our peacetime strength should approximate rather closely our requirements in war. Furthermore, in a major war our air arm would probably be engaged almost immediately on the opening of hostilities. Therefore, it is desirable that it be practically on a war footing in time of peace."

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#### 1937 REED AWARD GOES TO E.N. JACOBS

For his work on the aerodynamic improvement of airfoils used in modern military and commercial aircraft, Mr. Eastman N. Jacobs, aeronautical engineer on the staff of the National Advisory Committee for Aeronautics, was recently

awarded the Sylvanus Albert Reed Award for the year 1937. It was considered that Mr. Jacobs' contribution to aeronautical science during the last year was outstanding, and that, as a result thereof, the performance of airplanes, both as to speed and carrying capacity, has been improved, all modern military and commercial airplanes using the wing sections developed by him. It was further made known that the use of the new type of wing improved the safety as well as the performance characteristics of the airplanes.

The Reed Award, which includes a certificate and a cash award of \$250, is granted each year, under the auspices of the Institute of the Aeronautical Sciences, "for a notable contribution to the aeronautical sciences resulting from experimental or theoretical investigations, the beneficial influence of which on the development of practical aeronautics is apparent."

Mr. Jacobs' investigations were conducted in the laboratories of the National Advisory Committee for Aeronautics at Langley Field, Va. He initiated an extensive research for development of improved forms for airplanes, and through years of study has developed shapes which give the most efficient air flow. His work has been recognized by the Society of Automotive Engineers, which awarded him the Wright Brothers Medal in 1933, and by the Royal Academy of Italy, which entertained him as guest speaker of the Volta Foundation in 1935.

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#### THE THREE-WHEEL LANDING GEAR

An Associated Press aviation correspondent recently stated that American aviation is about ready to set forth on a tricycle, and in doing so will revolutionize not only the airplane industry but airport planning as well. He goes on to say that Major Carl F. Greene, Air Corps, head of the Air Corps engineering procurement branch, Materiel Division, Wright Field, Ohio, intimated that results of experiments with a three-wheeled landing gear, designed to supplant the orthodox undercarriage, already suggest important changes in airplane design, flight operations and airdrome construction.

According to Major Greene, tests conducted on a 9,000-pound twin-motored converted amphibian show that the ship, equipped with the tricycle gear, can be landed with less regard to prevailing wind direction or to the attitude of the ship, than in the case if an airplane equipped with the present type of undercarriage. Thus is suggested elimination of extensive systems of runways for airports - and substitution of an all-concrete or other hardsurfaced landing field to accommodate probable increase in air travel. In its military aspects there arises the possibility of utilizing

(Continued on Page 14)

## FLOOD RELIEF WORK IN CALIFORNIA

Flood relief work in the inundated central valley of California on December 12th and 13th by the 88th Reconnaissance Squadron of Hamilton Field, Calif., proved again the usefulness of the Army in peace-time emergencies. With the Sacramento and San Joaquin Rivers and their tributaries overflowing after torrential rains, with towns inundated, levies breaking and survivors marooned in mountainous terrain, requests for aid came from both Army District Engineers and CCC authorities.

Flying precariously between the precipitous walls of Yosemite Valley, 1st Lieut. R.R. Walker, pilot, and 2nd Lieut. Jack L. Randolph, co-pilot, dropped food and medical supplies from their Sikorsky amphibian airplane to the members of a Civilian Conservation Corps camp and other refugees in Yosemite Valley. At that time the valley had been isolated when the all-year highway was washed out by the Merced River.

Photographs of breaks in the flood control system of the area were taken from two Douglas Bombing airplanes of the 88th Reconnaissance Squadron. Major Newton Longfellow, pilot, with 1st Lieut. Robert H. Kelly, co-pilot, and Staff Sgt. David L. Fredenburg, photographer, made reconnaissance strips of the rivers running into Monterey Bay, and of the Russian River from its mouth to the flood-ruined city of Healdsburg. Pin point photographs of broken levies and a reconnaissance strip of the Sacramento River from Red Bluff to Colusa were obtained by 1st Lieut. Leslie O. Peterson, pilot, with 1st Lieut. John B. Cary, co-pilot, and Private Henry F. Staple, photographer.

The first call for aid reached the Squadron about 10:00 a.m., Sunday, December 12th. By noon, crews had been assembled and all airplanes were off the ground. Prints of all photographs were delivered to the Army District Engineers the following morning.

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## RESERVE OFFICERS VISIT CHANUTE FIELD

Forty-five Reserve officers, representing all branches of the Army, and a cross section of outstanding citizens in Central Illinois, visited Chanute Field, Rantoul, Ill., on December 8th in response to an invitation extended by Lieut. Colonel Junius W. Jones, Commandant of the Air Corps Technical School.

The Reserve officers forming the visiting group were members of the fifth sector in charge of Major Walter F. Gregory, Infantry, instructor at Decatur, Ill. A formal welcome to Chanute Field and the Air Corps Technical School was extended by Major Earle G. Harper, Acting Commandant, following which Major Harper assign-

ed groups of Reserve officers to a Regular officer on duty in the School.

The visitors displayed great interest in the various departments of the School, the equipment used, and the modern and thorough instruction system employed. Some of these Reserve officers had been ground officers during the World War, and some were aviators. All of them expressed profound amazement at the great advances in airplanes, aircraft engines, propellers, instruments, accessories, armament, radio and photographic equipment. The inspection trip was interrupted for luncheon at the Officers' Club.

Upon completion of the tour through the School and around the post, the visitors were unanimous in the opinion that they could hardly have believed (unless they had actually seen) that such a splendid school with high morale could be operated in wooden buildings of war-time vintage.

Having seen the modern airplane and its complicated equipment, the visitors were very greatly surprised that a technician competent to maintain the various items could be trained in the short time allotted to the various courses.

Upon completion of the inspection tour, Major Harper thanked the Reserve officers for their interest and told them that they were the most representative group of citizens he had ever seen visit the Air Corps Technical School.

The spokesman for the Reserve officers stated that they wished to commend the Commandant and school personnel for the splendid school which the Army Air Corps has established at Chanute Field.

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## Tricycle Landing Gear (From page 13)

ing readily convertible sections of existing paved highways - granted non-interference from nearby communication lines.

The use of the tricycle landing gear likely would necessitate important changes in plane design, it was stated, noting that to date no "retractable" equipment of the kind is available. It was agreed that the gear will have to be pulled up and stowed away while the plane is in flight in the same manner as present landing gears.

Through resultant new problems of load distribution and change in the plane's relative position to the ground, being roughly parallel with it, as it lands or gets under way, it was Major Greene's belief that widespread adoption of the new type undercarriage might make desirable a return to "high wing" monoplane construction. Officers appeared agreed that the use of the tricycle gear would eliminate many landing hazards encountered due to present necessity for the pilot to contrive an exact adjustment of the conventional plane to the ground.

MISSING OFFICERS STRANDED ON TINY ISLAND RADIOMEN GRADUATE FROM SCHOOL IN HAWAII

One of those not infrequent typhoons in the Philippines proved the source of much worry in U.S. Army and Philippine Army circles recently. On December 5th, when returning to Manila in a Bombing plane from the island of Mindanao, where they had gone to make a survey of Moro uprisings, Major General Paulino Santos, Chief of Staff, and Colonel Fidel Segundo, Chief of the Intelligence Corps of the Philippine Army, piloted by Lieut. William Lee, Army Air Corps, Chief of the Philippine Army Air Corps, encountered the raging typhoon and were missing for four days before they were sighted on a tiny tropical island, the identity of which proved a source of much doubt, by Lieut. Alfred Maxwell from an Army plane, one of a number of others engaged in the search for the missing officers.

Lieut. Lee, whose article on the Philippine Army Air Corps appears elsewhere in this issue of the News Letter, exhibited considerable skill in managing to land the bombing plane on the little island. The trio were welcomed and entertained by a fisherman and his wife, who were the sole inhabitants of the little island.

During his four days' stay on the island, Lieut. Lee learned to eat rice and eggs - the diet for every breakfast, lunch and dinner - with his fingers. The fisherfolk's spoons were made of shells. They had no knives or forks.

General Santos and Colonel Segundo talked in dialect with the fisherfolk. They had never heard of Manuel Quezon, President of the Philippine Commonwealth. It was exciting news to them that the Philippines took the first step toward independence from the United States two years ago.

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DISTRIBUTION OF AIR COMMERCE REGULATIONS

The Office of the Chief of the Air Corps received 300 copies of Air Regulations from the Bureau of Air Commerce, Department of Commerce, which were distributed on a pilot quota basis to the Air Corps stations.

The Bureau of Air Commerce has promised 2200 additional copies as soon as they are received from the printer. Immediately upon their receipt they will be distributed to the Air Corps stations in sufficient quantity so that one copy will be available for each pilot.

Steps have been taken by the Office of the Chief of the Air Corps to print a digest of air regulations prepared by the Headquarters, GHQ Air Force, which was exceptionally well done, on the back of the airways map in colors, of a suitable size to fit into the radio activities chart folder. These will be distributed to Air Corps stations as soon as they are received from the printer.

Graduation exercises for students of the 18th Wing Communications School were held at Luke Field, T.H., on December 1st. Twenty-three enlisted men graduated. For the past seven months, Air Corps soldiers from Luke and Wheeler Fields have been working on a stiff course in radio theory, code and field telephones, along with associated sub courses designed to turn out full fledged radio operators and mechanics. Out of 34 students starting the course, the following 23 were graduated:

- |                   |                       |
|-------------------|-----------------------|
| Michele Aulicino  | Timothy J. Hurley     |
| John J. Call      | Cordell C. Jones      |
| Lynn H. Child     | Ivor Keller           |
| Edmund R. Dabney  | Paul S. Kowalski      |
| Theodore G. Dell  | Stanley J. Richardson |
| Alfred L. Dickens | Edward W. Robertson   |
| Frank S. Erickson | Francis A. Russell    |
| Erwin L. Foreman  | Raymond Strimling     |
| John J. Haggerty  | Leon J. Waldrop       |
| Harold E. Horton  | Willard L. Worden     |
| Francis L. Huck   | Neal I. Zollars       |
| John Ganetos      |                       |

The instructors were Corporal Raymond L. Dickson and Private 1st Class French O. Cox. The School is under the direction of 1st Lieut. Daniel A. Cooper, Air Corps.

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SKY BATTLESHIP FLIES TO DAYTON FOR TESTS

The biggest Bombardment plane of them all, the Boeing XB-15, left Seattle, Wash., shortly before noon on December 2nd, enroute to Dayton, Ohio, via the southern route, for final tests. The Bomber had made 14 test flights over Seattle before it was officially turned over to the Air Corps.

Ten men, headed by Majors John D. Corkille, Air Corps Representative at the plant of the Boeing Company, and Stanley M. Umstead, Chief of the Flying Branch at Wright Field, were occupants of the ship, the other eight being Capt. C.S. Irvine, Air Corps, engineering officer; C.N. Keller, radio operator, civil employe of the Army; George C. Henderson, Air Corps engineer; Mark H. Koegler, mechanic; Jack Kylstra, projection engineer for Boeing; Kenneth Taplin, Boeing electrician; and Al Hobush and William Fell of the Eclipse Aviation Corp., manufacturer of the plane's auxiliary power plant equipment.

The so called Sky Battleship, after landing at Hamilton Field in the afternoon, proceeded to its destination by easy stages, reaching Wright Field on the afternoon of December 11th.

## OBITUARIES

Two Air Corps Reserve officers, Captain Ira W. Galehouse and 1st Lieut. W. F. Stewart, who were World War veterans and served overseas in that conflict, presumably were drowned in the Pacific Ocean as the result of an airplane accident on the afternoon of December 12, 1937.

Permission had been granted these two officers by the Commanding Officer of Air Reserve activities at the Oakland Municipal Airport to make a local instrument training flight. They departed from the Oakland Airport at 2:10 p.m., with orders to return at 3:30 p.m. The weather was good and the visibility excellent.

Following the failure of the two veteran airmen to return on scheduled time, the Commanding Officer at the Oakland Airport instituted a search for the missing BT-9C airplane from five o'clock that afternoon until darkness and at daybreak the following day an elaborate search lasting until late in the afternoon was conducted by a total of 40 airplanes, including seven from the Oakland Airport, twenty-one from Hamilton Field, Calif.; seven from Moffett Field, Calif., and five from the Naval Reserve Base at Oakland. The scope of the search covered the entire land and off shore area within a 75-mile radius of the Oakland Municipal Airport. No trace of the missing flyers was found, although aerial observers located oil and drift floating in lower San Francisco Bay. Directed to the spot, Coast Guard personnel picked up a seat cushion bearing marking and part number identical to the one in the missing airplane. A portion of a wooden radio mast strut was also picked up.

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Captain Galehouse was born at Lakeville, Calif., January 22, 1894. He attended grammar schools and high school in his native city and the Mt. Tamalpais Military Academy at San Rafael, Calif. For three years he served as a second lieutenant in the California National Guard.

Enlisting in the Aviation Section, Signal Reserve Corps, at San Francisco on June 12, 1917, he was sent to duty overseas following his graduation, on August 20, 1917, from the School of Military Aeronautics, University of California, Berkeley, Calif. He received his primary and advanced flying training at the 8th Aviation Instruction Center at Foggia, Italy, and upon passing the tests for the rating of Reserve Military Aviator, he was commissioned a 1st Lieutenant, Aviation Section, Signal Corps Reserve, April 6, 1918.

Captain Galehouse served as pilot and bombing instructor at the 8th Aviation Instruction Center until June 18, 1918, and was then ordered to the zone of war on the Italian front, being attached to the 5th Squadron, flying Caproni airplanes, and stationed at San Pelagio air-drome. He served as a bombing pilot until November 13, 1918, and flew approximately 50 hours over the lines. On July 3, 1918, he was decorated with the Croce di Guerra, for meritorious service, by King Victor Emanuel at Bassano, Italy.

Upon his return to the United States, Captain

Galehouse was honorably discharged from the service on January 13, 1919. Shortly thereafter, on March 18, 1919, he was appointed a First Lieutenant in the Air Reserve, and he maintained his Reserve status until his death. He was promoted to Captain on January 25, 1930. His occupation in civil life was that of District manager of the American Eagle Aircraft Corporation.

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Lieut. Stewart was born November 16, 1893, at Dumbarton, Scotland. During the World War he enlisted, July 10, 1917, in the Aviation Section, Signal Corps Reserve, and, following his graduation from the School of Military Aeronautics, University of California, Berkeley, Calif., October 6, 1917, he was ordered to duty overseas. He received his primary flying training at Tours, his advanced training at Issoudun, and his aerial gunnery training at Cazaux, following which he was attached to the 27th Aero Squadron, 1st Pursuit Group.

Shortly following his return to the United States, Lieut. Stewart was honorably discharged from the service on February 24, 1919. He was subsequently commissioned as a 1st Lieutenant in the Air Reserve, and maintained his Reserve status continuously.

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Engaged in a training flight on the morning of December 20, 1937, two Air Reserve Second Lieutenants, James E. Darby (pilot) and Sterling S. Tatum (passenger) were instantly killed when their BT-2B1 airplane fell in a spin at Fort Mitchell, Ala., 3 miles from Lawson Field, Fort Benning, Ga. The weather was clear and unlimited, and there was no apparent failure of equipment or materiel. Lieut. Darby's attempt to use his parachute at a low altitude was in vain.

Lieut. Darby was born in Colfax, Indiana, November 9, 1903. He graduated from the Colfax Public Schools in 1922 and from the DePauw University in 1926. He served with the Indiana National Guard for three years. Appointed a Flying Cadet, he graduated from the Primary Flying School at Brooks Field and from the Advanced Flying School at Kelly Field, Texas; was rated an Airplane Pilot, October 10, 1931, and on that date appointed a 2nd Lieutenant in the Air Reserve.

Assigned to active duty at Brooks Field, Lieut. Darby served successively in various capacities with the 22nd Observation and the 58th and 62nd Service Squadrons for a period of nearly nine months, and then reverted to inactive status. In the latter part of 1934 he was on active duty with the Civilian Conservation Corps. In intervening periods, and for nearly four years, he was employed as co-pilot and pilot by commercial airlines. In September, 1937, he was placed on extended active duty with the Air Corps at Lawson Field, Fort Benning, Ga. At that time his total flying time as pilot and co-pilot was approximately 5600 hours.

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Lieut. Tatum was born on June 4, 1906, at V-7588, A.C.

Village Springs, Alabama. He graduated from the Alabama Polytechnic Institute in 1928 with the degree of Bachelor of Science. He was a member of the 106th Observation Squadron, Alabama National Guard, until his appointment as a Flying Cadet in the Air Corps. Following his graduation from the Advanced Flying School, Kelly Field, Texas, February 27, 1931, he was rated as Airplane Pilot, appointed a second lieutenant in the Air Reserve and placed on active duty with the 49th Bombardment Squadron at Langley Field, Va.

Reverting to inactive status June 30, 1932, Lieut. Tatum vacated his Reserve commission by accepting a commission as second lieutenant in the Alabama National Guard, rejoining his former organization, the 106th Observation Squadron. He obtained an extended leave of absence from his organization and for a year and a half was employed as an aviator by the Chinese Government. Upon his return to the United States, he resigned from the National Guard on November 25, 1937; accepted re-appointment as a second lieutenant in the Air Reserve on December 1, 1937, and was placed on active duty for a period of three years with the Air Corps. He was assigned to station at Lawson Field, Fort Benning, Ga., and had been selected for duty at the Air Corps Technical School at Denver, Colo., effective on or about January 1, 1938.

The deepest sympathy of the Air Corps is extended to the bereaved families and friends of these officers who died in the service of their country.

#### FAIRFIELD IS AIR FREIGHT TERMINAL.

The Fairfield Air Depot has been designated the Air Freight Terminal for the East and Middle West. Supplies procured by the Materiel Division are shipped from the contractors to this Depot via rail and subsequently transferred to other Depots via air transport. The supplies are usually crated, or packed, and no further handling is required except labeling. Some of the packages must be opened, inspected and routed to different destinations, particularly those for insular possessions. "This concentration of air freight, in addition to general increase in business from the activities in the Fairfield Control Area, has somewhat retarded the warehousing program at this station," says the News Letter Correspondent. He goes on to say that the shortage of Air Transports is keenly felt as well as shortage of a quantity of small pneumatic-tired trailers which are of the proper height easily to load engines and supplies in Transports, and that it is difficult to serve visiting transports as promptly as desirable.

"The ideal situation of handling supplies via air transport," he says, "would be to establish a freight terminal building on the line so supplies could be loaded and unloaded direct into a transport. As supplies accumulate, they could be stored in such a building in sections labeled as to their destination. If such a building were available, the service could be

improved considerably and transports could be loaded any time after normal working hours by enlisted personnel."

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#### COOPERATIVE MISSIONS BY 5TH COMPOSITE GROUP

During the latter part of 1937, the 5th Composite Group, Luke Field, T.H., has conducted one of the most extensive of the many cooperative missions assigned to it. Over 135 hours of high speed, high altitude towing was accomplished for anti-aircraft units of the Hawaiian Separate Coast Artillery Brigade. Missions were conducted both day and night, using high speed targets, towed by B-12 airplanes of the 4th and 50th Observation Squadrons at high altitudes. While tropical weather conditions do not as a rule require heavy flying equipment, the crews soon found that the temperature encountered made it highly necessary. Oxygen was found to be indispensable during the missions which required on the average of two hours towing at the desired altitude. Bad weather interfered to some extent with the work, and many missions were abruptly terminated by direct hits on the target as a result of the accurate marksmanship of the gun crews.

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#### AN INTER-ISLAND FLIGHT TO HILO

The 72nd Bombardment Squadron, stationed at Luke Field, T.H., sent four Keystone Bombers on an inter-island flight to Hilo, island of Hawaii, on December 10th. The flight was made for the purpose of acquainting new officers in the Squadron with outlying fields, and for routine navigation flying. Major Oliver P. Gothlin was designated as flight leader. The Commanding Officer of Luke Field, Colonel Millard F. Harmon, accompanied the flight in a BT-9 plane of the 50th Squadron. Colonel Hayes, Department G-3; Captain Thirkeld, the Department Commander's Aide; Major Jones, U.S.A., Retired; and Captain Keeley, of Fort Shafter, accompanied the flight.

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#### WAR DEPARTMENT ORDERS

##### Changes of Station

To Moffett Field, Calif.: Colonel Follett Bradley, from GHQ Air Force, Langley Field, Va., effective about February 10, 1938.

To Randolph Field, Texas: 2nd Lieut. Lloyd P. Hopwood, upon completion of tour of duty in the Hawaiian Department.

Relieved from duty with the Air Corps 2nd Lieut. George R. Cole, from duty at Randolph Field, Texas, and assigned to the 29th Infantry at Fort Sill, Oklahoma.

Reserve Officers assigned to active duty 2nd Lieut. Raymond Cummings Woodward, of Hempstead, Long Island, New York, to Langley Field, Va., to January 2, 1941.

2nd Lieut. John Harold Hayden, of New Rochelle, N.Y., to Langley Field, Va., to January 2, 1941.

## NOTES FROM AIR CORPS FIELDS

Langley Field, Va., December 20, 1937.

Cries of "Yere puppy!" will always remind Lieut. Colonel Robert Olds and 1st Lieut. Robert F. Travis, Hqrs. and Hqrs. Squadron, 2nd Bombardment Group, of a very enjoyable week-end spent on Skidway Island, Ga., December 10th to 12th, hunting deer. The cooking was Southern style and very detrimental to a slim figure. Three bucks were killed by the party.

Major Caleb V. Haynes, Commanding Officer of the 49th Bombardment Squadron, has been creating considerable consternation to the game in this vicinity since the hunting season opened with his accurate shooting ability. They say they don't have to stake out his deer for him nowadays but that he shoots them like any other nunter - on his fourth or fifth try.

Personnel getting an early start in Christmas leaves were Captain Frank H. Robinson and 2nd Lieut. William P. Fagsdale, both from the 96th Bombardment Squadron, who departed for Texas.

First Lieut. Curtis E. LeMay, 49th Bombardment Squadron, is very proud of 25 straight on the skeet range. Perfect scores have been almost a negligible quantity this year.

At this busy time, the 37th Attack Squadron suffered the loss of two of its officers, 2nd Lieuts. Kenneth P. Berquist and Anthony G. Eubanks. Their departure is keenly felt but, of course, we wish them plenty of luck in their new assignments to the 36th Pursuit Squadron.

Second Lieut. Louis S. Wait, Air Reserve, of Hqrs. and Hqrs. Squadron, 2nd Bombardment Group, recently departed on a leave of absence for 18 days and headed in the general direction of Seattle, Wash.

It has been confidentially learned that 2nd Lieut. John B. Montgomery, Air Reserve, of the 49th Bombardment Squadron, intends to marry very soon a very attractive young lady from Williamsburg, Va.

A member of the 37th Attack Squadron recently turned the hair of a few hunters who had disregarded the warning signs around our Attack Range on Mulberry Island. Of course, we always make a reconnaissance from the air, but somehow these men escaped discovery one morning, and the way they scurried for cover when the pilot started his gunnery and bombing is hardly recountable, especially after hearing the second-hand accounts from the hunters who were on the range.

Following the unfortunate accident on December 11th, which resulted in the death of Major Alfred E. Waller, Air Corps, funeral services with full military honors were conducted the following day at the Post Chapel, Chaplain Silas Decker officiating. The remains were sent to Morganfield, Ky., the deceased officer's former home. The accident occurred when Major Waller was passing by in review as a member of the Headquarters Flight, 8th Pursuit Group. As Major Waller's plane approached the south end of the ramp it was seen to smoke, and he immediately left the formation and attempted a landing. Time to let down the wheels was lacking, and the ship landed on its belly, bursting into open flames upon striking. Both

Major Waller and Sergeant David L. Johnson, his mechanic, were thrown clear of the plane, but only the latter survived.

An acute infectious fever of carnival spirit enlightened the gloomy facial expressions of many local hangarmen as this command celebrated its twentieth anniversary with a miniature World's Fair on December 10th to 13th.

Instead of the usual sound of "Roll 'em out on that line, or put some air in that tire," about half of the hangarmen resounded to the echoes of band music, bally-hoo artists and what have you, for the big fair.

Treking through the respective hangars, one could see the displays of merchandise of local merchants, a complete auto show, aviation in its Sunday-go-to-meeting dress, amusements, death-dealing implements of war and General Pershing's war-time official car, as well as many other interesting things far too numerous to mention.

Saturday was the big day. A demonstration of Pursuit tactics, formation flying of B-17's, demonstration of Pursuit combat, happy landings by parachutes and tactical demonstration of Attack Aviation, including the use of smoke screens and a complete thrilling aerial review, constituted the feature events.

The enlisted personnel of all Squadrons entered into the carnival spirit, giving valuable support and assistance to the commissioned officers in the construction and operation of the concessions.

The 8th Pursuit Group operated a turkey and ham booth, and many real old time "barkers" were discovered as turkeys and hams passed over the board.

Captain Allan R. Springer, 33rd Pursuit Squadron, and his command of engineers, firemen, porters and conductors ran the "Keokuk and Kankakee" railroad, while 2nd Lieuts. Richard C. Weller and Marshall A. Elkins took complete control of the "Rube R. Goldberg" shooting gallery. Ole Rube himself would be rather green with envy had he stepped up to fire three shots for a dime at the masterpiece, using the long lived "sling shot." And for ammunition, you could not guess it - but, anyway, Lieut. Weller figured that out - moth balls to you.

"Hey! Folks step right up. Three rings for a dime. Three dollars for a dime," was the barking that seemed to come out from behind the 35th's stand.

The 37th Attack Squadron decided to do its part for the exposition by running a Chuck 'A' Luck game, created by Master Sergeant Hawley and Technical Sergeant Pearson.

Moffett Field, Calif., December 23rd. Major Courtland M. Brown, Air Corps, is being congratulated on his new temporary rank, effective December 12, 1937.

First Lieut. Robert Alan and Second Lieut. Willard W. Lazarus will brave winter cold weather on an extended cross-country flight thru Selfridge Field and San Antonio, leaving the first week in January. Second Lieut. Frederick L. Moore is scheduled for a similar flight later in

January.

Second Lieut. Homer A. Boushey, Jr., stationed at Fort Lewis, Wash., will be on temporary duty at Moffett Field from January 1 to March 31, 1938. He plans to complete his schooling at Stanford University during his temporary duty.

Major Guy L. McNeil will also be on temporary duty at Moffett Field from January 18 to 28, 1938. His permanent station is Fort Lewis, Wash.

Two recent arrivals at this field are 2nd Lieuts. Potter B. Paige and Jay D. Rutledge, Jr., Air Corps, the former arriving on December 5th and the latter on November 15th. Both are assigned to the 82nd Observation Squadron.

Airplanes from this field assisted in the search for the BT-9 airplane, with Captain Ira W. Galehouse and 1st Lieut. William F. Stewart, Air Reserve, who became lost on Sunday, December 12, 1937. They were engaged in a local instrument flying mission and failed to return to their station, the Municipal Airport at Oakland, Calif. The search occupied the entire day of December 13th. Later, parts of the airplane were found in San Francisco Bay.

#### San Antonio Air Depot, Duncan Field, Texas.

Recent visitors to this Depot from other Air Corps stations were Colonel Arthur G. Fisher, Commanding Officer of Scott Field, Ill., and Lieut. M.E. Thompson, of that station, on an extended flight in an O-46 plane, December 7-10;

Captain A.F. Shea, of Maxwell Field, Ala., in an A-17 plane, arriving December 19th to confer with Captain N.F. Twining, Technical Supervisor of this Control Area;

Mr. Thomas C. Hughes, Principal Property and Supply Clerk of the Fairfield Air Depot, and Mr. Glen R. Johnson, Senior Property and Supply Clerk of Wright Field, arriving December 20th for a few days' temporary duty to confer on storage and issue of Air Corps supplies; and the following officers from the Materiel Division, Wright Field, Ohio:

Major C.M. Cummings, flying a BT-9, December 8-9;

Majors E.R. Page and T.H. Chapman, December 10th;

Captain J.H. Hicks, December 9-14, conferring on supply and engineering matters.

Recent interdepot transport trips by personnel of this Depot in C-33 planes were as follows:

Lieut. J. Will Campbell and Staff Sgt. Fred O. Tyler to the Fairfield Air Depot and return, December 9-10;

Lieuts. W.R. Boutz and P.S. Blair, leaving December 17th for the Fairfield Air Depot, and return.

Lieut. Colonel Lester T. Miller, 3rd Transport Squadron Commander, returned December 17th from a navigation training flight to Washington, D.C., via Barksdale and Maxwell Fields, Atlanta, Ga., and Langley Field, Va.

Lieut. Max H. Warren, Assistant Engineering Officer and Operations Officer of the Depot, departed December 20th on 21 days' leave, visiting relatives in Girard, Kansas, and Mt. Prospect, Ill.

Staff Sergeant Clarence S. Rublee, of the 3rd

Transport Squadron, was transferred in grade December 18th to the Base Headquarters and 8th Air Base Squadron, Brooks Field, to effect a mutual transfer with Staff Sergeant William M. Cornell, of that organization, to the 3rd Transport Squadron.

#### Mitchel Field, N.Y., December 15th.

First Lieut. John H. Hayden, Air Reserve, was assigned to the Base Flight for two weeks' active duty, December 10-23, and when not flying spent some spare time with the 97th Observation Squadron, wading through current technical instructions, methods of Observation training, and Department of Commerce Regulations. Lieut. Hayden is by no means a newcomer in Observation work. He completed two years' active duty with the old 9th Observation Group at this station prior to the inception of the GHQ Air Force, and just recently returned from South America, where he served as Chief Observation Instructor for the Colombian Army Air Force. We feel, however, that all the Lieutenant's past experience and training will be of value in attaining his degree of MFPIM (Master of Mitchel Field Pilot's Indoctrination).

Strength returns for the 97th Squadron will show a loss of five men as of December 1st; the authorized number of seventh grade reduced that amount. Inasmuch as the Squadron was not up to full authorized strength, this change did not necessitate any transfers. The reductions followed closely two major inspections at this Base, one by the Middletown Control Supervisor, and the other by Colonel Kirtland of the Inspector General's Department. Obviously, when you have good men like those of the 97th Squadron, you do not need so many of 'em!!!

Brigadier General Henry F. Arnold, Assistant Chief of the Air Corps, visited Mitchel Field on December 10th and returned to Washington by air the same day.

#### Kelly Field, San Antonio, Texas, December 22nd.

Captain Aviator Alexandr Papana, of the Royal Air Force of Roumania, visited the Air Corps Advanced Flying School on December 13th. This visiting party consisted, in addition to Captain Papana, his wife and his brother. They were escorted around the field by Lieut. David N. Crickette. Captain Papana stated he was very much pleased with his visit at Kelly Field. He left for California late that afternoon, where he expected to visit several aircraft factories.

Major Robert D. Knapp was a visitor at the Field on December 3rd. Until last August, Major Knapp was Director of Flying at Kelly Field, and was then assigned to the Air Corps Tactical School for the 1937-1938 course.

#### Hamilton Field, San Rafael, Calif.

Shifts in officer personnel of the 88th Reconnaissance Squadron, Hamilton Field, have placed 2nd Lieut. Alban B. Ogden, Air Reserve, as Photographic Officer; 2nd Lieut. George E. Pierce, Navigation and School Officer; 2nd Lieut. Ted S. Faulkner, Armament Officer, and 1st Lieut. John B. Cary, Intelligence and Assistant Operations Officer.

The second B-18 Bombardment airplane assigned -19- V-7583, A.C.

ed to the 88th Reconnaissance Squadron was ferried to Hamilton Field recently by 1st Lieut. Leslie O. Peterson, pilot, and 2nd Lieut. Jack L. Randolph, co-pilot, from the factory of the Douglas Aircraft Company in Santa Monica, Calif. Before the end of this fiscal year, the Squadron will receive three more of these airplanes for reconnaissance duties in the GHQ Air Force.

#### Chanute Field, Rantoul, Ill.

Old Man Winter recently made his initial appearance, robed in his best Sunday-go-to-meeting duds. To many, snow is a novelty, something to be wondered at. To others it recalls memories of adolescent days when sleds, skis and snowmen were a source of fun. With the changing seasons, each brings out its full splendor, usually with a startling burst.

Here in Central Illinois we have been awaiting winter for perhaps two or three weeks. Many feeble attempts at snow were seen, but nothing lasting has resulted. Now, during the past few days, two to four inches have accumulated on the flying field and highways. The usual dented fenders, torn bumpers and marks of ditched cars may be seen over the countryside. Even with its coldness, nipped ears and toes, winter is still thought to be the best of all seasons.

The recruiting situation is almost keeping pace with what was expected. The permanent personnel seem to have a slight edge.

More students are to be seen arriving via C-33's, etc. Snow must be a depressing sight for those who have just left sunny climes.

The Radio Department recently acquired an acting corporal in the code room. Private 1st Class Silvernail was the recipient of the stripes and congratulations.

1st School Squadron: Members of the organization now enjoying themselves on furlough, we hope, are: First Sergeant E.J. Bishop, supposedly hunting ducks in Arkansas with Master Sergeant Duncan, Arkansas National Guard; Private 1st Class T.L. Lewellyn, relieving his mind of dope and fabric and indulging in a bit of trapping in Southern Indiana; Private J.B. Newman, seeing what he can do about revising the State of Kansas. Corporal J.D. Geyer was called away due to the serious illness of his mother.

The Squadron Engineering Department spent the last month in painting the hangar floors in an effort to improve their appearance and rehabilitate the old hangars.

2nd School Squadron: The Second School Squadron men can now boast of a more pleasant place to live since the installation of a complete new shower room. Construction of a new floor in the latrine, and other much needed general repairs are now in progress.

Although the men have been inconvenienced insofar as having to go back and forth to the First School Squadron for the use of its shower room and bath, our barracks repairs will soon be completed, so that the men can enjoy their own "home, sweet home."

The Second School Squadron extends its thanks to the First School Squadron for so generously permitting us to use their shower room. Such courtesy must be appreciated.

#### Randolph Field, Texas, December 21st.

The Randolph Field Little Theatre Group presented its first play of the season - "First Lady" - on December 10th and 11th. Approximately one thousand people attended this presentation. After the play, election of officers was held, with the following result:

President: Lieut. Robert L. Scott

Vice President: Mrs. D.D. Watson

Secretary: Mrs. R.T. Lester

Treasurer and Business Manager: Lieut. R.B. Hubbard.

Stage Manager: Lieut. H.F. Muentzer.

Publicity: Lieut. C.W. Stark.

Advertising Manager: Lieut. Elmer Blaha.

Mrs. R.F. Fulton was appointed Assistant Director.

#### Bolling Field, D.C., December 20th.

Major Alexander P. DeSeversky, on December 17, 1937, the 34th anniversary of the first flight by the Wright Brothers at Kitty Hawk, N.C., flew from Havana, Cuba, to Washington, D.C., in a Seversky Pursuit plane. Leaving Havana at 11:18 E.S.T., Major Seversky arrived in Washington at 4:08 p.m., E.S.T., a total elapsed time of 4 hours, 50 minutes and 59 seconds for the flight of over 1,400 miles.

Major Seversky stated upon his arrival in Washington that he hoped to repeat the flight sometime soon in less than four hours.

Second Lieut. John H. Cheatwood, Air Reserve, reported to this station for three years of active duty. He was assigned to the 2nd Staff Squadron, and is Assistant Engineering Officer of that organization. Previous to this assignment, Lieut. Cheatwood was on extended active duty at Luke Field, T.H.

Staff Sergeant and Mrs. Edward H. Gray and Staff Sergeant and Mrs. Thomas Brisley, both noncommissioned officers from the Base Hqrs. and 14th Air Base Squadron, this station, are sailing for the Philippine Islands on the Army Transport REPUBLIC, leaving New York on January 6, 1938.

#### Luke Field, T.H., December 2nd.

23rd Bombardment Squadron: When the U.S.A.T. REPUBLIC docked in Honolulu the middle of November, it brought the Squadron another officer Lieut. J. Sutherland, from Langley Field. As soon as he gets settled and acquainted we are sure he will like his tour in the Hawaiian Department.

72nd Bombardment Squadron: Those "AHA" and "UMS" heard on Thursday, November 25th, were heard as the men were leaving the mess hall after the annual Thanksgiving Day dinner. The Mess Sergeant belittled the statement that he was going to give us a "feed." It was more than that, and we were truly "Thankful." The menu itself was one the men will treasure, as it is not only a work of art but contains the Squadron picture as well.

On November 23rd, this Squadron reserved the Hawaiian Village for a Luau. The officers and men who attended said it was a real party, and there were plenty of eats of the famed Hawaiian variety. The entertainment furnished by the Mossman Troupe was a real treat.

March In the Post Gymnasium, while  
Field cool un-California-like winds  
are howling outside these  
evenings, dashing quintettes are  
thrilling Marchfielders with their  
excellent brand of basketball.

Under the direction of Lieut.  
A.T. Wilson, players representa-  
tive of every organization on  
the field have established a six-  
team league which is at present led by  
the Officers' Team with six victories  
and no defeats.

A Post team, composed of the best  
players in the league, is upholding  
March Field tradition by giving a  
creditable performance in all forays  
against outside teams. In their first  
outside encounter they shellacked the  
University of Redlands at Redlands.  
The strength which our Post team is  
developing augurs well for its possi-  
bilities as a dangerous contender in the compe-  
tition at Honolulu this winter.



Kelly Since competition started November 22nd  
Field in the Inter-Squadron Basketball League,  
38 games have been played, with the  
62nd Squadron holding the league by virtue of  
its nine victories and only one defeat. Head-  
quarters Squadron is runner-up with nine wins  
and two losses. The Cadets and the 12th Air  
Base Squadron are tied, each with six wins and  
five losses; followed by the 63rd Squadron with  
four wins, seven losses; the 61st Squadron with  
three wins and eight losses; and the 64th  
Squadron with a solitary victory and ten  
defeats.

Langley Several sport meteors of this command  
Field and those who were engaged in the  
compilation of the statistics of  
this season's Basketball League race went into  
a huddle a few days ago and, after a terrific  
"brain-storm," they announced their version of  
a 1937 All-Langley inter-organization cage out-  
fit.

According to the various collection of papers  
on file, Jack H. Edwards, Private of the 3rd  
Observation Squadron; Private A.E. O'Rourke,  
Headquarters Section of the 1st Air Base Squad-  
ron; Private Neal O. Thorpe, Materiel Section  
of the 1st Air Base Squadron; Private Marvin M.  
Harvey, 37th Attack Squadron, and Private Fulton  
T. Allen, GHQ, were awarded the respective po-  
sitions of Center, Right Guard, Left Guard,  
Right Forward and Left Forward.

Honorable mention went to the following en-  
listed personnel: William T. Bonner, Materiel  
Section of the 1st Air Base Squadron; William  
F. Hahne, 21st Reconnaissance Squadron; Elbridge  
MacKenzie, 35th Pursuit Squadron; Theodore J.  
Schoolcraft, 35th Pursuit Squadron; Alexander  
D. Lusardi, 96th Bombardment Squadron; Robert  
Tinsman, Hqrs. and Hqrs. Squadron, 2nd Wing;  
William Sulkevich, GHQ; Earl M. Kelley, Admin-  
istrative Section, 1st Air Base Squadron, and  
Arja Swailes, 21st Reconnaissance Squadron.

Moffett The Inter-Squadron Basketball Tourna-  
Field ment closed on December 22nd with a  
Snoker in the Post Gym. The Ninth  
Air Base won 18 out of 22 points.

The program opened with eight boxing bouts,  
followed by a basketball game between the of-  
ficers and the post team. Hot dogs and hot  
coffee closed the evening's entertainment.

The ring was improvised. The wrestling mat  
was used as a buffer to save the new floor  
from pounding skulls. It slowed up foot-work,  
but many a fighter was thankful the next morn-  
ing for it being there. It may have been the  
call of the hot dogs and coffee which brought  
the crowd, because every seat was taken, and  
standing room around the ring was at a premium.

The Post Team looks good in action. Their  
season will start early in January.

Luke The 4th Observation Squadron basketball  
Field team finished the season undefeated and  
won the Post Championship handily. A  
great deal of credit is due Sergeant Sadler for  
his playing and his coaching of the team.

At this time we want to congratulate the 72d  
Bombardment Squadron basketball team for their  
showing in the recent Inter-Squadron League.  
The boys wound up in second place, and for the  
first time in several years are a first divi-  
sion team. Due praise must be given the 4th  
Squadron. They have a great team, but we'll  
be back again next year.

Bolling The basketball team, after several  
Field hard and fast games, leads the  
"Government League" of Washington,  
D.C., and are favored to take the championship.  
Bolling defeated every team in the league in  
the first round. The Bureau of Engraving team  
is the runner-up in the league, and is offer-  
ing the Bolling team plenty of competition in  
its fight for the leadership. The team this  
year is playing and practicing very diligently  
and will be a strong contender for the Third  
Corps Area League Championship. The Third  
Corps Area League begins the first week in  
January.

It is contemplated organizing a boxing team  
on this post to engage in individual matches  
with other Army posts and to enter the Third  
Corps Area Boxing Tournament. The team will  
be coached by Technical Sergeant Norris of the  
14th Air Base Squadron. With a good coach and  
plenty of material to pick from, Bolling ex-  
pects to have a good boxing squad to represent  
the post in its first venture into this popular  
activity.

The Bolling Field Squash team, composed of  
officers on duty at the post and in Washington,  
D.C., defeated the Selfridge Field team on the  
Bolling courts by a score of 6-1. Every game  
was hard fought and, despite the fact that the  
Selfridge team was playing on a strange court,  
the competition was keen during every match.  
The Bolling team is looking forward with in-  
terest to another match with their rivals from  
the frozen north.

Chanutte Field After losing the first game in the 1937-38 Post Basketball season, the boys of the 10th Air Base Squadron settled down to business and won their next seven games and the Post Championship for the third straight year. The 98th Service Squadron which was redesignated the 10th Air Base Squadron in 1936 won the title for the 1935-36 season, and the 10th came through in the ensuing two years. Major Camblin, Squadron Commander, threw a party for the Squadron and members of the teams of the other Squadrons. Approximately 250 were in attendance, including numerous of the fairest of the fair. Dancing was in order with an All Co-Ed Orchestra from the University of Illinois furnishing plenty of swing tunes. Needless to say, there were plenty of refreshments for all.

From all appearances the Post Basketball Team should be the best we have had in years. Staff Sergeant Vickery, coach of the Squadron team, has been drafted to coach the Post team.

And don't forget that some of the old timers in this Squadron played the best ball of their long careers to put the outfit on top.

The First School Squadron recently received their award as champions of the Inter-Squadron Baseball League for 1937, - a beautiful plaque showing a man in the act of batting, inscribed "Champions Inter-Squadron Baseball League 1937."

Members of the organization who received sweater awards for their splendid work on the Post baseball team this year were: 1st Sergeant E.J. Bishop; Sergeants M.B. Burnett and J.E. Gotsch; Corporal Miles Kradman; Privates, 1st Cl. E.J. Bergh, C.W. Schleicher and R.E. Worley; Privates O.H. Marten and Walter Petts. Sergeant Bishop was team coach.

March Bowling has long been a favorite past-time at March Field, and this season finds three leagues in action at the bowling alleys where competition is held nightly. In the Squadron League, which has twelve teams, the Air Base #3 Team is in first place,



having won 35 points and lost 1, for a percentage of .972. Their total pinfall per game is 920, and per man, 184. Corp. West of #3 is individual high man with a 195 average for 27 games. Staff

Sergeant Drake, also of #3, is runner-up with a 191 average for 27 games.

The Major League and the Officers' League have 6 and 8 teams, respectively, with the Base Force out in front for the Officers, and the Eels leading the Majors. All games are conducted under the auspices of the A.B.C. Bowling Congress. Lieut. Don O. Darrow is the Recreation Officer in charge.

When the Sweepstakes playoff begins in January, there will be a lot of deadly pin-dusters out to win prizes, and competition will really be tough.

Luke What may be a surprise to many of our Field mainland friends is the fact that the Hawaiian Air Depot now has a Bowling League. Of course, the snappy crash of frost-bitten pins on a cold snowy night is missing. However, there is still plenty of pin action, and some surprising scores by novice bowlers have been made. For example, a count of 241 was made for high individual score in the first game of the season. Six Departmental teams of five men each have been organized, and enthusiasm is high.

#### POLO

Randolph Field's newly organized polo team, consisting of Lieut. William D. Eckert, zero at No. 1 position; Lieut. Howard Martindale, zero at No. 2; Lieut. Col. T.W. Hastey, two goals at No. 3, and Lieut. John K. Brown, Jr., two goals at No. 4, with Lieut. Ivan W. McElroy, zero, substituting, played the most powerful and famous polo team of the Southwest on December 8th in the first round of a tournament for the Lucchese Cup to be played for annually. The large attractive silver cup is the donation of Mr. Cosimo Lucchese of San Antonio. The Austin Polo Club opposing Randolph Field was composed of Mutt Palmer, two goals at No. 1; Don Grossinger, two goals at No. 2; Cecil Smith, two goals at No. 3, and Rube Williams, six at 4. The game was played on the six period basis, and Randolph Field received twelve goals by handi-cap and scored two, making a total of 14 goals against Austin's twenty; ten by Smith, five by Grossinger, three by Williams and two by Palmer. Not so bad against such strong competition. In addition to the five polo players participating in the above tournament, the Air Corps is counting on Lieut. Bruce von G. Scott, a three goal player, and Lieut. A.W. Kissner, one goal, to join the squad for play during the mid-winter polo season. There are several more important tournaments to be played in the near future.

#### FENCING

Chanute In an effort to duplicate the excellent season experienced last year, the Air Corps Technical School Fencing Team is working overtime. The A. & R. Officer, Major James E. Duke, Jr., announced that the squad of 28 men and two officers give promise of developing a team which can more than hold its own in intercollegiate competition. Under the able tutelage of Staff Sergeant Guy M. Shockley, who also coached last year's squad, the new material turning out should show real progress.

Lieuts. W.L. Travis and W.M. Gross, both of whom fenced at West Point, will be good news to the team. While it is never safe to predict in sports, it is believed the A.C.T.S. Fencing Team will win from at least eight of the 14 teams to be met. Meets thus far scheduled are with Purdue University at Chanute; Northwestern University at Evanston, Ill.; Lake Shore A.C. at Chicago, Jan. 8; University of Illinois at Chanute, Jan. 15; University of Chicago at Chicago, Jan. 29; University of Wisconsin at Chanute, Feb. 19; University of Cincinnati at Cincinnati, March 5. Six other teams will be met, but dates have not yet been set. Entries will also be made for individual championships in the Amateur Fencers League of America and the Illinois Fencers League.



*Air Corps*

# NEWS LETTER

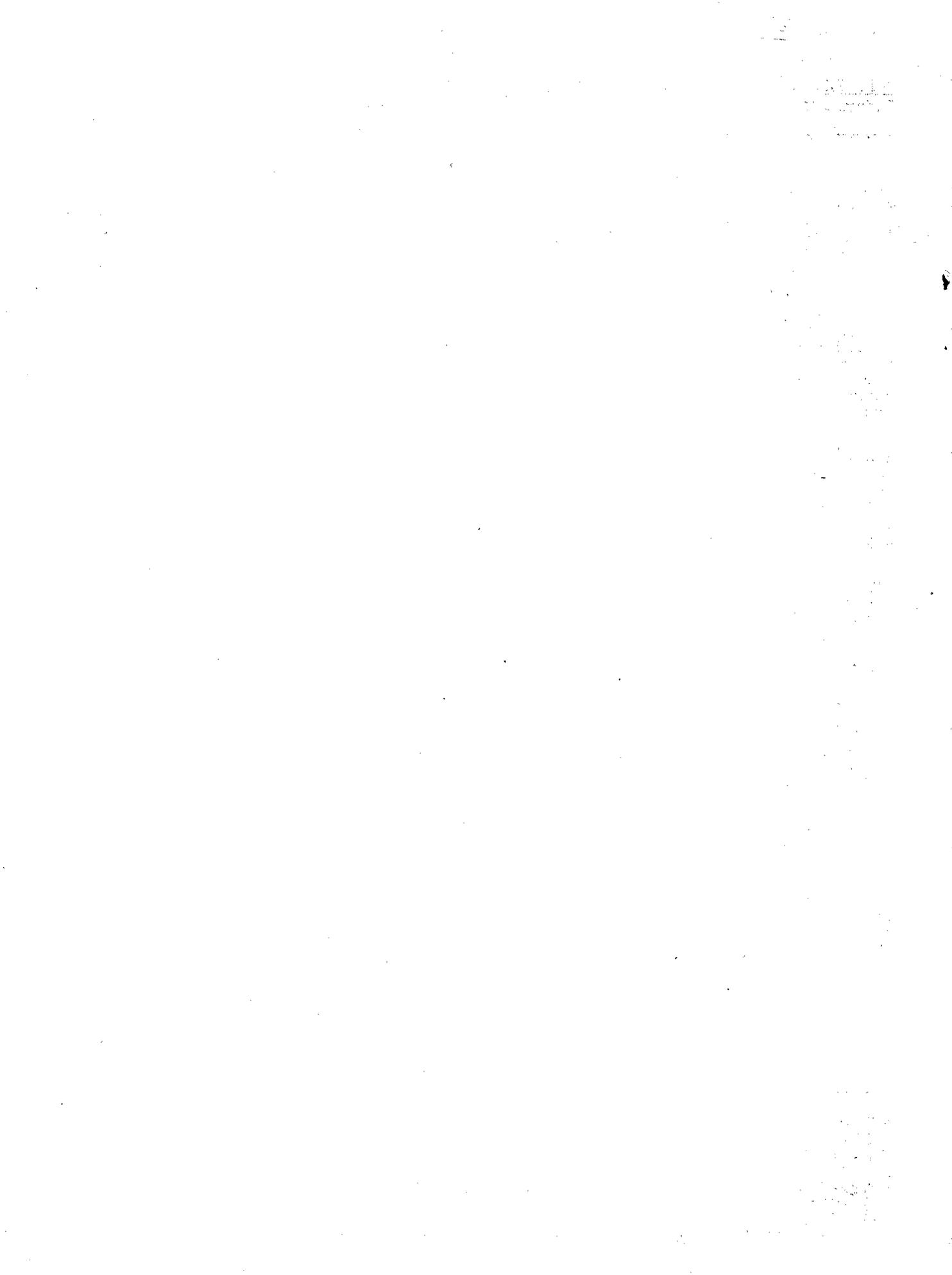
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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### THE UNTIMELY DEATH OF THE CONQUEROR OF THE PACIFIC

History records that in 1513 the intrepid Spaniard, Balboa, discovered the Pacific Ocean and that later, when he returned to Spain, fate proved cruel to him in that he was convicted of the charge of inciting rebellion, on the trumped-up evidence of a false friend, and executed.

Now, 425 years later, history records that Captain Edwin C. Musick, the man who was largely instrumental in conquering the Pacific by air, thus bringing to actual realization what was not so very long ago considered a fantastic dream of super-enthusiastic followers of aviation, was also the victim of unkind fate - one of those unfortunate aircraft accidents which happen now and then despite all the care and preparations taken to prevent them.

The lamentable accident to the flying boat, Samoan Clipper, on January 11th, near Pago Pago, Samoa, when it plunged into the Pacific in flames, carrying with it to a watery grave Captain Musick and the six members of his crew, marked the first disaster in the nearly three years' history of transpacific flying by Pan American Airways. According to reports, this accident has put at least a temporary end to the operation of the recently inaugurated line between the United States and New Zealand.

A Navy seaplane tender found the wreckage of the Samoan Clipper the following day some 14 miles northwest of Pago Pago in an oil slick. The fragments of the ill-fated flying boat were floating at the place where the Samoan natives claimed they had sighted a column of smoke rising above the ocean.

Reports stated that the Samoan Clipper, carrying 900 pounds of express, took off from Pago Pago for a non-stop flight of over 1800 miles to Auckland, New Zealand, the southern terminus of the new route. About an hour following the take-off, Captain Musick reported an oil leak in one of the four motors of the plane and that he was turning back. Approximately two hours after his departure from Pago Pago, he radioed to the Pan American Airways station at that point that he expected to land in about ten minutes and was signing off preparatory to dumping a sufficient quantity of gas to trim the ship to proper landing weight. No fur-

ther word was received from him.

One of the top notch flyers in commercial aviation, Captain Musick, a veteran of 25 years of service in the flying game, rose to very high honors. In 1935 he received the Harmon Trophy (international award) which up to that time had been presented to only two other American flyers - Colonel Charles A. Lindbergh and the late Wiley Post. The American flyer, Howard Hughes, was given the international award in 1936. The Trophy is the gift of Clifford B. Harmon, and it is awarded annually for individual accomplishment in demonstrating the use of the airplane in transportation. The award governing body is the International League of Aviators. Each nation possessing a section of the League, with 300 flyers, is eligible for competition. Not only is there an international winner of the trophy each year, but also a winner for each country and replicas of the trophy are given to winners.

It is said that Captain Musick never made a spectacular flight. Pan American Airways entrusted to him the responsibility of pioneering the routes on most of the international schedules. He considered these first flights in the nature of commercial surveys and referred to his role of pilot as merely a "job."

Born in St. Louis, Mo., August 13, 1893, he attended grammar schools in that city. For three years he attended the Los Angeles Polytechnic School, and for two years thereafter continued at this school at night, specializing in shop work, motors, machine work and mechanical drawing, being employed during the day as an automobile mechanic in Los Angeles. In 1914 he entered the employ of the Glenn L. Martin Aircraft Company as a mechanic. A year later he found it decidedly more lucrative to carry on in the aviation game as an exhibition flyer.

Shortly after America entered the World War, Captain Musick, in June, 1917, entered the employ of the War Department as a civilian flying instructor at the Signal Corps Aviation School at San Diego, Calif. In December of that year he was transferred to Call Field, Wichita Falls, Texas, where he taught advanced flying and in which capacity he

was regarded as especially proficient. He resigned from this position on August 28, 1918, to accept a commission as 2nd Lieutenant in the Marine Flying Corps at Miami, Fla.

After leaving the military service, Captain Musick joined the Aeromarine Airways in 1921 and began the study of navigation. Later he became affiliated with the Mitten Air Transport, then flying between Philadelphia and Washington.

After joining Pan American Airways in October, 1927, at Miami, Fla., Captain Musick completed his first assignment, that of opening the initial 90-mile link between Key West, Fla., and Havana, Cuba., in the first American tri-motored plane to be used by an American airline. That laboratory route, to which he was chief explorer, test pilot, estimator, dispatcher, etc., had since grown to more than a 50,000-mile network, with him at the head of its piloting personnel all the way.

The line once established, the veteran trail blazer who conquered the Pacific in a routine manner, took the post of head of the Caribbean Division of Pan American Airways, which then included the longest over-water run in the world (664 miles between Cristobal, Panama Canal Zone, and Kingston, Jamaica). He utilized that line for further experimentation and data gathering, later applied to the San Francisco-China run, which he pioneered in 1935.

Credit also is generally given to Captain Musick for completing the education of the Pan American Airways first line pilots. His reports indicated that he was more than an airplane pilot. He was an expert navigator, scientist, meteorologist and, most of all, an economist. One Pan American Airways official declared that Musick never once made an impracticable suggestion or recommendation. He aided in establishing a safety record for his airline claimed in some quarters to be unequalled by any other airline in the world.

The crew of six men aboard the ill-fated clipper boat were Major Cecil G. Sellers, first officer; Paul S. Brunk, junior flight officer; F.M. MacLean, navigator; J.W. Stickrod, engineer officer; J.A. Brooks, assistant engineer officer, and T.J. Finley, radio officer.

Major Sellers held a commission in the Air Reserve and the rating of "Airplane Pilot." His affiliation with Army aviation dated from February 24, 1917, when he enlisted as Sergeant in the Signal Enlisted Reserve Corps at Fort Monroe, Va. Just prior to that time he was a student in his junior year at the University of the South, Swann, Tenn. He was born September 5, 1893, at Dyerburg, Tenn.

Major Sellers started his flying training at Newport News, Va., and several months later was transferred to Kelly

Field, Texas, for advanced flying training. In September, 1917, he was ordered to duty overseas and was sent to Clermont Farrand to establish the 7th Aviation Instruction Center. He flew with the French until the school was established and was in command thereof for several months. For seven months he was flying continuously while holding the position of test pilot and commanding officer of the detachment at the 7th Aviation Instruction Center. He also availed himself of the opportunity to pursue advanced instruction as a Bombardment pilot.

Sent to the front in May, 1918, with the 96th Squadron, 1st Day Bombardment Group, Major Sellers (then a first lieutenant) was in August of that year given the command of the 20th Squadron. During his service at the front as commanding officer and flight commander, and until the beginning of December, 1918, he tested most of the airplanes in the Squadron, as very few officers had flown D.H. planes with bombs before joining his organization. His flying time at the Instruction Center and at the front totaled nearly 600 hours, of which about 80 hours were over the front lines. He participated in the St. Mihiel and Meuse-Argonne Offensives, and while at the front participated in 32 bombing raids in enemy territory.

Major Sellers was awarded the Distinguished Service Cross, with the following citation:

"For extraordinary heroism in action near Longuyon, France, 16th September 1918.

"Starting on a very important bombing mission with five other planes, Lieut. Sellers, pilot, went on alone when the other five machines were forced to turn back. On crossing the enemy lines he was attacked by three enemy planes, but continued towards his objectives while his observer kept them at bay. In the face of this hostile opposition the objective was reached and their bombs dropped.

"On the way back four more planes joined in the attack, but fighting them off they reached our lines with valuable information after a flight lasting 38 minutes."

Following his return to the United States, Major Sellers served for two months in the Training and Operations Group, Office of the Director of Air Service, Washington, D.C., and was then ordered to border patrol duty at El Paso, Texas, in command of the 96th Squadron. During that part of his military service he accumulated nearly 400 hours additional flying time. He was honorably discharged from the service, March 25, 1920, and commissioned a Captain in the Reserve Corps. At various times he served short active duty tours at Langley Field, Va. His total flying time exceeded 8,500 hrs.

## MILITARY AVIATION NEEDS OUTLINED BY CHIEF OF THE AIR CORPS

In a statement prepared for the first National Aviation Planning Conference, which was held on January 11, 1918, at Cleveland, Ohio, Major General O. Westover, Chief of the Air Corps, stated:

"First, I want to say emphatically that this National Aviation Planning Conference, to my mind, is one of the most forward looking steps ever initiated in aviation circles. It augurs the inception of a comprehensive program; it initiates a definite plan toward which all of us who are interested in phases of aeronautics can pursue to our own benefit and at the same time aid our allies.

"I have been affiliated with military aviation for many years. I have seen many intelligent programs initiated for the advancement of military flying, but this is the first time within my knowledge that all aviation agencies, governmental and civil, have sat down and thought out one comprehensive schedule for work, one directive for all our effort.

"In the second place, I want to congratulate Major Aldrin, who was chairman of the committee which worked out the military subdivision of this joint plan. His committee has placed in a few succinct sentences our major problems. The work of this group makes it evident that its members were thoroughly conversant with the problems and needs of military aviation.

"For the benefit of those who were not able to sit in at the meetings of the military subcommittee, and for those who are not so conversant with the army air picture, I shall review briefly, indeed, the army's side of the national defense setup. The consolidated program of the national planning body under the heading 'National Defense Army' contains three important paragraphs. The first of these reads: '1. There should be no retroaction from the present War Department program to supply a minimum of 2320 combat airplanes to the Army Air Corps by 1940, and necessary appropriations should be made by Congress to that end.'

"I believe that many of you have seen a statement, widely quoted in the press recently, wherein Jane's 'All the World's Aircraft' stated:

'The United States possesses one of the biggest and possibly the most efficiently armed Air Forces in the world.'

"The average layman, having seen that statement, may well ask: 'If the United States possesses the leading military air power in the world today, why build the 2320 airplanes?' The fact of the business is that the United States, lumping both the Army and Navy together, does not in point of numbers of airplanes possess the largest military air fleet in the world. It now ranks about fourth

among the world's powers, including planes of all types.

"On the other hand, as to quality, that is, perfection of airplane types, organization and training of personnel, and in tactical plans and proficiency, I believe our Army and Navy air components are the finest in the world.

"A board of high ranking Army officers, headed by Major General Hugh Drum, after careful consideration, determined upon 2320 as the number of airplanes needed in the Army Air Corps to provide us an adequate army air component. The Baker Board, appointed by President Roosevelt to look into the whole subject of military aviation, arrived at the same figure. Their studies agreed fully with the findings of the Drum Board.

"When those 2320 airplanes are provided as the Secretary of War has stated, we will then have the determined number requisite for our army needs in peace time. These 2320 planes will give us more than twice the number of effective combat planes we now have. It is something toward which to look. It is the first important and significant step. Your committee, the National Aeronautic Association, and all air minded bodies in this country, can perform no greater service to our Army than to promote unceasingly the campaign to insure that the Army Air Corps will by June, 1940, have 2320 effective flying machines.

"In discussing airplanes, a second caution may be well placed. These planes when procured must be of proper types. If we went out tomorrow and bought 2320 small Pursuit airplanes, our Army Air Force would be but little more potent than it is today. The program must be a balanced one between the different types of military craft - Bombardment, Attack, Pursuit and Reconnaissance. The Bomber is the basic subdivision in the Air Corps, just as the Infantry is the basic arm in the ground forces. We cannot afford to be satisfied with just any 2320 planes. A proportion of these must be the best Bombing planes obtainable in this country today. Our own experience and service test in the Air Corps last year proved that our large 4-engine Bombers, commonly called the 'Flying Fortresses,' are very efficient and highly satisfactory.

"When we are asking our Congress for funds for fighting planes, we must make clear what types of planes we require, and we cannot afford to be satisfied with less efficient substitutes.

"The second paragraph of the National Program under the heading of 'National Defense, Army,' reads as follows:

'2. An increase in operating funds and in funds for the procurement of accessories such as engines, plane and engine instruments, navigational equipment and armament commensurate with

the increased plane strength should be provided. The flying fields, air bases and ground installations needed as the planes are supplied should be provided in properly balanced increments.'

"I have never seen a clearer nor more thorough delineation of a subject all too frequently overlooked, in computing the strength of air armament. It is basic and fundamental that airplanes alone do not make an Air Force. The finest planes in the world will be futile and ineffective unless they possess up-to-the-minute guns and bomb sights; the latest planes designed will be unable to operate effectively to find their targets and deliver their devastating messages unless they be equipped with the best flight instruments and navigational equipment yet developed. The finest Air Force yet imagined would be unable to utilize its maximum force were it not provided with suitable air bases and serviced by proper ground installations.

"So, when we come to making our estimates for a well rounded, balanced air program, let us make sure that funds are provided for the accessory equipment and the ground set up without which we can never have an effective air defense no matter how many planes we have.

"The third paragraph of the program reads:

3. The remedial legislation recommended by the War Department to ameliorate the serious situation now existing whereby it is not possible to provide additional needed personnel for the Air Corps, should be given strong support.'

"An unbiased evaluation of our deficits in the air today shows that our personnel needs overshadow all others. The War Department has suggested legislation which will tend to remedy this condition.

"If we could offer a certain number of the young graduates of our Air Corps Training Center permanent commissions in the Regular Army Air Corps, we could within a very few years remedy the personnel situation so far as commissioned pilots, bombers and navigators are concerned.

"Last year the appropriation act provided an increase from 300 to 550 Reserve officers on extended active duty for periods from three to five years. For the Fiscal Year 1939 the number proposed is 857. And yet, so far our experience has been disappointing. One of the major reasons appears to be that one can scarcely expect a young graduate of our flying school to be enticed into taking on a job which is definitely temporary and which pays him less than one-half in salary what he could obtain as an airline pilot. If we could offer more of them the inducement of a permanent commission, a considerable proportion would enter the military service.

"Here is another consideration on this score. If we take a Reserve officer and spend from three to five years giving him invaluable training on newest equipment, it is a tremendous waste to cast him out. Within a few years the advances in aeronautical science and the fact that he has been out of flying and out of touch with aviation during that intervening time will cause him to be no longer a suitable member of a combat team in a modern multi-engine Bomber. We shall have lost all that time, effort and expense we spent in training that invaluable crew man.

"While the three paragraphs from the National Program which I have read are all that is contained in that section devoted to national defense army, there is another section about which I am greatly concerned and which bears very prominently on national defense. That is the state of our organized reserve.

"No more difficult problem confronts the War Department today than the subject of the reserve military aviator. The great complexity of the modern flying fighting machine has served to intensify this problem. It is no longer possible to take a Reserve officer on 14 days' extended active duty and make him a satisfactory member of a combat team for a Flying Fortress.

"There are, however, other places in the Army Air Corps which Reserve officers can fill and for which they must be provided and given training. They will be particularly valuable in procurement planning. Recent graduates of our flying school probably by annual limited training periods, can be kept in a state of sufficient training for several years so that they can man our smaller combat types, particularly Pursuit and Reconnaissance. Many of our school and executive positions, and a considerable proportion of our air base work, supply, engineering, etc., can undoubtedly be done in event of emergency by our older and more experienced Reserve officers.

So the crux of the matter is this - we must continue to maintain an active Air Corps Reserve. We must provide sufficient inducement to our patriotically inclined, air minded civil component members, so that they will continue to maintain their effectiveness and so that we can retain their interest in our Army Air Corps.

"Any plan which will accomplish these results will be supported whole heartedly and enthusiastically by the Air Corps at every opportunity.

"Now, as a final remark, let me suggest that whereas planning is a very fine thing, an essential ingredient to any successful endeavor, would it not be advisable at our next National Aviation Planning Conference for us to take stock and see what of that which we have planned here at this meeting has been put into

(Continued on Page 5).

## IMPROVEMENT IN BOMB DROPPING TRAINING

Staff Sergeant Ernest Chaput, of the 49th Bombardment Squadron, Langley Field, Va., has made vast improvements in the trainer and target which are used to train student bombers before the actual dropping of bombs. These modifications simulate as nearly as possible the same conditions which are encountered in dropping bombs on moving targets.

A trainer with switch panel is located in the pilot's compartment to control the trainer and target. The above panel has a release mechanism to aid the student in the amount of trail to allow for various air speeds. The speed of the trainer can be controlled from the panel so as to enable different trails to be set up for each approach. Most of the controls in the panel, such as switches, release handles, etc., are installed in the trainer, duplicating the same controls which are found in an airplane.

The target has been radically changed from the original model. The plumb bob, which recorded hits, has been replaced by a system of electro magnets. This device permits train bombing to be simulated with the train release mechanism connected into the trainer clock. This has been impossible heretofore.

The target is remotely controlled, with reference to speed and direction, from the panel on the trainer. Also, the course of the target is shown from the pilot's compartment of the trainer. With these modifications the target can be directed on any kind of a straight or curve course. It can be made to follow any outline of track of a moving target. The trainer target can be set to give any automatic zigzag course at any desired rate of speed and amount of turn.

All these modifications which the 49th Squadron has made have been due directly to Staff Sergeant Ernest Chaput's work.

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## A LETTER OF APPRECIATION

The Mayor of the City of Newport News, Va., in a letter, dated December 27, 1937, to Colonel W.R. Weaver, Commanding Officer of Langley Field, Va., wrote as follows:

"My dear Colonel:

I desire to convey to you and your co-workers the thanks of this community in appreciation for the splendid Christmas gift you bestowed on the needy of our City. The success of our Christmas Fund was largely attributed to your gift and many hearts were made glad that would otherwise have had a most dreary yuletide.

It was a noble act on the part of our neighbors who make their homes at Langley, for there was no obligation on their part to aid the surrounding communities; they could have used the proceeds from the Charity Fair for their own purposes,

and no one could have condemned them for the doing. It was most unselfish on your part, and your act will go a long way toward more closely cementing the already friendly and cordial spirit existing between your community and my community.

I am sure I speak the sentiment of my people when I say we most sincerely thank you and wish for you and all concerned in the welfare and advancement of Langley Field a most wonderful future, not alone for 1938, but for each year following as well, and, with kindest personal regards for you and your associates, I am

Sincerely yours,  
(s) B.G. James  
Mayor."

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## Military Aviation Needs (Continued from Page 4).

effect during the year. With the thought that all of us are checking on the progress of our plan ever in mind, it seems to me it will be an added incentive for executive action, for tangible results to flow from these admirable and excellent plans which you gentlemen have here devised."

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## CHANGE OF STATION FOR COLONEL BRADLEY

Colonel Follett Bradley, Assistant Chief of Staff, GHQ Air Force, Langley Field, Va., recently received orders transferring him to Moffett Field, Calif., effective about the middle of February.

Colonel Bradley has served in his present capacity at the Langley Field Air Base for the past three years. "Fellow officers at this command and residents of the Lower Peninsula," says the News Letter Correspondent, "had nothing but praise for the popular officer who has served off and on for a number of years at the local post."

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The BT-9B utility airplane continues to fill a long felt want in the 20th Bombardment Squadron, Langley Field, Va. In the six weeks it has been in the Squadron it has been flown 130 hours, covering the country from coast to coast and from border to border.

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The following-named personnel of the 2nd Bombardment Group, GHQ Air Force, Langley Field, Va., recently departed from that station enroute to Santa Monica, Calif., to obtain B-18 airplanes: Lieuts. John W. Egan, Joseph B. Stanley, William A. Matheny, Gerald E. Williams, Curtis E. LeMay, Douglas M. Kilpatrick, Staff Sergeant Spicer, Sergeants Holmes, Seidl, Billy, Private 1st Class Allison and Private Norman.

## MORE SEED PLANTING FROM THE AIR IN HAWAII

The practice of dropping from airplanes certain varieties of seeds to prevent erosion of various barren areas in the Territory of Hawaii has in past years borne fruitful results, in view of which fact a project of this character again was carried out recently by the 23rd Bombardment Squadron at Luke Field, T.H.

The News Letter Correspondent states that although the 23rd Squadron has a stiff training directive to comply with, its routine missions are interspersed with many varied and unusual tasks. Especially to the pilots in this Squadron, none of whom have been in the Hawaiian Department more than a year, was the interesting mission accomplished on the Island of Kauai during the first part of December.

After one false start, because of bad weather conditions, the 23rd Bombardment Squadron took off for Burns Field, Kauai, on the morning of December 1st. The Douglas C-33 with a load of baggage and men preceded the flight of six Keystone Bombers across the channel. Camp was established, and the next morning found everyone ready for the mission at hand.

Under the personal supervision of Mr. A. Duvell, the Kauai representative of the Board of Agriculture and Forestry for the Territory, five Keystones were loaded with about one thousand pounds of seed per plane, the seed being in 100-pound sacks. The purpose of this was to scatter the seed so that it would land on the barren terrain on certain designated parts of the island and help Mother Nature prevent the rapid erosion that is taking place in this vicinity.

Three such flights were made, and about twelve thousand pounds of seed were sown in this manner. The planes would fly in an extended echelon covering a wide front, a mechanic in each ship letting the seed out slowly from the sacks in the planes. Time will tell whether the seed will all take root on some of the sheer sided canyons and wind-swept ridges and so accomplish the desired results.

Approximately ten thousand pounds of seed were dropped over a wide area in the Nepali and Kokee regions, and about two thousand pounds were dropped in the Kealia and Nounou reserves.

The News Letter Correspondent states that "in addition to clearing the field, which was under construction and left much to be desired in the way of take-off space, the planes were burdened with seed, the very names of which would make even the good old faithful Keystones stutter and stammer. The first loads consisted of sacks of seed of the following tongue twisting varieties: haole kea, myrica naya, and arcacia dealbata. These names in themselves are enough, it seems, to more than prevent erosion of any kind;

but just to make sure, the remaining loads carried in addition to the above named varieties such seeds as: melaluca leucadendion, psidin cutleyana, and passiflora edulis.

The seed planting project was completed in one day, and the rest of the encampment period was used to carry out training flights and to acquaint personnel with the island of Kauai. Trips to the CCC Camp at Kokee for everyone, topped off by a big steak dinner for all hands at that camp, with sight-seeing trips to Waimea Canyon, all stand out as high lights of the trip.

The Squadron returned to Luke Field on the morning of December 7th, with another period of field training under its belt, and settled down for the short remaining period prior to the holiday season."

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## HAWAIIAN A.D. HANDLES DIFFICULT SITUATION

According to the News Letter Correspondent, a situation practically unknown to mainland depots arises at the Hawaiian Air Depot, Luke Field, when forced landings are made on the other islands. This Depot has been called upon to handle the details of inspection and the forwarding of supplies on such occasions, several of which have occurred during the past few weeks. Quartermaster water facilities must be obtained for large items, such as wings, and special flights accompanied by an amphibian airplane for transporting engines and smaller supplies. Even commercial water transportation is sometimes required. Although these emergencies require cooperation and fine liaison between the various activities, each one is handled with expediency and surprisingly efficient results.

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## NO FORCED LANDING IN OVER A YEAR

When Captain M.R. Nelson, Air Corps, commanding the 55th Pursuit Squadron, Barksdale Field, La., departed for Mitchel Field, L.I., New York, on an extended navigation training flight on November 10, 1937, and was forced to glide his airplane into the Department of Commerce emergency landing field at South Boston, Va., due to engine failure, it marked the first forced landing in this organization since that of 2nd Lieut. Horace A. Sheppard, Air Reserve, in his P-26A airplane at Tallulah, La., on September 20, 1936.

The News Letter Correspondent adds that "We are happy to convey the incident as an emergency forced landing rather than report an aircraft accident."

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## SOME SIDE LIGHTS ON THE EARLY DAYS OF AVIATION

An interesting story on the early days of aviation is told by Major Albert D. Smith, Air Corps, Retired, now with the T.W.A. as Superintendent of the Mountain Division at Albuquerque, New Mexico.

A pioneer in the flying game, Major Smith evidenced unusual ability as a mechanic by building his own airplane back in 1910, learning to fly it and subsequently becoming an expert pilot. In fact, during his service as a commissioned officer in the Air Service in the World War and for several years thereafter, he was considered one of the best pilots and flying instructors in the Army. He enjoys the distinction of being the first man to cross the American continent and return in an airplane. In 1914, he led the search into Mexico for two lost aviators, and afterwards declined a flattering offer from the Japanese Government to take charge of the development of aeronautics by the Japanese Army, preferring to give his services to his own country.

Born on February 6, 1887, at Farley, Mo., he graduated in 1904 from high school at Lamont, Okla., and shortly thereafter he enlisted in the U.S. Army and was ordered to duty in the Philippines. He joined "E" Company, 22nd Infantry, at Camp Marahui, P.I., August 2, 1904, and participated in many skirmishes against Moro tribes in the Lake Lanao district. He was a member of General Wood's third Sulu Expedition to the Island of Jolo, April and May, 1905.

When he was honorably discharged at San Francisco on April 26, 1907, with the grade of Sergeant, Major Smith was then twenty years of age. During the next three years he resided near Alameda, Calif., and was employed at Oakland. He spent much of his time in a shop where a glider plane was under construction. This glider was intended to be catapulted from a carriage on a ramp incline. The glider was too heavy, however, and the first landing on skids resulted in a crash. Major Smith did not pilot this glider.

In the year 1911, he settled on a homestead in Flathead Indian Reservation, Montana, where some little time was spent reading up and making a general study of what was going on at that time in the aviation world. Another homesteader in this reservation, B.F. McClellan, who in previous years conducted free balloon exhibition flights at various county and State celebrations over the country, made a proposition to Major Smith that they jointly construct a pusher type plane and, to use the latter's words, 'that I could, if capable, act as pilot while we toured the country making exhibition flights, as he had done with the old smoke-inflated balloon.' It now developed that McClellan had pre-

viously constructed a Curtiss pusher type plane, but this had been wrecked and was then stored at Spokane, Wash. One crashed pusher and one Maximotor engine of questionable condition were the entire assets. For one-half interest in these assets I exchanged one span of good horses, harness and wagon.

"To enable me to accompany McClellan to Spokane to start work on the new plane, all my farm assets were sold at public auction. The farm was leased. We arrived in Spokane in the winter of 1912 and proceeded to start work in a garage which was rented for the purpose. Very little material was usable from the crashed plane, and new materials had to be purchased. Our joint finances were pooled, and one chicken incubator factory nearby received a large order for straight grained clear pine lumber. One wholesale carpet house in Spokane found its entire supply of long length bamboo carted away by two persons of questionable intentions.

"We knew nothing of metal heat treating processes, hence the fittings were cut from raw sheet metal and bent to correct angles. For bolts ordinary carriage or machine bolts were used. Rudder and stabilizer hinges were ordinary cabinet variety, attached with screws, which frequently gave trouble as a result of the spars becoming wet.

"For turnbuckles, ordinary motorcycle spokes were used. Piano wire served for rigging. Fabric covering was ordinary bed ticking, and the dope was a concoction of water, glue, alum, etc. As might be imagined, this gave considerable unnecessary weight to the craft. This dope mixture was not impervious to moisture or temperature, which fact gave us no end of trouble later on.

"The propeller was laminated from three-ply pine and walnut, and was glued up in a furniture factory in Spokane. This was later finished up by hand with ordinary carpenter tools by a man we employed for the job by the name of Arneson from templates furnished by us.

"In the spring of 1913, about February, following some five or six weeks of Curtiss training method, or 'penguin' work, as we now refer to this method, I took this pusher plane in the air for its initial flight. The duration of the flight was twelve minutes, and the maximum altitude was approximately seven hundred feet.

"Short hops continued for the next thirty days when, with our finances dangerously low, it was deemed advisable to find some source of income. We contracted with the Liberty Lake Park Board, about forty miles east of Spokane, to make three exhibition flights at that popular public resort over the week-end. To stimulate business at the resort and

provide for us much needed publicity, I piloted this plane from Parkwater, on the river east of Spokane, to Liberty Lake, and while flying low over the many settlements dropped the morning edition of a Spokane paper. For this stunt at the time I was accredited with having flown the first mail delivery, as these papers were normally delivered to the rural settlements via post office carrier.

"At Liberty Lake the first two flights were completed without incident. On the third and last landing, one of the spectators stepped out better to observe my approach, which forced me to ground-loop partially, resulting in a badly damaged wing. The plane was trucked back to Parkwater and work was immediately started to rebuild the damaged wing section.

"The next exhibition flight was made at Reardon, Washington, some ninety miles west of Spokane. The plane was trucked out from Parkwater, but was flown on the return trip. For this return flight it was necessary to land at Fort George Wright for additional fuel, and where I was most courteously received by the Commanding Officer, who provided me with five gallons at no cost. From Fort George Wright I passed dangerously low over the city of Spokane. This was the first airplane ever to make this trip. The flight terminated at Parkwater without incident.

"Exhibition flights were much in demand during this year, 1913, and we continued to receive bookings from the several nearby States, especially Idaho and Montana. The year ended with no cash on hand and with equipment in bad shape.

"During the winter of 1913-14, additional wing sections were built up between odd jobs we were required to seek to enable us to survive. The spring of 1914 saw us on the road again. Engine failure at Sandpoint, Idaho, demolished the plane. Thirty days later, an attempted high altitude take-off at Harlow Town, Montana, resulted in another crash.

"In my numerous minor crashes I had as yet not received a single injury. But as little as I knew about flying, it was quite obvious that this good luck could not continue. I had been approached at various times with flying propositions, one of which would take me to Japan. On this last crash at Harlow Town, I vowed then and there never to pilot this plane again, and I presented my partner, McClellan, with our entire airplane assets after all outstanding bills were paid and cash on hand divided equally. I boarded a train from here to San Francisco, enroute to Japan, but when I arrived on the coast it was found that several days would elapse prior to boat sailing. In the interval of waiting, I continued on to San Diego where, according to the papers, the Army was doing big things at North Island. I arrived at San Diego about August, 1914.

"At this time Captain A.S. Cowan was the Commanding Officer at North Island. This Aviation Detachment, or School, was then known as the "Aviation Branch of the Signal Corps." In several more or less improvised hangars, the equipment consisted of a few Burgess planes, equipped with Renault engines. As I recall, they also had one Burgess-Dunne plane. Pushers had been discarded for tractor type planes, as the former had caused several recent fatalities which could be attributed directly to pusher type engine installation. At this time, William Lay Patterson was Post Secretary; Edgar S. Gorrell was Assistant Secretary; W.R. Taliaferro was Officer in Charge of Training; Oscar Brindley was Civilian Flying Instructor and Francis A. Wildman was Civilian Flying Instructor on the Curtiss Flying Boat, which was received during the winter or early spring of 1915.

"This North Island flying activity appealed to me immensely and, after having discussed several times with Captain Cowan my enlistment, I enlisted on March 10, 1915, in the Signal Corps, Aviation Section, at North Island. Enlisted men then assigned to pilot training, or who were actually making solo flights at that time, included Sergeants Ocker,\* Marcus and Burge.\*

"As would naturally be assumed, prior to my enlistment I spent much time at North Island observing the early morning student flights around the field. If you could provide a photographic account of the airplane crash on November 5, 1914, in which Mr. Glenn L. Martin, builder and pilot of the plane, and Lieut. L.E. Goodier, passenger, crashed just south of the old E. & R. shop, you would note that I was the first person to arrive on the scene. It so happened that I was protecting myself from the morning chill in the sunshine along the south wall of the shop building, which naturally placed me near the crash location. I was also present at North Island on December 23, 1914, when Capt. Dodd won the Mackay Trophy race against a field of 'old timers,' such as Captain Geiger, Lieuts. Muller, Morrow, Milling, Taliaferro and Carberry. Lieut. S.W. FitzGerald accompanied Captain Dodd on this history-making flight. I also recall that I was present on the Island on December 21, 1914, when Lieut. Muller, with Lieut. Gerstner as passenger, landed in the ocean, and the latter drowned in attempting to swim ashore. Lieut. Muller remained with the plane and was rescued.

"Following my enlistment, I was assigned to one of the hangar crews. Ocker was Crew Chief, and our job was to give proper maintenance to the Curtiss Flying Boat being used by Wildman for instruction purposes.

\*Now Lieut. Colonels in the Air Corps.

V-7602, A.C.

"July 7, 1915, was the happiest day of my life when Lieut. Taliaferro instructed me to report to Mr. Oscar Brindley for dual training. At this time I had some forty hours of pilot logged time to my credit on identical controls such as then used in the tractor planes, other than the fact that I had previously used foot throttle on my pusher plane. This first dual instruction flight on this date was the beginning of my military flying, and to my knowledge no official order was issued covering the assignment. But few dual instruction flights were given me, as would be indicated by the fact that on July 10, 1915, my first solo flight in a military plane was made. During this same year I was promoted to the grade of corporal.

"My records would indicate that at this time very little actual repair work was being done in the shop under supervision of the Civilian Engineer, Grover C. Loening. He was at the time concentrating on major construction changes in the Burgess planes. With permission received from Lieut. Taliaferro, Mr. Seminook, Private Kuhn and myself opened up a repair shop in one hangar wing, where we rebuilt and overhauled wing sections and fuselages which had previously been returned to the factory for repairs. The need for this local repair shop was evidenced by the fact that it very quickly took in the entire hangar. Private Gordon Smith and myself took over the entire job of fabric covering wings, etc., while Private Kuhn remained in charge of the woodwork. Mr. Seminook proved to be expert in metal work, and he either repaired or fabricated new metal fittings. I recall that Sergeants Barnhardt, Ocker, Parkinson, Krull, Steinle, Sweet, Marcus and Burge were instrumental in final assembly work. Biffle and Coyle were crew chiefs, and they assisted in the general repair work. At this same time, Mr. George E.A. Hallett was instructing pilot officers in engine overhaul. I was later assigned the function of instructing these same officers in airplane assembly and maintenance.

"For Hydroplane record, I hold the Aero Club of America Aviation Medal of Merit, which reads: "Corpl. A.D. Smith, American Hydro Record Duration, Feb. 19, 1915, 8 hrs. 42 min." This duration record was made in a Martin hydroplane, with a Hall Scott engine, around the San Diego Bay area.

"On February 15, 1916, Mr. Floyd Smith, Civilian Test Pilot for the Glenn L. Martin Company, established a new world's altitude record for pilot and three passengers, climbing to an altitude of 9,603 feet. I was one of the passengers.

"While on leave of absence in the early spring of 1916, I was employed by the Glenn L. Martin Company as a test pilot and school instructor.

"In the summer of 1916, I was again approached by Japanese interests, Mitsui

Company of San Francisco, with a rather fabulous offer if I would go as test pilot for the Day Aircraft Company of Plainfield, N.J. This information was transmitted to me by Colonel Glassford, Commanding Officer, who suggested that perhaps I would be interested in being employed as Civilian Flying Instructor in the same capacity as Brindley and Wildman. He would obtain for me my discharge from the service.

"On August 17, 1916, I was honorably discharged for the convenience of the Government and was immediately employed as Civilian Flying Instructor at North Island. I might add that prior to my being employed in a civilian capacity as instructor, I had been carrying on this instruction work under the rating of Sergeant."

Major Smith continued with flying instruction in a civilian status until June 25, 1917, when he was appointed a Captain in the Aviation Section, Signal Reserve Corps. He was scheduled for duty at Park Field, Millington, Tenn., but his orders were amended October 11, 1917, and he was assigned to station at McCook Field, Dayton, Ohio. He was rated a Junior Military Aviator, effective March 8, 1918.

In April, 1918, Major Smith, together with Colonel Henry J. Damm and Major Oscar A. Brindley, was assigned the task of testing a DH4 plane, powered with a Liberty engine, under service conditions at McCook Field or at the factory at Dayton. Sad to relate, in the following month Major Smith was appointed as a member of a Board of Officers to investigate the cause of the airplane accident on May 2, 1918, which resulted in the death of both Colonel Damm and Major Brindley. Himself suffering from the after effects of an airplane accident in the spring of the year, he was confined in the Army and Navy General Hospital at Hot Springs, Ark., for several months, following which he was assigned to Rockwell Field, Calif., for duty.

A memorable event was the first formation flight of military planes across the American continent. Led by Major Smith, a five-airplane squadron ("Jenny" planes, powered with Hisso engines) departed from Rockwell Field on December 4, 1918, for Carlstrom Field, Arcadia, Fla. The flight continued on to Washington and New York and returned to Rockwell Field in February, 1919. The total elapsed flying time was 109 hours and 25 minutes.

In 1919, Major Smith was in charge of forest fire patrol operations in the Pacific Northwest. In the following year he was transferred to March Field, Calif., where he commanded the Pilot School Detachment. From April to September, 1920, he was confined in the Letterman General Hospital, undergoing treat-

(Continued on Page 15)

## THE FIRST ARMY OFFICER TO FLY SOLO

The much mooted question as to who was the first Army officer to solo an airplane appears to be definitely settled, according to reliable data recently received in the Information Division, Office of the Chief of the Air Corps.

As a matter of history, the first officer of the Regular Army of the United States to fly an airplane alone was Lieut. Thomas E. Selfridge, Field Artillery, who, incidentally, was also the first Army officer to lose his life in an airplane accident. This lamentable accident occurred on September 17, 1908, at Fort Myer, Va., when Lieut. Selfridge made a flight as passenger with Mr. Orville Wright. The following brief account of this accident appeared in Collier's Weekly of October 3, 1908:

"On September 17, after making three complete circuits of the Fort Myer Parade Ground, the Wright aeroplane broke a propeller blade and fell to the ground. Lieutenant Thomas E. Selfridge of the Signal Corps, United States Army, received injuries from which he died three hours later. Mr. Wright escaped with his life, but was painfully hurt.

Rarely, indeed, has the perversity of inanimate things brought about a more dramatic and painful tragedy. The smallness and unimportance of the immediate cause made the result seem all the more deplorable. The accident resulted from no miscalculation, nor did it have anything to do with the general principle embodied in the Wright machine, which had already brilliantly established its ability to navigate the air. It was one of those unforeseen and probably unpreventable things, like the breaking of a tire or the spreading of rails, and this apparently trifling accident resulted in the destruction of the Wright aeroplane, just as it was about, with every apparent chance of success, to undertake the tests prescribed by the War Department, in the maiming of one of its inventors, and in the death of one of the most promising young men in the army.

Mr. Wright had spent several weeks in successful demonstrations of the aeroplane, and he had broken all records for a flight with a heavier-than-air machine. That he had not passed the tests and thus secured the prize which the long years of experiment he and his brother had gone through so surely promised, was due merely to that endless patience and painstaking attention to detail with which the Wrights have worked from the beginning. They have not the slightest desire for notoriety and have allowed no attempts of press or public to hurry them, or deflect them for a moment from their methodical course.

The fatal flight on which Lieutenant Selfridge was taken was part of Mr.

Wright's preparation for the Government tests, which called for a machine which would carry two men. For this flight new propellers, nine feet long instead of eight feet six inches, were put on the machine. These propellers had been tested in the shed, but this was their first test in flight. The machine circled the parade ground with its usual success until, just as it was turning at an altitude of about seventy-five feet, one of the propeller blades was broken off and fell to the ground. Mr. Wright at once shut off the engine. The machine careened and started downward. For a distance of about thirty-five feet it glided slowly through the air, then suddenly pitched forward and fell to the ground. Both men were pinned under it."

In the death of Lieut. Selfridge the Army lost one of the best posted men in the field of aeronautics at that time, a student and a man of practical ideas. Selfridge Field, Mt. Clemens, Mich., the station of the First Pursuit Group of the Army Air Corps, was named in memory of the man who was the Army's first sacrifice to the science of aviation.

At Hammondsport, N.Y., where the late Glenn Curtiss was conducting his flight experiments, Lieut. Selfridge made short flights alone of 100 and 200 feet on May 19, 1908, and flew again at various times during July and August. On August 2, 1908, Lieut. Selfridge flew alone one minute and 30 seconds, rising to a height of about 75 feet. On August 3rd, he flew 800 yards in 50 seconds. While these flights are not long, certainly the one on August 2nd establishes the fact that Lieut. Selfridge should be considered the first Army officer to fly alone.

Note: The above information was extracted from a collection called "Lieutenant Selfridge Memorial," containing the bulletins of the Aerial Experiment Association, together with miscellaneous notes, press bulletins, etc., which collection is bound in five volumes and deposited in the Library of Congress.

Now, with respect to Lieut. Humphreys and Lahm, who in some quarters have heretofore been credited with being the first Army officers to solo an airplane, the flights of these officers occurred as shown in the following quotation personally given by Colonel Lahm:

"The first War Department contract with the Wright Brothers for an airplane required certain performance as to speed, endurance and maneuverability. It also required them to teach two officers to fly the airplane. Lieutenant Humphreys and myself (Lieut. Lahm) were designated, and Wilbur Wright gave us our training at College Park, Maryland, on a field leased by the War Department.

On October 26, 1909, after approximately three hours' dual instruction, extending over several weeks, we were 'turned loose' for our first solo flights - Lieut. Humphreys first, flying three minutes alone, followed on the same day by myself alone, the flight lasting thirteen minutes."

From the above it can be seen that Col. Humphreys was not the first officer of the Regular Army of the U.S. to fly an airplane alone, but such credit must go to Lieut. Selfridge. However, it can be stated that the first airplane owned by the United States Army was flown alone initially by Colonel Humphreys and that, immediately thereafter, such plane was similarly flown by Colonel Lahm.

Following his resignation from the Regular Army, Colonel Humphreys affiliated himself with the New York National Guard and now commands the 102nd Engineers. Colonel Lahm, who some years ago was the Commanding General of the Air Corps Training Center, is now on duty as Air Officer of the Second Corps Area, Governors Island, New York.

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#### ORDNANCE SCHOOL REOPENS AT LANGLEY FIELD

At the recent official opening of the second course in the School of Aviation Ordnance of the 10th Ordnance Company at Langley Field, Va., Colonel Maxwell, GHQ Ordnance Officer and Commandant of the School spoke briefly on the problem of Ordnance Service to the GHQ Air Force and the importance of trained special personnel to provide such service. He also introduced Brigadier General D.C. Emmons, 1st Wing Commander, GHQ Air Force, and Colonel E. Montgomery, Chemical Warfare Service, GHQ Air Force, who also spoke briefly about the trained personnel required for ordnance service.

The curriculum of the course includes Ammunition Supply, maintenance and assembly for delivery to the combat units of the GHQ Air Force, also the inspection, repair and operation of aircraft armament of all types. Some time is devoted to basic military and automotive instruction.

The faculty consists of Captain E.P. Mechling, Air Base Ordnance Officer and Director of the School; Technical Sergeant R.F. Tokoly, Chief Instructor; Staff Sergeant F.E. Rogan and Sergeant Fred Riley, Instructors.

The following students are enrolled in this course: Staff Sergeant H.V. Jones, 1st Platoon; Private 1st Class J.R. Sarnoski, 49th Bombardment Squadron; Private 1st Class H.M. Powell, 1st Platoon; and Privates R.C. Jones, J.P. King, S.J. Schaffer and Theo. Kovacevich, 1st Platoon, all of Langley Field, Va.; Sergeant V.L. McNeal, 6th Platoon, Barksdale Field, La.; Staff Sergeant L.G. Loper, 3rd Platoon, Selfridge Field, Mich.;

Sergeant J.E. Gillespie, 4th Platoon, Hamilton Field, Calif.; Private 1st Cl. L.A. Johnson, 5th Platoon, March Field, Calif.; Private 1st Class C.F. Roller, 2nd Platoon, Mitchel Field, N.Y.; and Sergeant W.R. Murray, 49th Bombardment Squadron, Langley Field, Va.

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#### MOTION PICTURE FILMED AT LANGLEY FIELD

Mr. Cullen Tate, Director of the flying sequences of M-G-M's "Test Pilot," to be released in March, announced on the morning of January 4th that he expected to break camp on the completion of the day's work.

The movie visitors had been on location for two weeks in front of the 2nd Bombardment Group, where atmosphere sequences and part of the story's action had been filmed. The Group cooperated extensively in the filming of this feature picture. All flying sequences were routine Group training from which additional valuable technique was gained.

Doubles filled the roles of Spencer Tracy, Myrna Loy and Clark Gable, the latter playing the lead as an Army flier in the screen version of Jimmy Collins' prophetic book "Test Pilot," written not long before Collins was killed in the last of a series of test dives for the Navy.

Commander Frank Weade, retired Naval aviator, and author of the play "Ceiling Zero," wrote the scenario for "Test Pilot."

With the faithful old B-17's purring sweetly through plenty of footage, and with the 2nd Bombardment Group grinning into cameras from all angles, this new movie will no doubt be a source of much interest to Air Corps personnel.

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#### PROGRESS PHOTOGRAPHS OF CONCHAS DAM

In response to the routine call from the District Engineer of Conchas Dam, New Mexico, 1st Lieut. Charles F. Densford, photographer and pilot, and Sergeant H.L. Photographer, left Kelly Field on December 17th for northern New Mexico. The purpose of the flight was to make progress photographs of Conchas Dam. Due to rain, snow and fog, the photography was delayed four days. The last of the series of photographs were made on the morning of December 24th, following which the pilot and photographer departed for Kelly Field. At Midland, the San Antonio weather was reported as sub-zero, making it necessary for the two airmen to remain overnight at Midland, while somebody else decorated the tree. The fog at Kelly Field lifted sufficiently for Lieut. Densford and Sergeant Chestnutt to get in shortly after noon, just in time for the turkey.

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DISTINGUISHED FLYING CROSS AWARDED LIEUT. ELLIS

Announcement was made by the War Department, under date of January 4th, of the award of the Distinguished Flying Cross to 2nd Lieut. Dross Ellis, Air Reserve, now on extended active duty at Randolph Field, Texas, for heroism displayed while participating in an aerial flight from Hensley Field, Dallas, Texas, to Oklahoma City, Okla., on April 24, 1937.

The outcome of this flight was tragic, a most promising young officer of the Air Corps losing his life through most unusual circumstances. On the date in question, Lieut. Ellis was a passenger in a BT-9 airplane piloted by the late 2nd Lieut. Robert S. Fisher, son of Col. Henry G. Fisher, Commanding Officer of Scott Field, Ill.

When approximately forty miles north of Hensley Field, flying at about 4,000 feet altitude, the pilot, Lieut. Fisher, was pulled from the airplane by his parachute which had accidentally opened. Lieut. Fisher's body struck the left tail surfaces of the plane, knocking them completely off and badly damaging the rudder. Believing Lieut. Fisher to be only badly injured, disregarding his own safety and mindful only of securing aid as quickly as possible for Lieut. Fisher, Lieut. Ellis displayed great courage when he piloted the badly damaged airplane back to Hensley Field and landed it safely, thereby enabling him to report the accident within 25 minutes of the time it occurred. His action in safely landing the badly damaged airplane resulted in saving it from destruction.

Upon landing the aforementioned airplane at Hensley Field, Lieut. Ellis immediately reported to the Commanding Officer, Major B.S. Thompson, Air Corps, what had transpired. After striking the left tail surfaces of the plane, he saw Lieut. Fisher descending into a wooded area with his parachute open, apparently intact and functioning properly, but that he believed Lieut. Fisher to be badly injured because of the considerable force with which he struck the tail surfaces.

Major Thompson immediately notified the Sheriff of Denton County, Texas, and arranged for searching parties to be sent out to locate Lieut. Fisher. An inspection of the BT-9 airplane revealed that all of the left elevator and all of the left stabilizer, except a small section of approximately 18 inches, were completely missing, and that the rudder was badly damaged.

Major Thompson, accompanied by Lieut. Ellis as observer, then proceeded by airplane to the scene of the accident and conducted a search from the air for Lieut. Fisher, whose body was found approximately at the location reported by Lieut. Ellis. Lieut. Fisher's parachute

was still attached to his body and was found to be in good condition, except that one shroud line was broken and the rip-cord "D" ring pocket was almost completely torn loose from the harness. The nature of Lieut. Fisher's injuries indicated that he undoubtedly was instantly killed upon striking the airplane's tail surfaces.

Subsequently interrogated as to the details connected with the accident, Lieut. Ellis, when asked if he realized before landing the plane that to attempt to land it in its badly damaged condition would be dangerous, and that if he did realize the danger why he did not "bail out" rather than attempt to land the plane, replied that he realized the danger of attempting to land the plane, but at that time believed Lieut. Fisher to be only badly injured and, believing there was a fairly reasonable chance that the plane could be flown back to Hensley Field and landed safely, he elected to try to do so in order to be in a position to secure assistance for Lieut. Fisher with a minimum of delay.

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Lieut. Ellis was born at Kemp, Okla., October 11, 1906. He graduated from high school at Stillwater, Okla., and from the Oklahoma A. & M. College in 1930 with the degree of B.S. Appointed a Flying Cadet in the Air Corps, he graduated from the Primary Flying School, Randolph Field, Texas, February 28, 1933, and from the Advanced Flying School, Kelly Field, Texas, where he specialized in Observation Aviation, on June 29, 1933, on which date he received the ratings of "Airplane Pilot" and "Airplane Observer," and was appointed a second lieutenant in the Air Reserve.

Assigned to extended active duty with the 88th Observation Squadron at Brooks Field, Texas, he served with this organization until August, 1935, when he reverted to inactive status. On June 1, 1937, he was placed on active duty at Randolph Field, Texas, for a period of three years.

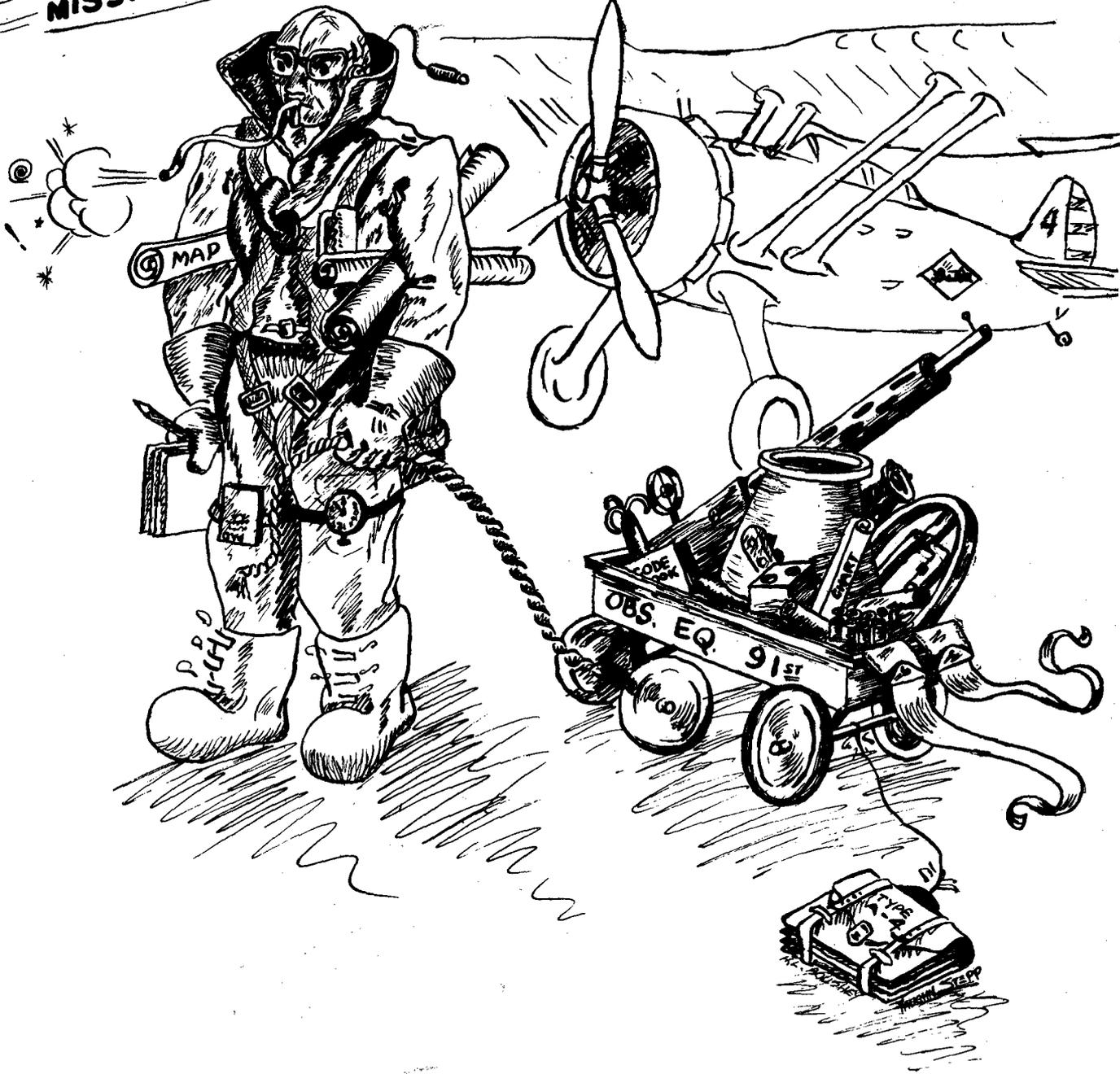
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SELFRIDGE FIELD RECEIVES P-35 PLANES

The first of the 77 new Seversky P-35 Pursuit planes to be assigned to the Squadrons of the First Pursuit Group arrived at Selfridge Field, Mich., the last week in December. Announcing the fact that on January 4th Selfridge Field received a blood-brother when Number Two arrived, having been ferried from Farmingdale, L.I., New York, by 1st Lieut. John W. Egan, of the 17th Pursuit Squadron, the News Letter Correspondent jocosely adds that "Formation flying is now possible."



# MISSIONS' CALLED OFF



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ACTIVITIES AT FORT LEWIS, WASH.  
By the News Letter Correspondent

"Mission called off" is a very common order being issued these days by the operations officer at the Fort Lewis landing field. The reason for this is that when it's pea-soup foggy, you can't see, and when you can't see you can't fly, and when you can't fly you can't observe, and when you can't observe - well - it just "ain't" possible to do an observation mission, and that's supposed to be our mission in life. What's this all about? Only to find some reason for submitting the sketch shown on the opposite page of one of our observers at work as seen by our squadron artist, Private Steppe.

The Sixth Engineers, stationed at Fort Lewis, are now busily engaged in erecting one-half of the steel girder hangar which was shipped to this station about a year ago. Construction was not started until this time, as it was not known for certain that the Air Corps would permanently occupy this field.

On a recent morning frost covered all planes in the open with a coating of rough, snowy ice about 1/8 of an inch thick. This did not appear thick enough to change in any way the camber of the airfoils, and the pilot-observer crews prepared to take off. The first two planes to leave the line failed to take the air after running the length of the airdrome. One of the pilots just wouldn't be convinced that this shallow layer of ice was the cause, and made five attempts before giving up. Coincident with this icing condition was the arrival that morning of Technical Order No. 01-1A-4, describing the dangers of flight or attempted flight under these conditions.

A sigh of relief emanated from all flying personnel when the Materiel Division authorized the survey and salvage of our C-14 Transport. The "old crate" had served its purpose remarkably well during its seven years of active flying life, but we all felt that the old girl was feeling her age and was about ready for the bone yard. No news of a replacement has been received, but we are hoping it will be a multi-engined job with ample range to buck the mountains and weather of this area.

Lieut. Mosman, Air Reserve, returned to the post on December 14th, accompanied by a new co-pilot, the former Miss Katherine Frick, of Portland, Oregon. Mother's warning to her son "fly low and slow, my boy," appears to have gone unheeded in Ormond's case. Nevertheless, it was a neat and fancy piece of headwork on a high altitude speed mission, and Katherine looks like a new record to us all. The "honeymooners" were met at the main gate and given a reception ride around the post which we feel surpasses

the famous caisson rides of the Field Artillery and the pontoon rides of the Engineers. The Fordson mule and dolly were converted into a miniature airplane, G.I., complete with controls, bucket seats, parachutes, helmets, and goggles. The love birds were tooted through the quarters area preceded by the 10th Field Artillery band in a drizzling rain, which made the open cockpit model slightly damp but which went unnoticed by the Mosmans. Happy landings!

Lieut. David H. Kennedy, radio wizard, fresh from the Air Corps Technical School, reported in and was immediately set to work to straighten out the communications department which nowadays seems to be the chief bugaboo of aerial operations. We wish him luck.

Major Guy "Mac" McNeil departed on leave December 17th from this station enroute to the Philippines on the January boat.

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SELFRIDGE FIELD RECEIVES NEW SEVERSKY

The first of the "production" Seversky Pursuit airplanes, long awaited by the pilots of the First Pursuit Group, who are due to receive seven-seven of them in all, recently arrived at Selfridge Field. The honor of bringing the ship to the field went to Captain John M. Sterling, Operations and Training Officer of the Group.

As fast as the Seversky plant at Farmingdale, L.I., New York, completes the planes on order, pilots of the various squadrons will proceed by train to Farmingdale, test the airplane they receive for the Army, and fly the craft back to Selfridge Field, where it will assume its place in one of the fighting squadrons. The PB-2A's, formerly assigned to the 27th Pursuit Squadron, have already been transferred to Langley Field, Va., and the remaining P-26's will be transferred to other stations as fast as they are displaced by the Severskys.

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Captain Hilbert M. Wittkop, of the 96th Bombardment Squadron, Langley Field, Va., in B-17 No. 63, with full combat crew, accomplished a night navigation flight to Randolph Field, Texas. He took off from Langley Field at 4:44 p.m., December 19th, but inclement weather delayed the return trip until December 22nd. The elapsed flying time required for this mission totaled 14 hours and 20 minutes.

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The article on machine gun firing efficiency, by Lieut. Norman H. Ives, which appeared in the Dec. 15th issue, elicited much favorable comment. Worthwhile articles of such a nature are a great help.

## O B I T U A R I E S

Tragedy from the skies struck swiftly and surely on the afternoon of December 22, 1937, dampening the gayety and laughter of scores of children having their annual Christmas Party at the Army Hangars, Boston Airport, Mass., the victim being Corporal Harold J. Kraner, Air Corps, parachute rigger and jumper of no mean ability. It was the jump that he made every year for the benefit of the children, impersonating Santa Claus arriving with his toys for the boys and girls of members of the detachment and the officers attached to this station. He couldn't disappoint all those tots waiting eagerly for the arrival of St. Nick by plane, so with the spirit of Christmas in his heart he gaily stepped over the side and floated down and down with fate taking a hand and sweeping him into the harbor to his death.

Born in Pinnerington, Ohio, thirty-one years ago, Corporal Kraner spent his childhood in that State going through grammar and high school. Seeing the opportunities presented by the Army Air Corps, he enlisted as Air Corps, Unassigned, for Chanute Field, Ill., taking the parachute riggers course and graduating with honors. Upon the completion of the course he was assigned to Mitchel Field, New York, and from there was transferred to Boston Airport, where he remained until his death. He was known for his parachute jumping, specializing in spot jumping, being one of the best in the country. As a parachute rigger he had no equal, being well known throughout New England by all who used chutes. He gave scores of lectures to clubs on the use and design of parachutes and had instructed thousands of school children about the use and construction of the same. Various boys clubs and grammar and high school classes were continual visitors to the airport for a lecture on parachutes.

Corporal Kraner made parachutes his life work and career, fate decreeing that the pursuit of his endeavors to render safety to others should be the cause of his untimely demise. He was a conscientious worker, a man of responsibility and with a rare sense of humor. He will be missed by the members of this detachment and by all who knew him in civil life. The sympathies of all are extended to his widow.

- Corp. R. S. Lowe.

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On the morning of January 4, 1938, while flying in formation in an A-17 Attack airplane, Second Lieut. Charles A. Clancy, Air Reserve, who was accompanied by Private Victor L. Jost as passenger, struck a power line near Wild, Calif., resulting in the crash of the plane and the death of both men. According to the telegraphic report on the accident the weather was excellent and there was no failure of material or equipment.

Lieut. Clancy was born at Oakland, Calif., August 9, 1912. After graduating from Sequoia Union High School at Redwood City, Calif., in 1930, and from Menlo Junior College, Menlo Park, Calif., in 1932, he completed two years of

study at Stanford University for an A.B. degree.

Appointed a flying cadet in the Army Air Corps, he graduated from the Primary Flying School at Randolph Field, Texas, February 25, 1937, and from the Advanced Flying School, Kelly Field, Texas, June 9, 1937, specializing in Attack Aviation. He was appointed a second lieutenant in the Air Reserve, June 30, 1937, rated an "Airplane Pilot" on the same date, and assigned to extended active duty with the 34th Attack Squadron at March Field, Calif., with which organization he served up to the time of his death.

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Private Victor L. Jost was born April 10, 1909, at Philadelphia, Pa. He enlisted in the Army August 1, 1930, and was assigned to Company G, 31st Infantry, at Manila, P.I.

Transferred to the Air Corps, June 16, 1931, he was assigned to the 66th Service Squadron. He joined the 31st Bombardment Squadron at March Field, Calif., August 14, 1933, and transferred to the 23th Bombardment Squadron on June 23, 1934. Honorably discharged from the service on June 12, 1936, he reenlisted on December 10, 1936, at March Field, Calif., and was assigned to the 34th Attack Squadron, the last organization with which he served.

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Engaged in a night navigation flight from San Antonio to Dallas, Texas, in an A-17 Attack plane, 2nd Lieut. Frank K. Thompson, Air Reserve, pilot, accompanied by Corporal Walter T. Mathews, of the 90th Attack Squadron, crashed at Grandview, Texas, at 6:15 p.m., January 10, 1938. At this writing the cause of the accident has not been determined. It appears that no attempt was made to use the parachute.

Lieut. Thompson was born at Columbus, Ohio, September 26, 1911. After graduating from the Western Reserve Academy, he graduated in 1936 from the Ohio State University with an A.B. degree. Being a member of the ROTC Unit at that university, he was commissioned a second lieutenant in the Field Artillery Reserve. Following his appointment as a flying cadet in the Air Corps and the completion of one year's flying training at the Air Corps Training Center, June 9, 1937, where he specialized in Attack Aviation, he was appointed a second lieutenant in the Air Reserve (vacating his Reserve commission in the Field Artillery), was rated an "Airplane Pilot," and was assigned to extended active duty at Barksdale Field, Shreveport, La.

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Corporal Mathews was born at Waverly, Tenn., August 24, 1906. Following his enlistment in the Army, he served for three years from May, 1925, with the 17th Field Artillery. He then enlisted for the Air Corps on December 5, 1929, and was assigned to the 66th Service Squadron at Nichols Field, P.I. On December 12, 1932, he joined the 90th Attack Squadron at Fort Crockett, Galveston, Texas, and served there until November 16, 1934, when he joined

(Continued on Page 15).

## CONTRACTS FOR AIRCRAFT ENGINES AND PARTS

Announcement was made, under date of January 4, 1938, by the Hon. Louis Johnson, Assistant Secretary of War, of the approval of a contract in the amount of \$318,521.67 let to the United Aircraft Corporation (Pratt and Whitney Division) of East Hartford, Conn., covering the purchase of spare parts for 315 Model R-1830-13 engines. These spare parts are procured for the engines now serving as power plants in P-26A airplanes.

Approval was also announced of a contract with the same company for the procurement of 142 Model R-1340-47 engines and spare parts for installation in BC-1 airplanes now being constructed under a previous contract at the plant of the North American Aviation Corporation, Inglewood, Calif. The total expenditure for these 142 engines, including spare parts, is \$866,800.59.

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## NATIONAL GUARD AVIATION ✓

In his annual report to the Secretary of War for the fiscal year ending June 30, 1937, the Chief of the National Guard Bureau, Major General Albert H. Blanding, states as follows with respect to aviation in the National Guard:

"During the fiscal year 1937 our air units flew in excess of 40,000 hours. Air missions in cooperation with other branches of the National Guard have increased to almost double of that of the previous year. Training of nonpilot observers is continuing satisfactorily, and it is expected that each unit will have attained a minimum strength of eight observers by the end of the present calendar year. In a number of units, however, our pilot strength has fallen to a number below that which is considered a minimum maintenance requirement. Means of pilot procurement are being studied in the Bureau, and every effort is being made to assist unit commanders in attracting trained pilots to their squadrons.

"The National Guard Bureau has procured by agreement with the Chief of the Air Corps and the Commanding General, General Headquarters Air Force, the use of aerial gunnery ranges for aerial firing. The availability of these ranges will satisfy a serious deficiency in this training in the National Guard.

"Our accident rate of the fiscal year 1937 was 0.402 per thousand hours of flying compared to the rate of 0.874 per thousand hours for 1936. This reflects a commendable improvement in the tactical and administrative control exercises by unit commanders."

Touching on the subject of equipment, the Chief of the National Guard Bureau states:

"The contract for Douglas observation

airplanes was completed April 3, 1937.

"Contracts were let in February, 1937, for 45 North American three-place observation airplanes. The delivery of these airplanes is scheduled to start in the spring of 1938.

"Appropriations for 1938 air corps equipment will enable the Bureau to continue the reequipment of the air units in accordance with established policy.

"The procurement of necessary airplane accessories has progressed satisfactorily."

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## INSTRUMENT FLYING TRAINING AT SELFRIDGE

Pilots of the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., are now in a position to practice instrument (blind) flying in new aircraft especially fitted for that purpose. Two North American BT-9B aircraft, completely fitted with artificial horizons, gyroscopic compasses and the latest radio aids, were recently ferried from the factory at Santa Monica, Calif., to Selfridge Field by Major Edwin J. House, commanding the Group, and Major Willis R. Taylor, commanding the 27th Pursuit Squadron.

The single-seater fighters with which the Group is equipped for tactical purposes are unsuitable for training "on instruments" which is normally conducted by placing a light-proof hood over the pilot's cockpit, which forces the pilot to fly solely by reading instruments. In the rear cockpit another pilot sits at dual controls to watch for possible dangerous errors and keep a weather eye peeled for other airplanes practicing in the vicinity.

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## Early Days of Aviation

(Continued from Page 9)

ment, following which he was assigned to Mather Field, Calif., for duty. He was retired from the service in 1923, and later affiliated himself with the T.W.A.

Major Smith holds the Aero Club of America Pilot Brevet No. 354, which was issued to him November 17, 1915. He also holds Department of Commerce Pilot License No. 573 with Scheduled Transport rating. At the end of the year 1937, his total logged pilot time was 6,527 hours and 47 minutes.

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## OBITUARIES (Continued from Page 14).

the 74th Pursuit Squadron at Albrook Field, Panama Canal Zone. On January 8, 1937, he rejoined the 90th Attack Squadron, with station at Barksdale Field, La.

The Air Corps sends its deepest sympathies to the bereaved families and friends of these men who died in the service.

Losses

Master Sergeant William H. Folz, Mitchel Field, New York, died in the hospital at Fort Jay, New York, on December 27, 1937.

Technical Sergeant Benjamin F. Runyan, March Field, Calif., died at the Letterman General Hospital, San Francisco, Calif., on January 7, 1938.

Master Sergeant William J. Riley, of March Field, Calif., was appointed a Warrant Officer in the U.S. Army on January 1, 1938. He was assigned to duty at March Field.

Promotions  
To Master Sergeant

First Sergeant John P. Grimme, Barksdale Field, La., effective December 28, 1937, to fill a vacancy at Mitchel Field.

Technical Sergeant William F. Fsiertag, Barksdale Field, La., effective January 5, 1938, to fill a vacancy at March Field.

To Technical Sergeant

Staff Sergeant Joseph H. Pust, Fort Leavenworth, Kansas, effective January 5, 1938, to fill a vacancy at Barksdale Field, La.

Staff Sergeant Shockley D. Mullinix, Barksdale Field, La., effective January 11, 1938, to fill a vacancy at March Field, Calif.

The following-named Staff Sergeants, who recently qualified in examinations for the Weather Service, were appointed Technical Sergeants, Air Corps (Weather Service) on December 29, 1937:

- William F. Bernheisel, Patterson Field, Ohio.
- Leon B. Burke, Aberdeen Proving Ground, Maryland.
- Harry J. Cuskey, Middletown Air Depot, Pennsylvania.
- Myron E. Howe, Patterson Field, Ohio.
- Martin Sebode, Langley Field, Va.

AVIATION ACTIVITIES IN ALABAMA

The WPA has released a new project for Maxwell Field, Ala., which will cover the installation of sewer lines alongside the two new paved runways, now under construction. The project is for \$38,360., with WPA furnishing \$21,360 and Maxwell Field, \$18,000.

The base is now being laid for the new 3600-ft. asphaltic runway, running north-east-southwest, at the Birmingham Municipal Airport. Two requisitions have been released for asphaltic concrete.

The 106th Observation Squadron, Alabama National Guard, has moved from Roberts

Field to its new home on the north side of the Birmingham Municipal Airport. The new home was dedicated as the Sumpter Smith Hangars, in honor of Lieut. Colonel Sumpter Smith, one of the organizers of the Squadron, a former commanding officer and now Air Officer for the 31st Division and Principal Aeronautical Engineer of the Works Progress Administration in Washington.

With the removal of the 106th Observation Squadron, Roberts Field will be maintained as an emergency field. One section of the hangar will also be left for emergency use.

The City Engineering Department has completed all necessary engineering details for the preparation of plans for paved runways on the Montgomery Municipal Field.

The Alabama Aviation Commission is making arrangements for a Southeastern Aviation Planning Conference. The conference will probably be held in Montgomery during the week of April 11th. Nine States will be invited to participate, these being Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee. Letters announcing the conference have been sent to leading aviation officials throughout the country.

All of the Alabama air field work is being done by the Alabama Works Progress Administration.

PROMOTION IN ENLISTED RANKS ON INCREASE

The promotion situation in the enlisted ranks of the Air Corps during the past year took a gratifying upward trend. Ten Master Sergeants of the Air Corps were appointed Warrant Officers in the U.S. Army, all of whom were assigned to the Air Corps. These appointments made it possible to advance to the grade of Master Sergeant a similar number of qualified noncommissioned officers of the second grade.

In all a total of 33 Technical Sergeants and First Sergeants of the Air Corps were appointed Master Sergeants in the Air Corps during the calendar year 1937, and sixty-five Staff Sergeants were advanced to the grade of Technical Sergeant.

A night photograph of the Capitol in Washington, by Underwood & Underwood, has been converted into an attractive cover for the News Letter by our friend, Bob Fitzgerald, of the Materiel Division, Wright Field. Bob has proved so adept with the pen that he was "fired" from the Statistical Unit in the Aeronautical Museum and shifted to the Movie Laboratory to do animation work. Our thanks go to him and to Underwood & Underwood, who kindly accorded us permission to use their photograph.

NOTES FROM AIR CORPS FIELDS

Langley Field, Va., January 6, 1938.

2nd Bombardment Group: Captain John H. McCormick recently departed from this station enroute to March Field, Calif., to obtain a BT-9B airplane.

On December 30, 1937, Lieut. Colonel Robert Olds, with Majors E.R. McReynolds and C.V. Haynes, attended a conference at the Materiel Division, Wright Field, on B-17 supplies.

Captain Cornelius E. O'Connor assumed command of the Hqrs. and Hqrs. Squadron, relieving Captain Ivan M. Palmer, detailed as student in the next course in the Group Navigation School.

20th Bombardment Squadron: For the first time the Squadron has four B-17's in commission at one time. Having all ships in commission emphasizes the shortage of officer personnel in the Squadron, for there are only enough officers available to put three ships in the air with full crews.

96th Bombardment Squadron: On December 10th, three B-17 type airplanes participated in an aerial review and demonstration for the Peninsula Charity Fair. Planes were parked on the ramp at 10:30 a.m., for inspection by the public. Review take-off was accomplished at 2:00 p.m. Captain Ivan M. Palmer gave a demonstration of acrobatics in a BT-9B type airplane.

49th Bombardment Squadron: Near record time was made by Captain Cousland in a B-17 on his return trip to Langley Field from Randolph Field, Texas. The time was five hours and fifty minutes, averaging 238 miles per hour. Also, on this flight, co-pilot Lieut. Irving Selby was checked off on the B-17 while at Randolph Field.

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Major General and Mrs. Frank M. Andrews recently announced the engagement and approaching marriage of their daughter, Josephine, to Lieut. Hiette S. Williams, of Concord, N.C., and of the GHQ Air Force. It was reported that the marriage would take place on February 9th, this year, at Langley Field.

Mitchel Field, N.Y., January 6th.

The 97th Observation Squadron (Corps & Army) reports with regret the loss by transfer of 2nd Lieut. Lawrence M. Thomas, Air Reserve, to the GHQ Air Force, this base. "Tommy" was one of those old-timers in this comparatively new organization, of whom we instinctively thought when any mention was made of the "Old 97th." He has served through the "Flying cadet's siege," through the early days of a Reserve on active duty, up into that high and exalted stage of a pilot who finally got one of his many requests for an extended cross-country flight approved, and he recently completed a week's hop to Texas and return, after trying for nearly two years. Lieut. Thomas was transferred to the 99th Bombardment Squadron.

As compensation for the above loss, 2nd Lt. Gerard F. Mulligan, Air Reserve, was placed on three years' active duty with the 97th Squadron. Lieut. Mulligan is another of these young fellows who have already piled up an old man's experience in flying. Graduating from the Ad-

vanced Flying School in 1933, he spent six months' active duty at Mitchel Field with the old 9th Observation Group, and resigned to accept an offer with the Colombian government. With the assistance of several other Americans, the Colombian Army pilots were soon developed into experts up to the limit allowed by funds and airplanes, and Lieut. Mulligan went into a similar job in Venezuela. Sandwiched between the two army jobs was a commercial air line position in South America, where the company's stock consisted of two airplanes and whose operations ceased upon the accidental destruction of both craft (not at the hands of Lieut. Mulligan.) We trust that the 97th, by using cooperative missions, pilots indoctrination files and an occasional tour of duty as airdrome officer, will be able to keep the new member from yawning with boredom after his travels in South America.

Barksdale Field, Shreveport, La., Dec. 21, 1937.

79th Pursuit Squadron: Lieut. Colonel Ross C. Hoyt, commanding the 20th Pursuit Group, and Major Armin F. Herold, commanding the 79th Pursuit Squadron, were on ferry missions to Inglewood, Calif., for the purpose of returning two BT-9B's to the 20th Pursuit Group for instrument training.

77th Pursuit Squadron: The Squadron welcomed its newest member, 2nd Lieut. R.B. Whittaker, Air Reserve, who came to this field after the completion of training at Kelly Field, Texas.

During December, the Squadron was engaged in both individual and unit gunnery. A majority of the pilots have completed record firing on ground targets.

55th Pursuit Squadron: The Squadron was inspected by the Inspecting Staff from the Chief's Office recently. We are proud of the commendable maintenance of our aircraft and general efficiency within the organization, as noted by this inspection.

Our organization, as an integral part of the demonstrating unit at Barksdale Field, displayed its entire hangar line with the courtesy to the Louisiana School Teachers Association, which met in Shreveport, La., November 15th to 20th. About 500 of the teachers filed through the hangar and department sections.

First Lieuts. Bryant L. Boatner and G.P. Disosway made individual navigation training flights to Matagorda Peninsula Recreation Camp, Matagorda Island, Texas, on December 7th. We do not know if the ducks in that vicinity made any forced landings in attempt to rescue these two officers.

The use of V.G. Recorders on P-26A airplanes within this organization has been discontinued. Instructions from the Materiel Division are quoted in part: "Due to the generally unsatisfactory functioning of V-G Recorders installed on P-26A airplanes and in view of the fact that a large amount of V-G Recorder data already has been obtained from airplanes of this type, it is considered advisable at this time to discontinue the use of V-G Recorders on P-26A airplanes."

Lieut. Col. William E. Shipp, Major Frank A. Allan, Jr., 2nd Cavalry, and Major Clarence L. Strike, Signal Corps, of Fort Riley, Kansas; Captain John C. Adams, 4th Infantry, Fort Lincoln, N.D.; 1st Lieut. Philip W. Merrill, 3d Infantry, Fort Snelling, Minn., and 2nd Lt. Carl T. Isaam, 17th Infantry, Fort Crook, Neb., who are attached to the Base Headquarters and 5th Air Base Squadron, GHQ Air Force, were visitors in the 55th Squadron on December 2nd. A Squadron flight demonstrated mass firing.

2nd Lieut. James O. Reed, Air Reserve, made an individual navigation training flight to Hensley Field, Dallas, Texas, on December 5th.

Second Lieut. Lamont Saxton made an extended navigation flight recently to Bolling Field, D.C., and return. He intended extending his flight to Philadelphia, Boston and New York before returning to his home station, but adverse weather forecasts forced him to return from the Nation's Capital. With the completion of Lieut. Saxton's flight the organization has fulfilled the 1,000-mile flight requirements save in the case of the latest junior pilots who have recently joined.

The entire personnel of our organization participated in the annual charity aerial demonstration recently for the benefit of the local Community Fund and the Army Relief Society.

The officers, noncommissioned officers and enlisted men with their guests, totaling 91, were guests of the single men, totaling 65, in the happy pursuit of 220 pounds of Thanksgiving turkey and a dinner which helped to raise the morale and associating spirit among the personnel of the organization.

On December 2nd the entire piloting personnel of the organization, except 2nd Lieut. Robert L. Grove, Air Reserve, departed for Kelly Field, Texas, on a unit cross-country training flight and returned after dark. Lieut. Colonel Ross G. Hoyt and two other pilots from Hq. and Hqrs. Squadron, 20th Pursuit Group, attached for training, accompanied the flight, namely, Capt. John W. Kirby and 1st Lieut. Leo P. Dahl.

Second Lieut. A.J. Torrey, Air Reserve, who hails from Nashville, Tenn., was assigned to the 55th Squadron, Nov. 1, 1937. Lieut. Torrey, after three years of attendance at Vanderbilt University, entered the Air Corps Training Center in October, 1936, and graduated a year later. He came direct to the 55th Squadron for his initial tactical training.

It may no doubt be of unusual interest to former pilots and enlisted personnel of the 55th Pursuit Squadron, now in Hawaii and elsewhere, who at one time or another and in some way defied the climatic flying conditions of the cajun field, Barksdale, to know that the average flying requirements of pilots assigned to the organization for training are 85 percent completed for the fiscal training year as prescribed by the War Department Training Directive, compiled as of December 1, 1937. This includes the period July 1, 1937, to November 30, 1937. With seven months ahead of us, we should glide to a full measure for this training year before June 30, 1938.

Our training has been done with an average of 8.02 airplanes assigned the organization for the five-months' period. Our efficient mainten-

ance crews have had an average of 92.6 percent of these 8.02 airplanes in commission for the period mentioned.

As a rare training mission, the entire organization practiced descent through simulated thick overcast recently.

Second Lieut. Troy Keith, Air Reserve, departed December 10th for Saginaw, Mich., on an individual navigation training flight.

The changing of engines in P-26A airplane AC-33-31 by the Base Engineering Section from Langley Field, Va., at South Boston, Va., December 15 to 20, 1937, marked the fifth defective engine to be changed in 55th Squadron airplanes of the P-26A type since January 1, 1937. Eight engines have been changed during the calendar year upon expiration of allotted flying hours between engine overhauls. The flying hours on defective engines changed ranged from 350 to 800 hours since manufacture, and from 27 to 200 hours since last overhauls.

On November 22nd the total number of assigned pilots to the organization was brought up to ten. Second Lieut. Robert L. Grove, Air Reserve, from Dallas, Texas, after two years with the University of Texas, entered the West Point of the Air in June, 1935. Graduating in June of the following year, he served as a flying cadet at Mitchel Field, N.Y., until February 6, 1937, at which time he went on inactive status. On September 2, 1937, he received his commission as 2nd Lieutenant in the Air Reserve and was on inactive reserve status until his assignment with the 20th Pursuit Group and the 55th Pursuit Squadron.

Pilots now assigned to the 55th are: Captain M.R. Nelson, Commanding; 1st Lieuts. Bryant L. Boatner, Operations Officer; G.P. Disosway, Engineering Officer; 2nd Lieuts. Lamont Saxton, Adjutant and Supply Officer; Harry B. Young, Air Reserve, Armament Officer; Troy Keith, Air Reserve, Communications Officer; George A. Blakey, James O. Reed, A.J. Torrey and Robert Grove, Air Reserve, assistants to the department heads.

#### Selfridge Field, Mich.

Since for the past several weeks Selfridge Field has been frigidly resting under a layer of snow and ice some six inches thick, and winter is apparently here to stay, the boys of the First Pursuit Group have been getting a few thrills out of landings made in the none-too-steady P-26's. So we got the brand new SNO-GO plow out the other day and blasted the ice off the main runways. Not to stop there, we also now have a NE-SW and a NW-SE additional pair of runways from which all snow and ice are removed. From the air these latter have the appearance of nice concrete paths. So don't be surprised when you land on them to find they are merely frozen sod, boys....

Incidentally, those who left their upstairs windows open the other day when the SNO-GO was doing its stuff in the residential areas received a surprise present of several pounds of dirty snow and ice. Not to mention a few busted windows. The aforementioned snow plow throws a stream of snow about thirty feet high.

Private Franstieck, recently transferred from the 61st Coast Artillery, Fort Sheridan, Ill.,

V-7602, A.C.

to the 94th Pursuit Squadron, has been appointed Acting Mess Sergeant of that Squadron. He has demonstrated exceptional ability in the few days he has been in the 94th as a cook and in his newly appointed position as Mess Sergeant. Fransetick has had about eight years' experience as a cook and a steward, and has ample reason to know his job well. He is perhaps the youngest Mess Sergeant on the field, despite his eight years of training.

#### San Antonio Air Depot, Texas, January 5th.

Colonel John H. Howard, Air Officer of the 7th Corps Area, and former commander of this Depot, dropped in for a pleasant informal visit on December 31st while visiting relatives in San Antonio during the holidays.

Major Hugh A. Bivins, of the Air Corps Materiel Division, Wright Field, was a visitor at this Depot by air, December 31-January 4, conferring on air transport and other Depot matters.

Lieut. Colonel J.H. Houghton, Commanding Officer of the Fairfield Air Depot, and Lieut. Davis, of that Depot, were visitors at this Depot, January 3-4, on an interdepot transport service trip in a C-33.

Mr. Minten, engaged in propeller work with the Curtiss-Wright Corporation, Buffalo, N.Y., while on a visit to San Antonio, paid a call at this Depot December 29th and discussed various technical aeronautical matters.

The holiday season passed quietly and pleasantly at this Depot. Christmas was observed with a Christmas tree on the afternoon of December 24th for the children of the post, Santa Claus being present with a delightful gift for each child. The arrangements were in charge of Mrs. Henry J.F. Miller. On New Year's Day, Lieut. Colonel and Mrs. Miller were at home to the officers and ladies of the post from 12:00 to 2:00.

Lieut. W.R. Boutz, pilot, with civilian mechanic R.H. Van Horn, left by air January 2nd for Denver, Colo., to determine the extent of damage to a B-18 airplane of Hamilton Field which was damaged on landing at Denver.

Recent interdepot transport service trips by Depot personnel were made by Lieut. T.B. McDonald, co-pilot, with Tech. Sgt. P.B. Jackson, pilot, and Lieut. T.K. Dorsett, pilot, with Lt. C.B. Collier, co-pilot, all to the Fairfield Air Depot and return, January 3-4.

Master Sergeant C.B. Guile, Technical Sergeant D.M. Swisher and Corporal C.F. Stracke, of the 1st Transport Squadron, Fairfield Air Depot, arrived at this Depot January 4th for about three months' temporary duty with the 3rd Transport Squadron in connection with the air transport service. Staff Sgt. W.M. Cornell joined the 3rd Transport Squadron, this Depot, December 22nd, by transfer from the Base Headquarters and 8th Air Base Squadron, Brooks Field, having effected a mutual transfer with Staff Sgt. C.S. Rublee. Private E.C. Rupe was transferred December 20th from the 3rd Transport Squadron, this Depot, to the 11th Air Base Squadron, Randolph Field.

#### Kelly Field, Texas, January 8th.

During the Christmas holidays, 51 out of 55 flying cadets left for their homes on 10-day

furloughs. Three out of five student officers took advantage of the 10-day leave period.

First Lieut. Elmo S. Mathews, Kelly Field Meteorological Officer, left January 4th for his new station at Fort Des Moines, Iowa. He reported to Kelly Field from Randolph Field on July 1, 1937, and since that date was in charge of the meteorological station adjoining the Post Operations Office. Lieut. Mathews had been associated with Dr. Robert Millikan, internationally famous scientist in cosmic ray experiments, before coming to this field, and he also completed the one-year course in Meteorology at the California Institute of Technology. He was granted a short leave before reporting for his new station.

The following officers of the Air Reserve completed their refresher training at the Air Corps training Center on December 22nd and were assigned as follows: Second Lieuts. Hans K. Kircher, Robert W. Henderson and Max R. Fennell to March Field, Calif.; Cecil S. McFarland to Barksdale Field, La.

Lieut. G.F. Smith, of Wright Field, arrived here January 6th in an A-17, accompanied by Major E.R. Page. On the following day he delivered two lectures on engines and equipment to the students of Class 38-A, returning to his home station on January 8th.

At the Christmas tree celebration at Kelly Field, Santa Claus distributed gifts to 350 children. A short program featuring a Christmas playlet, entitled "Follow the Star," was staged by the children of the post Sunday School. Solos and individual recitations were enjoyed by the audience, and it proved a very happy and enthusiastic occasion for both grown-ups and children.

#### Hawaiian Air Depot, Luke Field, T.H., Dec. 1st.

Several months ago when the C-33 (Flying Apartment House) arrived in this Department, there was mild enthusiasm among the various and sundry pilots. However, with the recent addition of BT-9's and OA-8, the boys have been completely flabbergasted at what the mainland has shipped for them to play with. When the first unit was unloaded from the barge and still in its crate there was a scurry among the pilots to get their helmets and goggles. They stood around idly, offering suggestions as to the best (?) procedure in getting these ships assembled for flight. The bare fuselage of the Sikorsky was trundled into the Final Assembly Hangar to await the uncrating of the accessories which constitute the complete airplane. For a week the fuselage was flown around the Final Assembly Hangar by every pilot in the Department. Take-offs were made without propellers, wings and gasoline. Blind landings were accomplished with the greatest of ease. All pilots did an excellent job, and so far the chain hoist hanging from the ceiling and the various steel columns supporting the roof of the building did not interfere with the "hangar flying." Within the next few days actual flying will be accomplished outside of the hangar.

During the past few months we have progressed well into the civilianization program. A few of the enlisted men who were formerly key men in the Depot have purchased their discharge and co-

tinued in the Depot under Civil Service status. The military code under which these men were trained is so far reaching and has become so deeply rooted in the bodies and minds of these men that they, as civilians, still retain those certain military characteristics which mark the well trained soldier.

Many new faces are to be seen in the Supply Section, due to the completion of the civilianization program. Final replacement of a number of temporary employees has been made with probational Civil Service employees obtained from a recent Storekeeper's examination.

Mr. R. Bishop, Chief Stock Record Supervisor of the Supply Department, returned from an extended visit to the East Coast. Mr. Bishop visited the Materiel Division and the Fairfield Air Depot while enroute, obtaining information regarding supply procedure at these stations.

The annual inspection of the Depot has recently been completed by the Department Inspector General.

Luke Field, T.H., December 20th.

5th Composite Group: Saturday, December 12th, saw the completion of two months of cooperative missions with the 64th Coast Artillery of anti-aircraft firing. These missions, shared with the 50th Squadron, were quite strenuous due to high altitude and long hours. It is sincerely hoped that the efforts expended will result in a high score for the 64th.

The 4th Squadron Navigation School is progressing as per schedule. The four students are working hard and getting satisfactory results.

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### KEEPING FIT

**Mitchel Field** The 97th Observation Squadron (Corps and Army) entered the winter season of competitive team sports at Mitchel Field with a second place finish in the basketball league and a third place in the bowling league. The basketball team began the season with high hopes, excellent squadron morale, plus a better than average squad. They sailed through a season of five wins, two forfeits and one defeat, and were bested only by the invincible 99th Bombardment Squadron. In addition, they played four civilian teams in the vicinity.

The team included a number of well known service ball tossers, including Ettinger, former Fort Kamehameha Hawaiian Department champions of 1935 and 1936; Doty, from the Scott Field and Belleville, Ill. teams; Richmond, from France Field, Canal Zone; and Duncan and Kozel from previous Mitchel Field squads. In addition to the brand of floor play displayed by this quintet was the outstanding and riotous support presented by the rooting personnel, consisting of everyone from the skipper to the room orderly. To listen from the stands, no spectator could have doubted, at any particular game, but that the 97th was "in there all the time." The team was coached by 2nd Lieut. Richard E. Ellsworth, Air Corps, whose work was noted, with the result that he has been selected to coach the Mitchel Field base team in the Harbor League Circuit.

**Kelly Field** The Inter-Squadron Basketball League at Kelly Field ended December 23rd, with the 62nd School Squadron the winner, due to the splendid guidance and untiring efforts of Staff Sgt. Rogers L. Pearson, 62d Sqdn., coach. The members of the six other participating teams showed they had the spirit to win and conducted themselves in such a worthy manner that the squadron commanders and squadron personnel are very proud of them. They worked hard to give the rest of us enjoyment and, recognizing their spirit of cooperation, the members of the Air Corps Advanced Flying School look forward to having our Post Basketball team on top at the end of the 1938 Army Basketball season. The 62nd School Squadron won eleven out of their twelve contests, for a percentage of 916-2/3. Hqrs. and Hqrs. Squadron won 9, lost 3; 12th Air Base Squadron, won 7, lost 6; Flying Cadet Detachment won 6, lost 6; 61st School Squadron, won 5, lost 7; 63rd School Squadron, won 3, lost 9; and 64th School won 1, lost 11.

The Post Basketball team, organized on December 27th by 1st Lieut. Robin B. Epler, 63rd School Squadron (coach) was scheduled to play their first game with Randolph Field on January 10th at the Kelly Field gymnasium. Kelly Field expects to see a series of exciting and thrilling games during the 1938 Army League Basketball season, and it is a well established fact that they will get our wholehearted support.

**Selfridge Field** The basketball team representing the Air Base here is well on the way toward a remarkable record for soldier teams. The State of Michigan, being extremely basketball conscious, there are many outstanding business, school and semi-professional teams in the Detroit area and outlying cities to provide the highest type of competition. Last season the Flyers, as they are unable to avoid being called, played all comers, averaging close to a game per night, and lost only four contests. At the present writing they are undefeated in the present season, having beaten among others two of the five best teams in the State last year.

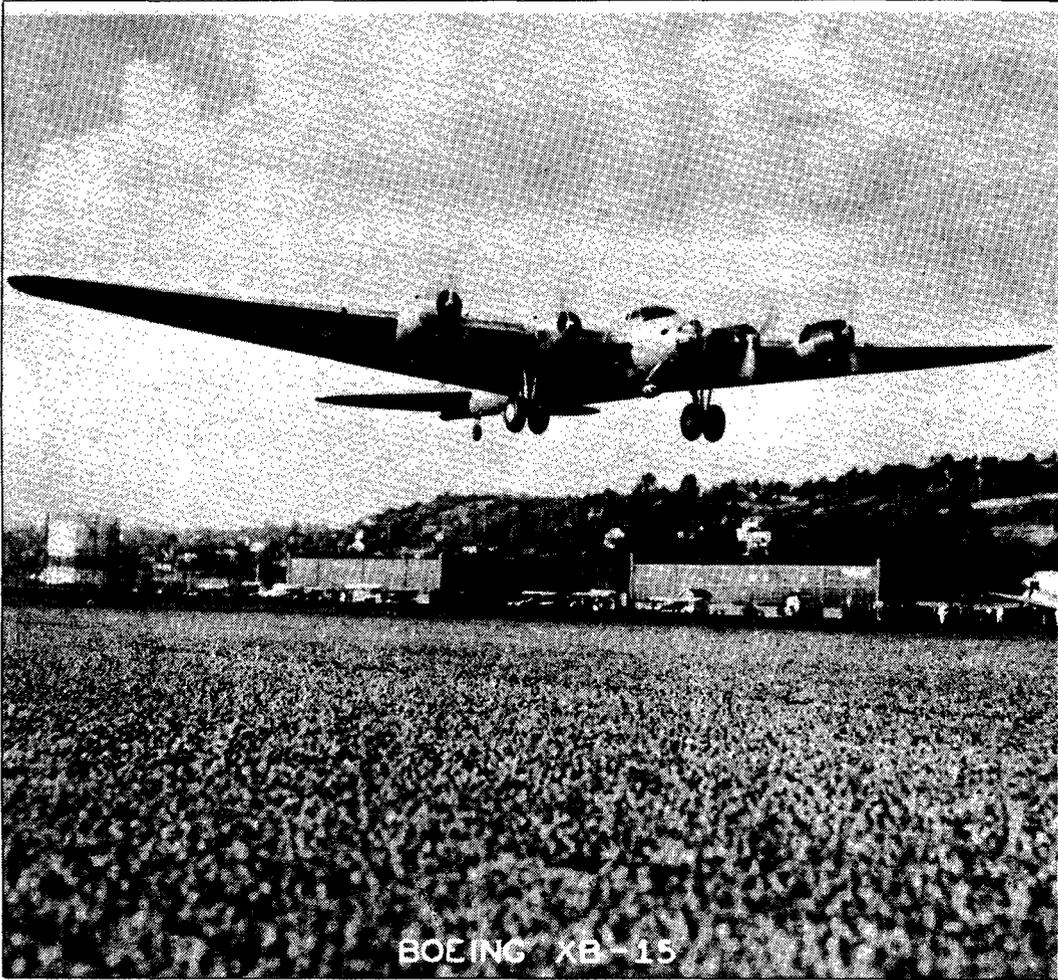
To plagiarize one of the better known wise-cracks of the late Knute Rockne, perhaps the Selfridge Field Officers' Squash Racquets Team, State Class "B" Champions last year, should have taken their clippings along on the occasion of their recent visit to the hallowed precincts of Bolling Field for a match preliminary to the coming season. Our boys got trimmed in no uncertain terms, winning only one match out of 7 played, although most of them were "closer than the score indicates." Burke, a recent acquisition on the Field, managed to beat Baxter of Bolling. Members of the squad are now glowering from out of the local Raspberry Bush, mumbling alibis and claiming that as squash players they are pretty hot bowlers and volley ballers, having defeated the First Team at Middletown Air Depot in the latter two sports on the way back to Michigan.

**Luke Field** The 72d Sqd. handballers are going along in great style, with no defeats at present. However, the battle looms with both the 23rd and 4th Squadrons. Also resting on the outcome of the handball league is the possibility of reaching second place in athletic supremacy.

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 AIR CORPS   
**NEWS LETTER**



BOEING XB-15

ISSUED BY  
THE OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON

FEBRUARY 1, 1938

NO. 3

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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### MATERIEL DIVISION ACTIVITIES FOR THE YEAR 1937

By Brigadier General A.W. Robins,  
Chief of the Materiel Division

The calendar year 1937 was marked by important engineering advances in all aeronautical fields of technical endeavor. New airplanes, both commercial and military, average twice the size of their immediate predecessors in terms of gross weight, feature improved performance, and are technically more sound, safe, and efficient. Due to continued close cooperation and mutual understanding between the Materiel Division and the GHQ Air Force, airplanes under current procurement are better tools for the tactical groups to work with, perform more ably their prescribed tactical missions, and are more formidable military weapons. Airplanes delivered during the year numbered 410. They incorporated the most modern practical improvements in the fields of aerodynamics, structures, metallurgy, power plants, propellers, radio, armament, equipment and related accessories.

Only the outstanding developments are briefly described in the following paragraphs.

XC-35 Supercharged Cabin Airplane.- Commercial and military aviation were intensely interested in the construction and testing of the first successful pressure cabin airplane in the world, built by Lockheed. This airtight, sealed, and supercharged cabin has operated at altitudes in excess of 30,000 feet with an internal cabin pressure equivalent to 10,000 feet. Oxygen tubes and heavy winter clothing are no longer essential to high altitude flight.

XFM Multi-Place Fighter.- The Bell Aircraft Company delivered in September a twin-engined high performance Pursuit fighter. Equipped with pusher propellers and gunners' stations forward in the two outboard nacelles, the airplane seems to have tremendous fire power fore and aft, and may open up new fields in tactical defensive employment.

XB-15 Airplane.- An airplane believed to be the largest and most formidable bomber in the world was delivered by the Boeing Aircraft Company in December. Many of its design features and structural details are being used in Boeing 4-engined commercial seaplanes and landplanes now on order by Pan American and

T.W.A.

#### Aircraft Developments

Nose-Wheel Landing Gear. Continued testing of the nose wheel and tricycle landing gear installed on the Douglas Amphibian OA-4A by pilots at N.A.C.A., Langley Field, Bolling Field, and Wright Field has produced most favorable comment.

Control Tab Investigation.- Qualitative investigation has been undertaken of control tabs for rudders, elevators, and ailerons, giving information on sizes, chords, spans, and angles of tabs, with respect to the forces and moments obtained. This information is useful to the designer for determining the correct area and shape of tabs in order not to exceed certain stick forces for high performance airplanes.

Pitot-Static Heads.- Extensive investigation was conducted on air-speed pitot-static heads. It is required that these heads not only give correct indication of airplane speeds, but that the static pressure obtained is within the very narrow tolerance necessary for use in blind landings.

Stability Studies.- A correlation of stability derivations for pitching, yawing, and rolling moments was determined on a tailless airplane model which displayed very good stability characteristics in free gliders when tested as a model glider. It is planned to compare these stability characteristics with those of modern airplanes.

Take-Off and Landing Tests.- Approximately fifty take-off and landing tests were conducted and analyzed. The tests were made, both for determining whether the contract airplanes met the guaranteed performance and as a study to improve methods for take-off and landing calculations.

Wing Radiator Study.- Tests and programs for testing were sponsored for investigation of liquid engine cooling by radiators placed within the wings.

Wing Engine Study.- Tests and programs were originated for investigating the efficiency of tractor and pusher airplanes with engines within the wings.

Wind Tunnel Models.- Positive tests on numerous wind tunnel models were conduct-

ed in order to establish specification requirements for various new types of military aircraft; also to determine performance characteristics of airplanes submitted to the Division in competitions or on contracts.

Propellers.- The Division has taken the initiative as sponsor in the development of counter-rotating propellers (two propellers close together, rotating in opposite directions on concentric shafts). One installation using non-controllable counter-rotating propellers is now undergoing tests and two types of controllable propellers for such application are in course of design and construction. In a similar manner the Division has developed a thrust meter to be built into engines, copper-brazed hollow steel propeller blades, hollow steel blades with supporting internal ribs, and plastic-impregnated wood blades for large diameter controllable propellers. The engine-propeller thrust meter will permit the determination of variation in propeller efficiency as affected by tip speeds and variations in propeller designs. In addition, the full-scale drag coefficients of airplanes may be accurately determined from gliding tests at zero propeller thrust. Extensive flight tests with full feathering propellers on bi-motored airplanes have proved the worth of this type of propeller in permitting the positive stoppage of the engine and propeller in case of an emergency. In addition, the full feathering propeller permits an increase in all phases of airplane performance, stability, and ease in handling over the wind milling or braked condition.

Wings.- A single shear web, stainless steel, outer wing panel in conjunction with the Fleetwings, Incorporated, of Bristol, Penna., has been developed. A number of stainless steel spot-welded wings of the two-shear web type for the OA-4A airplane are under construction. To date two of these wings have been delivered and are now undergoing service tests at Langley Field. Two wing panels built of aluminum alloy with spot-welded intermediate stringers for the Northrop A-17 airplane will be flight tested to determine the value of spot welding when subjected to vibration.

#### Power Plants

The tremendous expansion of aircraft engine power which has occurred during the past decade could not possibly have been foreseen. When the dynamometers were originally designed, a 500 hp. engine was the aim of engine experts. The dynamometer laboratory was designed for double that capacity as a leeway for expansion. During 1937, however, the "hump" of the 1000-hp. engine was passed. This fact necessitated new construction in the power plant laboratory to provide facilities for testing the higher powered engines already making their appearance.

Current engines are of the 1000-h.p. type. Instead of doubling this amount for further expansion, it has been tripled. New dynamometers are capable of absorbing approximately 3,000 h.p. This has been made possible by the installation of new water brakes.

Increase of capacity for power absorption, however, is but part of the story. Related accessories likewise were affected. Necessity for soundproofing was vital, as the noise produced by a 1,000-hp. engine undergoing test on a block is nerve-shattering to those working within close range.

With increase of power comes increase of speed and, in order to simulate air flow over cylinders of air cooled engines, capacity and efficiency of blower fans had to be more than doubled. Necessary construction relative to these changes is fast nearing completion.

Liquid-cooled engine development has culminated in the Allison V-1710 passing the type test at 1,000 h.p. This engine has been installed in the P-37 and the XF4U-1 airplanes and indicates definite promise of success. The Wright R-2600 air-cooled engine has recently passed a creditable type test at 1500 take-off horsepower, and the Pratt & Whitney 1830 and 2180 series have also been progressing in a satisfactory manner.

In line with the trend toward simplification of controls, supercharger regulators and automatic mixture controls have been under development. An automatic tank selector is the most recent object for study under this category.

#### Materials

Transparent Materials. The use of canopies has stimulated a search for material with the transparency of glass, but with less fragility and weight. The celluloid windows in the cargo airplanes soon became opaque. The cellulose acetate turrets on the bombers were an improvement but far from satisfactory. A new resinoid, methyl methacrylate, is definitely superior and will be standard equipment on many of the new types.

Testing Machine.- Indicative of the trend in design, a 600,000-pound testing machine has been installed in the Material Branch laboratory.

New Chrome-Nickel-Molybdenum Alloy.- With increase in power, engines operate at higher temperatures and there is an insistent demand for materials which will meet these conditions successfully. The silchrome valve steel used a few years ago had a tensile strength of 12,000 p.s.i. at 1600° F. The present valve steel is good for 32,000 p.s.i., and in the past year a chrome-nickel-molybdenum alloy has been developed which has a strength 75 percent greater.

Self-Sealing Tubes.- Tires and tubes which will seal themselves after being punctured by bullets are under development.

### Armament

Bomb Racks.- Experimental development and tests were completed on an improved type bomb rack assembly. This rack design provides for a wider selectivity in the release of bombs than the standard equipment, and includes an illuminated control panel on which is illustrated, by a series of electric lights, the size and location of bombs with which the rack is loaded for automatically spacing the location of impact when bombs are released in train. Two of these rack assemblies, which are suitable for installation in B-18 type airplanes, are being procured for service test.

Interval Control.- For the purpose of automatically controlling the time element between successive bombs released in train, thereby producing the desired spacing of bombs on the ground, a mechanism has been successfully developed that can be installed within the electrical control circuit of existing attack and bombardment type airplanes. Sufficient quantities of this unit to equip all existing attack and bombardment airplanes are now under procurement.

Flexible Gun Installations.- The development of turrets in which the gun and gunner are enclosed and which are arranged to produce the greatest possible field of fire have greatly improved operation conditions of flexibly mounted guns. This type of mounting is now required in the design of all bombardment airplanes where the efficiency of the gunner for defense purposes is of prime importance.

Automatic Gun Charging Mechanism.- With a view to obtaining the maximum power of gun fire, especially in attack airplanes, which are normally equipped with four free firing small caliber machine guns, there has been successfully developed a device which automatically recharges the gun in case of malfunction, bringing it back into full operation without attention from the pilot. Quantities of this device have been procured for service test in attack airplanes and further development work is in progress with a view to simplifying installation requirements.

Flexible Gun Mounts.- Adapters equipped with recoil compensating devices for application to .30 and .50 flexibly mounted guns have been developed which substantially reduce forces transmitted to adjacent airplane structures and increase the efficiency of the gunner with reference to field of fire.

### Navigation Equipment and Instruments

Automatic Landing System.- Because of the variety of items involved, equipment development is always of especial interest. This year the accomplishment of the first fully automatic airplane landing in history was an outstanding achievement. The equipment responsible for this accomplishment allows the pilot to fly the airplane by use of the radio beacon,

or other navigational methods, to a point within twenty miles of the airdrome at any normal cross country altitude. If when within this range the pilot closes the master automatic landing switch, the airplane will be turned automatically and flown to a point in line with the runway; automatically it will lose altitude and from that point will be flown to the airdrome, a landing accomplished, and the airplane controlled to the end of the roll entirely by automatic means.

The achievement of automatic landing has been a more or less gradual development. For the past two years airplanes have been flown automatically from point to point by means of the automatic gyro pilot and automatic accessory control devices. The first automatic instrument landing, made in August, 1937, culminated in a series of fully automatic landings. As a safety factor in bad weather flying, it is anticipated that this system will prove of untold value. The development of such a system was in line with the policy of obtaining, as far as possible, automatic control of all airplane operations.

Sensitive Altimeter.- Emphasis on navigation equipment resulted in 1937 in the development of several other important items of equipment. A sensitive altimeter known as the Type C-8 is one of these. This new altimeter is identical with the Type C-7 now in use except for a zero-setting scale graduated in inches of mercury pressure in addition to the zero-setting scale graduated in feet of altitude. The mercury pressure change was added to permit convenient reference by the pilot in both systems.

Gyro Magnetic Compass.- Experimental tests of the gyro magnetic compass resulted in a service test order of 10 of these instruments being placed. This compass is in effect a magnetic north-seeking directional gyro. This objective is obtained by mounting a small magnet on the gyro rotor housing in such a manner that two small air jets maintain the gyro card in alignment with the magnetic meridian. Since the magnet is maintained in substantially a horizontal plane by the gyro even during turns, the turning errors usually found in magnetic compasses are eliminated. The tendency toward oscillation is also eliminated by the dead beat gyro. This compass, in order to eliminate errors due to magnetic material, incorporates air bearings instead of the usual hardened steel type. This instrument promises to prove an important development in the near future.

Navigator's Drift Meter.- The Type B-3 navigator's drift meter is, it is believed, the most remarkable ever furnished the service. This type of drift meter has resulted from the application of a self-erecting gyroscope upon which the reticle is carried to the optical system. Stabilization of the reticle eliminates

the wandering of a ground object down the reticle lines and enables drift to be measured with uncanny accuracy and rapidity even at extreme altitudes. The Type B-3 instrument opens up a heretofore unexplored field in dead reckoning navigation.

Line of Position Computer.- With the B-3 drift meter, a line of position computer, Type A-4, takes its place as a unique and remarkable conception. This instrument solves the usual celestial navigation problem without the use of almanac, tables, or graphical devices. It is not only unique in that the almanac data are incorporated, but it is the first celestial triangle computer in which positively geared rotary motion entirely replaces semi or full circular arcs normally representing the celestial and terrestrial circles involved. A radical mechanical departure makes possible the above substitution. The incorporation of differential counter type synchronizers greatly reduces the operating torque. Thus both ease and rapidity of operation are accomplished. With this computer the customary sun-star problem can be solved with an accuracy of two minutes of arc in two minutes of time, without the use of almanac, tables, or graphical devices.

#### Electrical Equipment

Alternating Current System.- Principal among the developments in the electrical field during 1937 is an alternating current system, whose power is derived from separate gasoline engines installed in the fuselage. This system permits the removal of all accessories from the main engines, giving them more dependability and ease of maintenance. As a result of the experience gained in this installation, the Air Corps has adopted an alternating current source of 110 volts, 400 cycles, and 3 phase as a standard for future similar installations in airplanes over 25,000 pounds gross weight. This system was installed in the Boeing B-15 and Bell XFM-1 airplanes.

Lighting Systems.- A portable flood light has been standardized. The light is supported by a collapsible tripod and when packed in its carrying case for air transportation weighs only 130 pounds. This unit has proved quite efficient for lighting auxiliary fields during maneuvers.

An oscillating beacon has also been developed which has a spread of 360° and oscillates its beam vertically 40 times per minute, from the horizontal to 8° above the horizontal. This type of beacon is especially valuable under thick weather conditions. An automatic lamp changer and a better lens for greater light efficiency throughout the vertical sweep of the beam are recent improvements.

A change in instrument board illumination which gives each individual instrument its own light instead of indirect

lighting of all instruments has been adopted. Individual lighting was found to be the best solution to the problem of illuminating desired instruments without incurring glare and reflections in the cockpit.

Photography.- Work is progressing in aerial photography on the speeding up of field methods of development, processing, and drying photo prints. Leading color photographic processes are being investigated both for making transparencies and color paper prints. An interesting color camera has been constructed. Work is favorably progressing on a wide-angle lens for topographic mapping, which when perfected and installed in a camera, may replace the multi-lens type of camera.

Miscellaneous Equipment.- Other miscellaneous items of equipment which have received special attention during the past year may be summed up as follows: A 7,000-foot cable tow target windlass which permits the towing of aerial targets at a sufficient distance to the rear of the towing airplane to eliminate the need for leading the airplane during anti-aircraft gunnery fire at high towing speeds; a pneumatic life raft container which provides for automatic release and inflation of the raft in an emergency water landing from land airplanes; a quick attachable parachute harness which obviates the need of removing stitching for different size adjustments and permits adjustment to be easily accomplished by the wearer; a light-weight portable wing jack for use with large airplanes which may be folded and transported by air; a portable hydraulic work stand for hangar use which has a height of 14 feet and may be raised either by power or by hand; a maintenance shelter consisting of a demountable tubular frame covered with water-proof canvas, which completely covers the engine and landing gear.

Physiological Research.- In the physiological research laboratory, extremely interesting studies have been completed. These deal with the influence of flight in various phases on personnel, including the effect of high positive, negative, and linear acceleration during acrobatics; the effect of repeated exposures to oxygen want; and proof that flight at high altitude may produce the "Bends" similar to that found in deep sea diving.

#### Radio

Among communication projects assigned to the Aircraft Radio Laboratory for development during the past year were an improved command set involving novel features, a new headset for cabin airplanes, an improved throat microphone, two new interphone systems, improvements in instrument landing systems.

Probably the most interesting equipment developed as a result of this program is the new command set, which consists of four main units; a control box for the pilot's compartment, a transmit-

## MOSAIC MAPPING PROJECT

ter, a receiver, and a transmitter dynamotor, all of which may be installed in a convenient location in the airplane and operated by remote control from the pilot's compartment. The transmitter operates on any one of four crystal-controlled frequencies placed anywhere in the band between 2500 and 3000 kilocycles, and change from one frequency to another can be made in a few seconds. Either CW or voice transmission is available. The receiver has complete tuning coverage over the three channels; 200-400 kc, 550-1500 kc, and 2500-8000 kc, as well as three crystal-controlled frequencies in the last channel. Provision is also made for reception on either of two shielded loops, one parallel to and one transverse to the front-rear center line of the airplane for the elimination of rain and snow static.

In the field of air navigation, 175 of the latest type radio compasses have been procured and delivered to using organizations. An order has recently been placed for 800 additional compasses of the same general type, but with some mechanical and electrical improvements.

Several minor improvements in the equipment used for instrument landing have been made, and study of various types of landing beams is in progress, the ultimate objective being the inclusion of one of them in the present landing system.

### Field Service.

On June 15, 1937, the Hq. & Hq. Sq., 1st Transport Group, A.C., was consolidated with the Hq. & Hq. Sq., 10th Observation Group, A.C., and redesignated Hq. & Hq. Sq., 10th Transport Group, A.C., with station at Patterson Field, Ohio, but to function at Wright Field, Ohio, with the First, Second, Third, Fourth and Fifth Transport Squadrons and the First Service Squadron assigned thereto without change of status or station. The First Transport Squadron is stationed at Fairfield Air Depot, Ohio; the Second Transport Squadron at Middletown Air Depot, Pa.; the Third Transport Squadron at San Antonio Air Depot, Texas; the Fourth Transport Squadron at Rockwell Air Depot, California, The Fifth Transport Squadron and the First Service Squadron are inactive. Strength of Group on June 15, 1937: 24 officers and 239 enlisted men.

The Materiel Division has been issuing instructions for the operation of transports between Depots since November 15, 1936. During this time 132 round trips were made between the various Depots, traveling a distance of 413,090 miles and carrying 558,773 ton miles of freight, which is equivalent to carrying 558,773 tons a distance of one mile.

During the course of one year it is reasonable to assume that at least 1,600 tons of freight are moved between Depots and between Depots and Stations at a saving of approximately 30 per cent in packing, labor, and shipping costs.

Photographic personnel of the Air Corps Training Center are undertaking a good-sized mosaic mapping project of the area around Fort Clark. The mosaic is desired by Headquarters, 1st Brigade, at Fort Clark, for the purpose of bringing their maneuver map up to date. The project was first submitted through 8th Corps Area Headquarters to Brooks Field, but due to a crowded schedule Brooks Field could not perform the mission before the first of July. Since the maps are needed for tactical inspection around the middle of April, special efforts are being made to get the job done by another organization.

Although the Photographic Detachment at Kelly Field is organized for the service of the School, the Commanding Officer of the Air Corps Advanced Flying School, Colonel Arnold N. Krogstad, wishing to ascertain what could be done in the way of a large scale project with the limited equipment on hand, decided to undertake the mission. Details and arrangements were left to the Photographic Officer, Lieut. Charles F. Densford.

The area to be covered is approximately 950 square miles, divided into five sectors of approximately 200 square miles each. Flight maps were prepared by members of the Photographic Department of Headquarters Squadron. It is calculated that twelve rolls of film will be needed. Exactly this amount of film was found to be on hand in the Photographic Laboratory and Air Corps Supply. Emergency requisition was submitted for 12 rolls of film and the necessary paper and chemicals to complete the project. Materials requested on emergency requisition were then to be used to replace the materials taken from stock. The mission was assigned on January 6th, and plans were completed and the flight ready to go on January 8th. They planned to use five O-25 airplanes, flown by two Observation instructors, Lieuts. E.R. Todd and A.R. Walker, and three officers from "back of the line," Captain R.E. Holmes and Lieuts. Densford and Clark. Sergeants Klutz, Coy, Kjelland, and Corder, and Private Evans were selected to perform the photography.

Bad weather delayed the beginning of the work for ten days, but on the 18th it was good enough to start. In the meantime the students of the Observation Section had departed on their navigation flight, taking all but one of the O-25's and two of the pilots. There were still left at Kelly Field one O-25, one O-19 and two O-35's, one of which was out of commission. With the three airplanes available, Captain Holmes and Lieuts. Densford and Clark started the project, with Sergeants Coy, Kjelland and Corder handling the cameras. Approximately three-fifths of the work planned was accomplished on the 18th. However, two

(Continued on Page 6)

V-7621, A. C.

## BOMBING BY THE 19TH BOMBARDMENT GROUP

Well along in its progressive training of highly efficient combat crews for the new B-18 type Bombardment airplanes with which it is equipped, the 19th Bombardment Group, GHQ Air Force, March Field, Calif., culminated, on December 21st, the second phase of intensive training devoted primarily to the airplane commander and his combat crew by blasting the "large silhouette" target almost off the Monave Desert with large H.E. bombs. Under the direction of the Group Commander, Lieut. Colonel Harvey S. Burwell, the operations conducted by Major Grandison Gardner, Group Operations Officer, included all phases of handling high explosives, successfully calling for thorough knowledge of and practice in the moving, hoisting, loading, fuzing, carrying, and dropping from high altitude the largest type bombs.

The proof of the value of the program instituted by the Commanding General of the First Wing lay in the ease and dispatch with which operations with 600, 1100 and 2000-pound bombs were carried to a highly effective conclusion by the 30th and 32nd Squadrons of the 19th Bombardment Group.

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## ACTIVITIES OF 88TH RECONNAISSANCE SQDN.

School days are here again for members of the 88th Reconnaissance Squadron at Hamilton Field, Calif. With new problems every day arising from the previously unheard of performance of the B-18 Bombardment airplanes, further training of everyone in the Squadron becomes imperative, from those with the most experience down to the newest arrival.

First Lieut. Ronald R. Walker left Hamilton Field by air on January 8th for Maxwell Field, Ala., where he was scheduled to pursue the two weeks' course in Naval tactics at the Air Corps Tactical School.

Two experienced airplane engine mechanics - Privates, 1st Class, Ernest G. Werner and Reed Werner - were placed on detached service for three months at the Rockwell Air Depot, Calif., where they will take a refresher course for airplane engine mechanics.

Nine officers of the Squadron are attending the Celestial Navigation School of the 7th Bombardment Group. They are Lieuts. Robert H. Kelly, Leslie O. Peterson, John B. Cary, Arthur V. Jones, Jack L. Randolph, George E. Pierce, Howard F. Bronson, Ted S. Faulkner and Alban B. Ogden.

Five men of the Squadron were detailed to attend the airplane engine school, conducted by Base Headquarters and 5th Air Base Squadron, starting January 16, 1938, viz: Privates Merrill B. Simonsen, Charles L. Raboin, James R. Rawlins, H.C. Clementson and William C. Olcott.

## BUZZARD MAKES DEEP IMPRESSION ON AN A-17

Believe it or not, but this latest report from the 37th Attack Squadron seems to prove that considerable damage can be done by a bird, such as a buzzard or a sea gull, to a thin-skinned metal airplane in flight - in this case an A-17.

The incident occurred shortly after take-off on a routine local flight at Langley Field, Va. The pilot, Lieut. H.E. Watson, tried his best to avoid a flock of birds, but the lesser breed must have dodged the same way, and he hit one buzzard with the right horizontal stabilizer. After returning to the field, the pilot was amazed to find that the damage consisted of a large dent, six inches deep, in the leading edge of the right horizontal stabilizer, the impact being sufficient actually to break the skin.

Upon examining the damaged stabilizer, it would seem that the cause of the damage was a flying bag of hard cement instead of a scant four or five-pound bird. The internal damage to the horizontal stabilizer section is not now determinable, but the longerons and stabilizer assembly of the airplane were not damaged at all.

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## Mosaic Mapping Project (Continued from Page 5)

rolls of the exposed film were ruined by cam failure which left the shutter stuck open. Since the 18th, the weather has been so cloudy that it has prevented the continuation of the mission. Further progress on the project will be reported.

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## 20TH PURSUIT GROUP LOSES ITS P-26's

Led by Major Armin F. Herold, Commanding Officer of the 79th Pursuit Squadron, 14 pilots of the 20th Pursuit Group, GHQ Air Force, Barksdale Field, La., flew P-26A airplanes to the West Coast for delivery to the Rockwell Field Air Depot. The Barksdale Field Correspondent expresses regret over seeing these excellent little planes go, but finds some consolation in the rumors of new type of Pursuit ships to be delivered in the future to the 20th Pursuit Group.

One of the highlights of the return trip to Barksdale Field, via C-33, was the overnight stay in Tucson, Arizona. It seems that some members of the party were not equipped with the necessary lead-lined digestive tract to cope with the Mexican foods in which they indulged.

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Colonel Hugh J. Knerr, Air Corps, was relieved from further assignment and duty with the GHQ Air Force, Langley Field, Va., February 1, 1938, and assigned to the Headquarters of the 8th Corps Area at Fort Sam Houston, Texas.

## THE NEW CLASS AT THE AIR CORPS TRAINING CENTER

Thus far a total of 121 students (100 candidates from civil life and 21 enlisted men of the Army) have qualified for appointment as Flying Cadets and comprise part of the class to begin the course of training at the Air Corps Primary Flying School at Randolph Field, Texas, on March 1, 1938. It is anticipated that additional applications for flying training from qualified candidates will be received during the month of February, and that the size of the March class will be in excess of 200 students.

Students undergoing flying training at the Air Corps Training Center pass through a four months' primary flying course and a four months' basic course at Randolph Field, followed by a four months' advanced course at the Air Corps Advanced Flying School at Kelly Field, Texas.

Upon the successful completion of flying training, a flying cadet is discharged from the service, rated an "Airplane Pilot" and given a commission as a second lieutenant in the Air Corps Reserve.

Within the limit of appropriations, graduates of the Air Corps Training Center, after being commissioned in the Air Corps Reserve, are ordered to extended active duty with Air Corps tactical squadrons, during the course of which they have the privileges, pay and allowances of a second lieutenant in the Air Corps, Regular Army, which includes fifty percent additional pay while on duty requiring participation in flights. Under existing law, such active duty may be for a period of not more than five years. Upon the termination of a period of active duty of not less than three continuous years, an Air Corps Reserve officer shall be paid a lump sum of \$500, which sum shall be in addition to any pay and allowances which he may otherwise be entitled to receive. In accordance with the law governing promotion of officers in the Army, Air Corps Reserve officers, upon the completion of three years of active duty, are promoted to the rank of first lieutenant.

The sum of \$500 paid an Air Corps Reserve officer upon the termination of three or five years of active duty, when he reverts to inactive status, is in the nature of a bonus in order to tide him over financially for a period of time reasonably anticipated it will require him to obtain a permanent position in civil life, either in the field of commercial aviation or in some other occupation for which he may be fitted.

According to statistics, approximately 55% of the pilots employed by commercial airlines have either graduated from the Air Corps Training Center or from Army flying schools prior to the establishment of the Air Corps Training Center in Texas. The scheduled airline operators count very largely on graduates of the Air Corps Training Center, including those now on active duty and those who have completed their active duty tours, to fill vacancies in the piloting ranks of their organizations.

Just recently, one airline executive informed the Air Corps that he would take fifty co-pilots for his airline at once, if he could get them, and give them a salary of \$200 per month at the start, with assured promotion and salary in-

creases. He expressed a desire for men who graduated from the Air Corps Training Center and who completed active training with Air Corps squadrons.

At the present time there are more positions as pilots on commercial airlines in sight than there are qualified pilots to fill them. Commercial companies usually require applicants for positions as co-pilots on their airlines to have a total of at least one thousand hours piloting time to their credit. Air Corps Reserve officers completing three years of active duty with tactical squadrons usually have this minimum amount of pilot flying hours to their credit and are thus able to meet the requirements of airline operators in this regard.

Not only are flying cadets of the Air Corps given free instruction and furnished food, shelter and clothing while undergoing flying training, but they are paid \$75 per month while at the Training Center undergoing instruction. Men between the ages of 20 and 26, who can pass the required physical examination and possess at least two years' college education, or who can pass an examination which is the equivalent thereof, are admitted to the Air Corps Training Center as Flying Cadets.

The candidates who have thus far qualified for appointment as flying cadets are being directed to enlist as such at the military activity nearest them and to report to the Air Corps Primary Flying School at Randolph Field, Texas, on March 1, 1938, for assignment to the March Class.

For the first time in the history of the operation of the Air Corps flying schools, the State of West Virginia has the largest delegation of native sons in a class beginning flying training. This distinction heretofore was usually a nip and tuck affair between the States of California and Texas, and West Virginia's representation in various entering classes did not exceed two or three students. With 21 West Virginians qualifying for the March, 1938, class, and with bright prospects of this number being increased before the class actually begins work, West Virginia's nearest competitor in State representation is Texas with 15 students, followed by California with 11 students.

This sudden rise of West Virginia into prominence at the Air Corps Training Center may be attributed to the keen interest in the Army Air Corps of the Assistant Secretary of War, Hon. Louis Johnson, himself a native of that State. Alive to the great need of pilots in the Air Corps, it was through Mr. Johnson's suggestion that publicity regarding the great advantage to air-minded young men of the course of flying training at the Air Corps Training Center was spread throughout that State. As a result of this publicity, seventy young men presented themselves for examination for a Flying Cadet appointment, and of this number forty passed the physical examination. It is anticipated that about ten more students will be added to the West Virginia delegation at the Primary Flying School at Randolph Field before the new class begins work.

The candidates who have thus far qualified



### Enlisted Men (Continued)

Howell, Woodrow G. Lubbock, Texas  
Battery A, 82d Field Art. Ft. Sam Houston.  
Willis, Harold Fort D.A. Russell, Texas  
Hqrs. & Hqrs. Battery, 77th Field Artillery,  
Fort D.A. Russell, Texas.  
Hardy, Otha B., Jr. Houston, Texas  
53d School Squadron, Randolph Field, Texas  
Veatch, Bernard W. Conde, S.D.  
82d Obs. Sqdn., Moffett Field, Calif.

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### MR. IDE LECTURES ON FOREIGN AIRCRAFT DEVELOPMENT

Mr. J.J. Ide, Technical Assistant in Europe for the National Advisory Committee for Aeronautics, with office at Paris, France, arrived at Wright Field, Dayton, Ohio, on January 11th.

Mr. Ide's visit has for many years been an annual event, and his lecture to the officers and engineers of the Materiel Division on foreign aircraft development is always eagerly looked forward to. With the accelerated foreign aircraft procurement programs in operation at the present time, the lecture this year was of particular interest. Conference with officers followed the lecture. Brigadier General A.W. Robins, Chief of the Materiel Division, introduced Mr. Ide, stating that this was his fourteenth visit to the Division.

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### BROADCASTING FROM A HIGH ALTITUDE

A successful broadcast from the Lockheed XC-35 stratosphere airplane was accomplished on January 22nd by Major Carl F. Greene and Lieut. E.H. Beebe, the plane being piloted by Lieut. L.F. Harman and the broadcast being made while flying at an altitude of 21,000 feet over Chicago, Ill.

The windows of the plane were frosted with ice, and the outside thermometer indicated a temperature of 15 degrees below zero. Inside the supercharged cabin, however, the passengers rode in comfort. Because of the engine noise, the broadcasters spoke with their mouths almost against the microphone, so that no one in the plane heard what the other was saying, except Lieut. Harman. Holding the big plane steady in somewhat rough air conditions, he smilingly heard everything on his radio receiver, which was tuned in on a Chicago broadcasting station. The broadcast was effected over the National Broadcasting Company network.

Announcement of the opening of the International Air Show, held at Chicago January 28th to February 6th, was made during the broadcast.

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Circulars were issued to aircraft manufacturers by the Materiel Division, Wright Field, on January 18th, inviting bids on 2-engine attack bombers. This is a new Air Corps type of airplane to be constructed especially for attack and light bombing purposes. The bids were to be based on quantities of from one to five hundred in increments of ten. The opening of the bids is scheduled for March 17, 1939.

### LECTURES BY WRIGHT FIELD PERSONNEL

Materiel Division officers and engineers presented papers at annual meetings of both the Society of Automotive Engineers and the Institute of Aeronautical Sciences during January.

Captain George V. Holloman's paper, presented at the Society of Automotive Engineers' meeting in Detroit on January 10th, was entitled "Automatically Controlled Blind Landings."

The following papers were read at the meeting in New York City on January 27th of the Institute of Aeronautical Sciences:

"Full Feathering Propellers," by Lieut. H.M. McCoy, of the Propeller Unit.

"Supercharging a Pressure Cabin Airplane," by Captain A.E. Johnson, of the Engineering Procurement Branch.

"Physiologic Considerations Governing High Altitude Flight," by Dr. J.W. Heim, of the Physiological Research Laboratory.

Captain H.A. Armstrong, Director of the Physiological Research Laboratory, Materiel Division, also read a paper.

Major Carl F. Greene was chairman of the session featuring the discussion of aircraft under high altitude conditions.

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### NIGHT CLASSES IN ADVANCED AERODYNAMICS

"Night" classes in advanced aerodynamics, with special reference to the fluid in motion known as air, have been conducted through the winter months in the Air Corps Engineering School classrooms at Wright Field, Dayton, O. The seventeen students in attendance are from the various engineering departments of the Materiel Division. Classes started in October and will last through May.

Prerequisites for the course are advanced mathematics, including differential equations. Classes are held one afternoon each week, after working hours, from 3:45 to 5:45 p.m.

Esra Kotcher, Associate Professor of the Air Corps Engineering School, is the instructor.

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### GIANT BOMBER INSPECTED AT MATERIEL DIVISION

After its arrival at the Materiel Division, Wright Field, Ohio, about the middle of December, the giant Boeing B-15 was hurried to the assembly hangar and was immediately put through the complicated process known as "engineering inspection."

In order to expedite this work, during which as many as 18 engineers were sometimes busy simultaneously in the fuselage while various others were perched upon ladders examining exterior parts, signs were placed about enjoining all others to keep away. "It is thought," says the News Letter Correspondent, "that this preliminary work, which forms so vital a part in the collaboration of data on a new airplane, will be completed by the end of January."

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Major General O. Westover, Chief of the Air Corps, arrived at the Materiel Division on the afternoon of January 11th, and remained for several days.

NAVIGATION TRAINING FLIGHT OF CLASS 38-A

Students of the Observation Section of the Air Corps Advanced Flying School, Kelly Field, Texas, departed on schedule for their extended navigation training flight, under the supervision of Captain R.E. Randall, senior instructor of Observation, 1st Lieut. E.R. Todd and 2nd Lieut. A.R. Walker.

The flight of 18 students left Kelly Field on January 17th, planning to fly to El Paso, Texas, via Midland; then back through Midland to Hensley Field, Dallas, Texas, to remain over one day for maintenance. From Hensley Field they planned to fly to Houston, Corpus Christi and back to Kelly Field.

The following students made the flight: Captain C.M. Travassos (Brazilian Army) 2nd Lieuts. J.H. Gray and J.R. Gunn

Flying Cadets

D.L. Anderson	D.J. French	R.D. Dick
H.J. Konopacki	J.W. Haskett	N.H. Ranck
W.K. Richardson	P.W. Tibbets	J.A. Tobler
M.E. Wanamaker	H.M. Keaffe	E.C. Woltz
R.A. Kummrow	R.N. Maupin	M.S. Zipp

The three mechanics accompanying the flight were Staff Sergeant S.W. Boggs, Privates R.C. Hajovsky and H.L. Kirkbride. The flight was composed of 21 airplanes, nine of which were O-25's and twelve BT-9's.

The first echelon of the Pursuit Section, led by Major John V. Hart, 1st Lieut. N.P. Jackson and 2nd Lieut. R.W. Osborn, left Kelly Field on January 19th, planning to fly from Kelly to Hensley, via Corpus Christi and Houston the first day, and on the following day from Hensley Field to El Paso, via Midland, remaining over one day at El Paso for maintenance, and from there returning to Kelly Field via Midland. The flight is composed of 17 BT-8 airplanes. The following students made the flight:

2nd Lieut. H.R. Melton, Jr.

Flying Cadets

R.A. Ames	Don Coupland
H.B. Armstrong, Jr.	N.A. Cowles
G.G. Atkinson	W.J. Feallock, II
E.H. Beverly	R.S. Garman
D.D. Brannon	G.B. Greene, Jr.
James Breathitt, III	H.M. Hays
W.C. Clark	

The three mechanics accompanying the flight were Staff Sergeant A.D. Bivins, Corporal R. Rose and Private S.E. Anderwald.

Weather permitting, the Attack Section was scheduled to depart on January 24th on their navigation training flight, led by Captain G.C. Jamison, assisted by 1st Lieut. C.H. Pottenger and 2nd Lieut. W.D. Griffith. The sixteen students listed below were to make the flight in 9 A-12's and 10 A-18's, viz:

2nd Lieuts. G.H. Austin and G.P. Culver.

Flying Cadets

J.C. Bailey	J.C. Bowen	E.G. Emmens
A.J. Heintz	J.C. Marcy	R.J. Mason

J.V. Edmundson	E.T. Pardee	R.D. Taylor
C.E. McPherson	A.D. Reedy	G.W. West
C.C. Sturges, Jr.	W.T. Rison	

Enlisted mechanics accompanying the flight: Corporal A.I. Murin, Privates H.C. West and E.A. Heintz.

Itinerary: Kelly Field to Hensley Field, via Corpus Christi and Houston; from Hensley Field, via Midland, to El Paso, remaining over here one day for maintenance and returning on January 27th to Kelly Field from El Paso via Midland.

The second echelon of the Pursuit Section was also scheduled to leave on January 24th, weather permitting, led by Captain B.M. Hovey, assisted by 2nd Lieuts. M.F. Stalder and W. Eades. The thirteen students (Flying Cadets) making the flight are listed below, viz:

N.E. Kearby	M.F. McNickle	F.C. Parker, Jr.
H.E. Kofahl	M.B. Marks	C.C. Wasem
W.W. Korges	K.R. Martin	J.R. Watt
G.M. MacNicol	R.L. Pusey	T.S. Proxmire, Jr.
	Hamilton McClure	

Enlisted mechanics accompanying the flight: Staff Sergeant T.J. Rogers, Privates M. Cummings and C.C. Maranville.

Airplanes comprising flight: 16 BT-8's.

Itinerary: Kelly Field to Midland to El Paso first day; following day to Hensley Field, via Midland, remaining over one day for maintenance; Hensley Field to Kelly Field via Houston and Corpus Christi.

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72ND BOMB. SQDN. RECEIVES HIGHEST RATING

The 72nd Bombardment Squadron, stationed at Luke Field, T.H., commanded by Major Oliver P. Gothlin, Jr., who succeeded Major I. H. Edwards, was determined as the highest rated squadron in the 5th Composite Group for the training year, ending October 31, 1937. This organization will be awarded the Department Streamer to be carried on its guidon.

There was considerable hard work connected with winning the above mentioned award. The entire personnel of the Squadron feel that they have been justly repaid for their efforts.

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In a B-17 "Flying Fortress" with a full combat crew, Captain Darr H. Alkire, 96th Bombardment Squadron, Langley Field, Va., on January 5th, accomplished a night navigation, bombing and machine gunnery mission to Maxwell Field, Ala., and return, without landing at Maxwell Field. The bombing was accomplished at 15,000 feet, and all members of the crew fired machine guns.

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During the month of December, 1937, the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, overhauled 13 airplanes and 25 engines and repaired a total of 31 airplanes and 9 engines.

V-7621, A.C.

"AND I LEARNED ABOUT FLYING FROM THAT"

En route from the Rockwell Air Depot, Coronado, Calif., to Lordsburg, New Mexico, in a C-33 Transport plane, with Sergeant C.C. Cunningham and Private 1st Class Yates as his companions, Staff Sergeant Arthur Hanson, Air Corps, was forced to land at Gila Bend, Arizona, due to engine trouble.

Staff Sergeant Hanson stated that about ten miles west of Gila Bend the left engine became very rough, noisy, and the cylinder head temperature went up to 350° C. "I cut the switch on left engine," he added, "turned selective fuel cock valve to right engine, propeller to low pitch - right engine r.p.m. to 1900. Attempted continuance of flight to Tucson at 7000 feet, but could not retain original altitude due to mild thunder storms and rough air, was losing altitude at the rate of 200-400 ft. per minute. Dumped main tanks, approximately 195 gals., with no appreciable decrease in altitude loss (Airspeed 90-100). After 20 minutes of flying I was forced to return to Gila Bend and land. Before engine trouble occurred the instruments read as follows: Right engine: Tach. 1750; Manifold press. 26"; oil press. 60 lbs.; oil temp. 55°C; Cyl. Hd. Temp. 175°C; Carb. temp. 45°C; fuel press. 4 lbs. Left engine: Tach. 1750; Manifold pressure, 26.5"; oil pressure 55 lbs.; oil temp. 35°C.; Cyl. Hd. temp. 125°C.; carb. temp. 45°C.; fuel pressure 4 lbs. (Outside air temp. 18°C). (Dew point approx. 70 - reported). Upon landing at Gila Bend left engine was inspected and found one spark plug missing on Number 1 cyl. (rear plug). Threads in spark plug port were undamaged. New spark plug installed, and all spark plugs on both engines checked for looseness, and valves checked on left engine. Engine run-up O.K."

In view of the statement in the first paragraph, page 86, of Technical Order 01-40N-1, that level flight can be maintained with one engine at 8775 feet and of the fact that after the pilot dumped the main tanks there remained a comparatively light load in the airplane, the report of this forced landing was referred to the Air Corps Materiel Division for comment on the pilot's statement that he could not maintain his altitude when flying on one engine below an altitude of 7,000 feet.

The Materiel Division states that the horsepower available at 7000 feet at 1900 RPM, full throttle, under standard conditions with 1.1 deg. C. carburetor air temperature would have been 625 HP. This power corrected for the 45 deg. carburetor air temperature reported would be 580 HP, assuming no detonation as a result of the excessively high carburetor air temperature.

The horsepower available, had the pilot been able to obtain 1950 RPM, the rated

speed of the engine, would have been 645 HP under standard conditions or 598 HP corrected for 45 deg. C. carburetor air temperature, again assuming no detonation.

However, in view of the high carburetor air temperature of 45 deg. C., which is 10 deg. C. in excess of the maximum set forth in Technical Order 02-1-5, detonation was probably encountered which tended to lower the horsepower still more below the maximum to be obtained under the conditions reported, assuming no detonation. With the outside air temperature of 18 deg. C. as reported, the amount of carburetor air heat used was excessive for full throttle operation of the engine.

Under the conditions stated in the flight report, it is not surprising that the airplane was unable to maintain flight on one engine. The loss of 65 HP due to operating conditions of the engine would reduce the rate of climb by 115 feet per minute. Such a reduction in rate of climb, combined with rough air conditions, would have made it practically impossible to maintain level flight on one engine. Assuming that the altitude of 7000 feet at which the pilot attempted to fly was pressure altitude, the density altitude corresponding to the indicated altitude and the reported temperature of 18 deg. C. was 9000 feet.

Level flight can be maintained at 8775 feet with one engine under standard atmospheric conditions with the engine turning at 1950 RPM and at full throttle power.

The change in the rate of descent caused by dumping 195 gallons of gasoline would hardly be noticeable. It is estimated that the rate would be reduced about 15 ft. per minute.

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ASST. SEC. OF WAR VISITS HAMILTON FIELD

The Hon. Louis A. Johnson, Assistant Secretary of War, paid a flying visit recently to the Hamilton Field Air Base, enroute to Portland, Oregon. Mr. Johnson had been inspecting Army posts and Air Corps stations on the West Coast and had made several speeches in this area on defense measures. Intending to fly north to Portland from Hamilton Field, he was prevented from doing so by adverse weather conditions, and left by train on the afternoon of January 10th.

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The students of the present class at the Air Corps Advanced Flying School, Kelly Field, Texas, will graduate on February 16, 1938. There will be 61 students in the graduating class. Further details in this connection will be announced later.

## NEW NAVIGATION CLASSES AT HAMILTON FIELD

Aviation is looking to the sea and the methods of old mariners to add to its knowledge of navigation in the air. New classes, to last six weeks, were begun the first of the year at Hamilton Field, San Rafael, Calif., in Dead Reckoning and Celestial Navigation, 33 pilots attending. The former is under the guidance of Lieut. Walter R. Agee and Lieut. Jack L. Randolph, and Lieut. Paul C. Ashworth instructs the latter class.

Dead reckoning, which is studied first, has a definite maritime origin, being originally "Deduced Reckoning," a term used by old mariners, and coming eventually to be abbreviated to the present Dead Reckoning. Mariners deduced their position at sea, just as now in aviation the term means calculating position in the air by "keeping track" through navigation instruments installed on the airplane, from a known point where the flight is begun. The instruments included are those which indicate speed, drift, altitude, and temperature.

Celestial Navigation, as the name indicates, is a means of calculating position by the sun, the stars, and the planets.

By the use of both these ancient but wise means of navigation, any defect in one is compensated by the other. Dead Reckoning can be considered an accurate method only up to 500 miles of the starting point of the flight, whereas Celestial Navigation can be performed any place in the world at any time.

The classes are interesting and highly important to the safety of men and equipment of the Air Corps, as well as making for greater efficiency in accomplishing the task required of pilots of a GHQ Air Force unit - that is, to fly to a designated point by the shortest possible route in the shortest possible time.

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## EASY IDENTIFICATION OF AIR CORPS PLANES

Residents of Michigan, accustomed to the spectacle of the small drab Pursuit airplanes of the 1st Pursuit Group, are receiving what might be called a "treat for sore eyes," since the various squadrons have adopted distinguishing colors for their aircraft. In order to help identification in the air and on the ground, each squadron has adopted a distinct color which adorns the nose of the airplane. The cowlings around the motor are painted with this color, the 17th Squadron using white; the 27th, orange; and the 94th, red. In combination with the yellow wings and blue fuselages of all Army aircraft, these new colors present, to say the least, a startling aspect.

In addition to the distinctive colorings used, orders were issued by higher authority that each Army airplane will carry large identifying numbers on the

upper and lower surfaces of the left wings, as well as on both sides of the vertical stabilizer. These numbers consist of two letters identifying the organization to which the airplane belongs and an additional number which is the airplane's squadron number. Any airplane in the General Headquarters Air Force may now be identified at a glance.

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## VARIED DUTIES OF RECONNAISSANCE SQDNS.

As the eyes of the GHQ Air Force, members of the 88th Reconnaissance Squadron of Hamilton Field are rapidly becoming jacks of all trades and masters of most of them.

In former days, officers of the 88th would fly 25 miles, take a photograph and return. Now pilotage, photography and radio operation training are merely kindergarten courses.

Nautical almanacs have replaced maps for the present day navigator. With sextants and drift sights, long flights over water or other featureless terrain are now commonplace, where only a few years ago such flights would have been extremely hazardous. Pilots of the 88th 88th Reconnaissance Squadron no longer fly only small Observation airplanes. Now they must at any time be ready to fly a basic training ship or a Douglas B-18, land a Douglas OA-4A in a cow pasture, or a Sikorsky Y10A-8 in rolling seas. The observer not only "observes" and photographs, but also is a co-pilot and a bombardier.

Even their language has changed for those in the 88th Squadron. Throttles are pulled back in the BT-9, but are moved aft in the Y10A-8. The door is on the left in the B-18, but on the port side in the OA-4A. To the old observer, the target was five statute miles, 90 degrees right; now it is five nautical miles abeam.

"We of the 88th still considered ourselves observers, however, until last week," declares the News Letter Correspondent, "when, after parachute drill, fire drill and general emergency drill - we had life boat drill. Ahoy, Shipmates!"

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War Department Orders, recently issued, announce the termination, effective February 28, 1938, of duty of Brig. General Gerald C. Brant as Wing Commander of the 2nd Wing, GHQ Air Force, Langley Field, Va., and his assignment to duty, March 1, 1938, as Commandant of the Air Corps Technical School, with station at Chanute Field, Rantoul, Ill., directing and supervising both the Chanute Field and Denver (Colorado) branches of that School, with the rank of Colonel.

## NO CHENEY AWARD FOR 1937

There will be no grant of the Cheney Award for the year 1937, the Chief of the Air Corps, Major General Oscar Westover, announced recently, adding that while there were several instances during the calendar year 1937 where Air Corps personnel performed heroic feats in connection with flying which involved risk of life, the Board of Officers appointed by him to select the person most meriting the Cheney Award, after careful consideration recommended that none of these cases exactly satisfied nor distinctly merited the Cheney Award.

The terms of the grant of this distinguished Trophy particularly state that it shall be awarded to the officer or enlisted man in the Army Air Corps, Regular or Reserve, for an act of valor of extreme fortitude or self sacrifice in a humanitarian interest, not necessarily of a military nature, but which shall have been performed in connection with aircraft.

The Cheney Award was established in memory of 1st Lieut. William H. Cheney, Air Corps, who was killed in an air collision at Foggia, Italy, on January 20, 1918. The donors of the award are Mrs. Mary L.C. Scofield, of Peterboro, N.H., and Mrs. Ruth Cheney Streeter, of Morristown, N.J., the mother and sister, respectively, of the deceased officer. They have jointly set aside a trust fund of \$15,000, the interest accruing therefrom to be used to make the award, which is bestowed annually by the Chief of the Air Corps. The sum of \$500 goes to the recipient along with a bronze plaque bearing the engraved name of the individual receiving it, together with a certificate of award.

The Cheney Award has been made annually since 1927, except for the years 1930 and 1934, when no awards were made for the same reasons as those prevailing this year, there having been no acts or incidents which seemed exactly to fit the terms of the grant or distinctly to merit it.

Master Sergeant Harry A. Chapman, of the 19th Airship Company, Langley Field, Va., was the first to receive this honor. It was granted to him for his heroism, presence of mind, and extreme fortitude during the great catastrophe on February 21, 1922, when the Airship ROMA crashed and burned. In subsequent years the honor has gone to Captain Uzal G. Ent, Air Corps, for 1928; Captain William A. Matheny for 1929; to 1st Lieut. Robert D. Moor (posthumously) and to Private John B. Smith for 1931; to Private Arden M. Farley for 1932; jointly to the late Lieut. W.L. Bogen, Staff Sgt. Doy D. Dodd and Sgt. Thomas J. Rogers for 1933; to the late Lieut. Robert K. Giovannoli for 1935, and jointly to Major Frederick D. Lynch and Staff Sgt. Joseph L. Murray for 1936.

## FAIRFIELD AIR DEPOT BLOCK TEST BUILDING

The Fairfield Air Depot, Fairfield, O., is enjoying the facilities of a new and modern Block Test Building, which is constructed upon the original ideas of Major Ralph B. Walker, Chief Engineering Officer. This Block Test Building is located in the extreme north end of the field, approximately one-half mile from the shops. This eliminates the noise experienced when the Block Test was adjacent to offices and shops.

The Block Test Building is constructed of steel, tile and brick and contains eight torque stands of an improved type. The operator's rooms are sound-proof, amply heated, lighted and well ventilated. They are equipped with all modern recording instruments, including oil scales, gasoline flow meter and overhead oil supply system. All test stands are equipped with protective screen and the only access to the engines is through the operator's room. A complete overhead monorail system is installed enabling the conveyance of engines to any desired place in the building.

The building is equipped with a central steam plant for supplying heat to the building and test stands. A department for final preparation of engines for installation, storage and inspection will be added in the near future.

Captain R.E. Culbertson reports that the entire Engineering Department personnel is grateful for the relocation of the Block Test and the resulting improved working conditions.

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## BOMBARDMENT SQUADRON MOVES TO HAWAII

In furtherance of its plans to build up Composite Wings of the GHQ Air Force in the Hawaiian Islands and Panama, the War Department, on January 20, 1938, ordered the 31st Bombardment Squadron from Hamilton Field, Calif., to the Hawaiian Department. This Squadron is equipped with the latest type Douglas twin-engine Bombers, known in the Air Corps as the B-18. Since it is a permanent change of station, the movement of the Squadron to its new home will be made by transport about February 1st.

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The 17th Pursuit Squadron, Selfridge Field, Mich., claims to be one of the few squadrons in the Air Corps, if not the only one, which has the original source of its insignia on file, Sergeant Cipelle having lately shot a "Great White Snow Owl" at Selfridge Field itself. There being no radiator caps on the Seversky P-35's, the stuffed owl now adorns the Day Room in the barracks. It has for company a beautifully mounted deer head - shot last fall by Private 1st Class Chism. 'Tis an eight-pointer.

## OVER WATER SAFETY DEVICES FOR AIRPLANES

Various over water safety devices for landplanes have been developed by the Air Corps from time to time. They include flotation systems for large, thick-wing airplanes, bag flotation equipment for smaller airplanes, pneumatic life rafts, and life preserver vests.

### Flotation Tank Equipment

In order to provide buoyancy for the larger types of land airplanes in event of a forced landing on water, the airplane fuel tanks built in the wing are made to play a double part. Besides serving as the fuel source for operation of the engines, they may be transformed in case of emergency into flotation equipment. To accomplish this result, the pilot pulls a lever in the cockpit which actuates a quick release valve on a cylinder of CO<sub>2</sub>. From the cylinder the expanding CO<sub>2</sub> flows to the gasoline dump valve mechanism which is located on the bottom of the gasoline tanks. The dump valves are thus pressed open, permitting the fuel to escape. When the dump valves open, the CO<sub>2</sub> is directed automatically to an inlet orifice located in the top of the gasoline tank. The opening in the inlet orifice is such that a constant predetermined pressure is maintained in the tank during discharge of the gasoline. After the gasoline has been discharged, the dump valves are closed to prevent entrance of water into the tanks. Besides the fuel tanks, air-tight tanks are built into the wing to provide additional buoyancy.

The chemical CO<sub>2</sub> is used because it is an inert gas and serves to reduce fire hazard. The system is such that the CO<sub>2</sub> may also be used for extinguishing a fire in the wings should such occur during flight.

### Rubberized Flotation Bags

For smaller airplanes which are to operate over water, rubberized fabric bags are stowed in the wing. In case of an emergency landing on water, these bags are automatically released and inflated. This operation starts with a valve actuator on the bottom of the airplane. When the airplane is submerged to a depth of 14 inches or more, the water sets up air pressure in the actuator tube which opens the valve of a CO<sub>2</sub> cylinder. The tripping of the cylinder permits the flow of gas to that portion of the wing which forms the covering for the flotation bags. A piston is actuated which pulls out pins releasing the covering, then fills the bags which snap into place like balloons, on top of a monoplane wing or beneath the top wing of a biplane. An actuator tube is placed on top as well as on the bottom of the airplane so that the system is effective whether the forced landing is with the airplane in normal position or nosed over on its back.

Portable flotation gear for rescue and

salvage crews normally carried in boats is also in use. CO<sub>2</sub> cylinders are carried in racks and connected with the flotation bags. The bags are protected by canvas covers which are hastily removed in case of emergency before the cylinder valve is opened, releasing the gas into the bags. The bags inflate almost instantaneously and are lashed to the airplane wing with ropes. One bag secured over the center section is sufficient for small and medium size craft. Bombardment and cargo airplanes may require two bags.

### Life Rafts.

Standard equipment for over-water flying is a life raft constructed of latex rubber tubes covered with cotton duck and a rubberized fabric bottom. When the tubes are inflated a canoe-shaped boat is formed with raised bow and stern. Oars, which jointed together may be used as paddles, are provided. Three sizes of rafts for various size airplanes provide for the rescue of one, three, or six persons. The color is yellow to attract attention from the air. The rafts are stowed in easy reach of personnel, usually in the cockpit. The inner latex tubes are equipped with valves and manifolds for CO<sub>2</sub> inflation. The cylinder containing the CO<sub>2</sub> is attached to the raft and feeds directly into the tubes. The weight of the three sizes varies from 36 pounds for the smallest to 55 pounds for the six-passenger type. A short line is attached in order that when the raft is tossed into the water inflated, it may be kept from floating from the airplane until the person or persons have entered. The raft is encased in an easily removable canvas cover for protection when not in use.

Present plans include the stowing of the raft in a wing compartment - or side of fuselage - with automatic inflation and release. A pull of a lever in the cockpit will release pins which will cause the compartment door or cover to fall off, tripping the valve of CO<sub>2</sub> cylinder and causing the raft to inflate and be ejected from the compartment.

Each raft is equipped with an emergency signal kit containing six red flares and a pyrotechnic pistol. In one instance, a service flyer was kept afloat for five days by one of these rafts, at the end of which time he was sighted by a steamer and rescued.

### Life Preserver Vest

The life preserver vest consists of a two-tube latex bladder with a fabric outer cover. The tubes form an inverted U, extending from the waistline in front, with the curve of the U around the neck. Although normally both tubes are inflated, one tube will keep a person afloat for an indefinite period of time. The second tube acts as a reserve in case of a lack of malfunctioning of the first tube.

V-7621, A.C.

Mouth tubes are also provided for emergency should the CO<sub>2</sub> cylinders for any reason fail. Small CO<sub>2</sub> cylinders (.280-oz. capacity) fit in holders attached to the vest.

The design, which brings the tube's around the back of the neck, insures that the person will float face-up in the water. In case he were rendered unconscious due to accident and fell face down in the water, he would immediately be turned face up.

The life preserver vest is worn under the parachute harness. It is inflated by the pull of a cord which is attached to the holder containing the CO<sub>2</sub> cylinder.

#### Jungle Kit

Designed especially for use in United States island possessions and Panama in case of a forced landing in the jungles, a jungle kit has been provided which would supply immediate necessities. This kit, which is incorporated in the parachute back pad, forming a cushion, is attached to the parachute harness. It is fastened with an inter-locking fastener.

Neatly placed in water-tight containers in this kit are sufficient condensed food rations to support life for two days, a small quantity of quinine and iodine, a prismatic compass, a large machete for protection, or for cutting ones way through thick jungle underbrush, a fishhook in case water is near, matches, a mosquito net for the head, and cartridges for the standard service revolver carried by Army personnel on such flights. Kit material is cotton duck, similar to that used in parachute pack.

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#### AIR CORPS EXHIBIT AT CHICAGO AIR SHOW

The Army Air Corps is being well represented at the International Air Show in Chicago, Ill., January 28th to February 6th. Nine bays, or approximately 5,000 square feet of the huge International Amphitheatre Building were allotted for Air Corps exhibits. Among the most important of these are two airplanes and an autogiro. The airplanes are a Curtiss Attack and a Seversky Pursuit of the most recent types. The autogiro is a new Kellett which is being studied by the Air Corps services for determination of its military value. A platform erected over the fuselage of the A-18 Attack plane enables visitors to view its interior with its myriad instruments and other items of equipment.

In addition to these airplanes, there is an exhibit of bombs in sizes from 17 pounds to 4,000 bombs, also .30 and .50 caliber aircraft machine guns and a .37 mm. aircraft cannon. A Pratt and Whitney engine has been sectionalized and motivated for the information of visitors, this offering an interesting study in progress when compared with the Wright Brothers' original 4-cylinder en-

gine placed near it. The most modern types of two and three-bladed propellers and a nine-lens aerial camera and prints are outstanding items of interest. Two transparency cabinets present all the newest types of military airplanes, each cabinet containing 24 views. Moving pictures of Air Corps activities, with sound comments by Lowell Thomas and other commentators are shown twice a day.

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#### AIR BASE COMMANDER IN FORCED LANDING

Colonel Davenport Johnson, Hamilton Field's Commanding Officer, landed a Douglas C-33 airplane in San Francisco Bay when, after a flight from Rockwell Field, Calif., both engines of the giant plane quit due to iced carburetors.

Colonel Johnson and his crew, composed of Lieut. Colonel C.E. Giffin, Lieut. Aubrey C. Moore, Staff Sgt. G.A. Parker and Private F.A. McCallum, had passed over Oakland around 5:00 p.m., and having received a favorable weather report from Hamilton Field had prepared for a landing when the incident occurred. Notifying the Air Base of the situation after several attempts to start the engines had failed, Colonel Johnson ordered the wheels retracted and the men to prepare for a crash landing. Plowing into the water in the same manner as one of the flying boats, the plane remained intact and floated.

The personnel, receiving no injuries, then busied themselves preparing floats and rafts in case they were needed. Due to the haze, visibility was poor and a fire was built on the wing to attract attention. The radio operator was able to send messages, but could not receive. The men were rescued 45 minutes after the landing by one of the Richmond Yacht Service Company's boats, one of the many surface craft ordered out for the search.

The C-33, having remained afloat, was towed to the Pan American Clipper station at Alameda. It was not badly damaged and will be in commission at a later date.

"The date of January 4th seems to be one of hazardous flying for the men at Hamilton Field," declares the News Letter Correspondent. "Colonel Johnson's forced landing recalls to mind that a year ago almost to the hour on January 4th, Lieut. H.E. Knieriem and Private H.E. Roberts disappeared in a blinding wind and rainstorm when approaching the field for a landing. Bits of wreckage of that crash were scattered over a radius of 300 yards, mute evidence of the terrific impact."

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Special Orders of the War Department announce the relief of Lieut. Colonel Joseph T. McNarney from duty with the GHQ Air Force, Langley Field, Va., and his assignment to duty at Hqs. 6th Corps Area, Chicago, Ill., about July 1, 1938.

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## LIEUT. LEE'S EXPERIENCES IN A PHILIPPINE TYPHOON

On December 8th, last, the newspapers throughout this country carried a dispatch to the effect that Lieut. William Lee, Air Corps, accompanied by Major General Santos and Colonel Segundo, of the Philippine Army, flying in a transport airplane, were missing following the typhoon which swept the Philippine Islands on December 6th.

Four days later, the missing officers were located on Anirong Island by Lieut. Alfred Maxwell, pilot of one of a number of Air Corps planes engaged in the search for them.

Lieut. Lee's own story of his experiences during this flight, his landing on a small, unknown island, his several days' stay there during a furious wind and continuous rain, and his subsequent rescue is recounted below, viz:

The following radiogram was received at Cebu at 7:28 AM., December 6, 1937 from Philippine Army Headquarters, Manila:

"Number one typhoon signal hoisted three AM near over Tablas Island moving northwest or west by Weather Observatory, Manila."

This message was signed by operator on duty KZPT, Manila. In addition to the above telegram, I heard the weather report which was broadcasted from Manila around 7:00 AM on December 6th, and which was the same as published in Manila Bulletin on the same date. The above telegram and the weather report broadcasted led me to believe that weather conditions were not favorable over the usual route flown from Cebu to Manila, which is from Cebu over the northern part of Negros, northern part of Panay up the east coast of Mindoro and over Batangas. However, it was believed that favorable flying conditions would be found over the other route, which is from Cebu to Masbate and up the Bondoc Peninsula. We had been delayed one day at Dumaguete and one day at Cebu on account of weather. General Santos was suffering from an infection of the foot and all of us thought we should soon get to Manila. I was personally anxious to get to Manila because I wanted to have an engine check made on our plane and return promptly to Cagayan, Oriental Misamis, to check the airplane which Lt. Andrews had damaged in landing, before he attempted to fly it back to Manila. However, had I known that we would encounter such hazardous flying conditions, I naturally would never have left Cebu.

In this connection, it should be understood that the flight commander in this case, myself, is solely responsible of determining when a flight should begin. Neither General Santos nor any other high ranking Philippine Army Officers urged me to start when I did. Never had any passenger of mine asked me

to make a flight which, in my own judgment, I believed to be dangerous or hazardous. High ranking Philippine Army officials have always left to me all decisions regarding flying. I have flown in the Philippine Islands since March, 1935 and have been over the routes between here and Cebu many times. Believing that the weather was favorable for flying conditions, I made the decision to leave Cebu on the morning of December 6th over the Masbate route and advised the District Commander of Cebu to send a radiogram at Army Headquarters advising them about the route which we were taking. It was my idea that we would not encounter any hazardous flying conditions and that if we did, we could land at Masbate, Legaspi, Pili, Daet or Paracale in case the weather became too bad.

We cleared the airdrome at Cebu at 8:35 AM on December 6th, having no other information about the weather other than that above stated and flew a course of 350 degrees which brought us approximately over the city of Masbate at about 10:00 AM. We were flying some seven to eight thousand feet in order to clear scattered clouds. After passing over Masbate, I steered a course of 315 degrees which would have brought us up the southwest coast of the Bondoc Peninsula. After flying this course for some time (I don't remember how long) and after reaching the point of Bondoc Peninsula, the clouds became heavy and quite thick. Directly ahead of us, and on our left or to the west, the clouds were much thicker and weather conditions looked unfavorable. On our right or to the East the clouds were lower and flying conditions looked favorable. Also, I had the several fields I have mentioned above in mind in case of emergency landings, so I turned to the course of 70 degrees and flew this course for approximately 30 minutes which brought me out over Camarines Norte south of Daet. To my left, or approximately 330 degrees, the weather appeared to be breaking, so I headed the ship on a course of 330 degrees and flew along the northeast coast of Camarines Norte some distance from the shore line. We were then flying approximately 11,000 feet. We encountered quite a few thunderheads, the larger ones we flew around and the smaller ones we flew through by instruments. However, none required more than a minute to two minutes to get through them.

Off to my left which was west, the weather looked bad, but straight ahead weather conditions appeared to be all right at the altitude of which we were flying. This led me to believe that I

could go around the bad weather on the left and get into Manila without encountering any hazardous flying conditions. Straight ahead was one fairly thick thunderhead into which I flew. When I flew through it, which required about two minutes, I looked to see if the other two ships were following. I did not see Lt. Francisco who was flying on my right, but I did see Lt. Sales who was flying on my left. He had apparently lost me in the cloud, so he turned away to the left and was losing altitude going in opposite direction from which I was. It appeared that he was planning to get down below the heavy clouds. From this time on, I never saw either of the two ships again, but shortly after Lt. Sales left us, we encountered heavy thick weather, however, not dark nor stormy.

I had to resort to my instruments with the hope that the heavy thick clouds I had encountered would only last for a few minutes, but after some 10 minutes of flying, it appeared that we would not run out of these clouds. I then changed my course to the west. I flew that course for several minutes and then headed south for several minutes. During all this time, I was flying by instruments. Realizing that I was in something bad and that it was impossible for me to get out, I decided to lose altitude so that I could pick up land and water. I was not sure of our exact position, but thought that I might be over the mountains on the east coast of Luzon. I therefore decided, in order to play safe, that I had better fly an easterly course for a few minutes so that I would be more or less sure of being over water and therefore not run into mountains while flying by instruments and while losing altitude.

After flying a few minutes east, I started losing altitude gradually in a big spiraling turn. After losing altitude to approximately 6,000 feet I could tell that we were over water and the thoughts of hitting mountains were dismissed. At this time, I advised General Santos and Col. Segundo to get the life vests from behind the back seat and blow them up by mouth and put them on. (These life vests are automatically operated by pulling a small cord which releases the gas from the container which inflates them.) However, I told them to conserve this gas and instructed them to blow their life preservers up by mouth. They each got a life preserver and blew them up. I instructed them as to how to put them on. After they had put on their life preservers, I asked Col. Segundo to get one for me and blow it up, believing that we would eventually have to land in the water. I was taking this precaution to be prepared so that any possibilities of drowning would be lessened. When Col. Segundo started to

blow up my life preserver, he sighted land from his side of the airplane. I made a steep bank and picked up the land that he sighted and kept this in view while I rapidly lost altitude down to approximately 200 feet.

When I got down, I could see several small islands; however, not as distinct as on a clear day, but I could see their outlines and could tell the height of hills, etc., on them. I did not know what group of islands they were, but I knew that it would be impossible for us to get much farther as our gas was running low (having 40 or 45 minutes of gas left), so I began to look for a beach on which to land. After circling two islands, I picked up a sandy beach on one and decided to land. Soon after, getting down to where we could see and we could distinguish land, General Santos wanted to know if we were going to jump and I advised him "No" and that they should keep their safety belts as tight as possible because I was afraid that if I landed on a beach, that I might nose the airplane up which might injure them. After spotting this beach, I decided that this was the best place to get down and made a wide circle over the water heading the airplane into the wind, throttled down the engine and came in for a landing. The wind was blowing very strong and the sand was very soft (the wheels sank into the sand some six to eight inches), so when I landed, I did not roll more than 50 to 60 feet and just as the plane stopped rolling, it nosed up which was due to the soft sand acting as a brake on wheels. One blade of the propeller was slightly bent and this was the only damage done to the plane. This was at 12:25 PM. December 6th.

When the airplane nosed up, our hats and portfolios which we had on the back seat fell forward. Immediately after landing, Col. Segundo opened the door on his side, permitting our hats to fall out. I managed to rescue my 11-year old Stetson, but had to abandon Col. Segundo's which was in very deep water. Immediately, I rushed back to the plane and told them that if we could pull the plane down to normal position we could stay in it, sheltered from the wind and rain. I got a rope out of the baggage compartment and then over the tail. General Santos and I pulled it while Col. Segundo lifted the nose and without trouble, we pulled the tail down and had the airplane in a normal position. We climbed into the cabin and for a few minutes discussed matters, trying to determine exactly where we were. Very shortly, a man (he and his wife were the only inhabitants on the island) came up to the airplane. General Santos and Col. Segundo talked with him for several minutes and veri-

ified our position, which was Anirong Island. They also negotiated for some food and water. The old man went away and within 30 minutes he returned with a big pot of steaming rice and nine hard-boiled eggs and two large fresh coconuts, to us, a feast. General Santos gave him a peso which I considered a most brilliant investment. Soon after the old timer left, the rain slackened. General Santos and Col. Segundo decided to do a little reconnoitering and to find some stakes which I wanted to use in tying down the plane. They returned with the old man, who had stakes and a bolo which we used in securing the plane to prevent it from being blown away. We decided to stay in the plane for the night.

While General Santos and Col. Segundo had been in the old man's nipa hut they talked of the possibilities of existing for an indefinite period in the islands. They estimated that they had some fifteen big chickens, one pig of about 30 or 40 pounds, plenty of coconuts, three big sacks of rice and other food, as well as plenty of fresh rain water. Obviously, we were in no immediate danger of starvation.

Shortly after it began to get dark, the wind appeared to be stronger and we decided to leave the airplane for fear that we would be blown out to the sea with it. I got my flashlight out of my handbag and we started for the man's hut. We walked only some 50 yards through the coconut groves when the flashlight went out. The wind was blowing 30 miles an hour; darkness was almost complete and rain fell in torrents. Luck was against us, but we determined to get to the old man's house. We held hands in order not to get lost from each other, and after stumbling around over logs, brush and bogs, we spotted a light and headed straight for it. When we got to the hut, a small fire was going. We spent a very miserable night trying to keep warm and sleep at the same time. I was up and down all night putting wood on the fire and warming myself. I could not do much sleeping for several reasons: I was cold; I was trying to sleep on a hard board floor with a sack of rice for a pillow; then, also, I had Lts. Sales and Francisco in mind.

The leader of any flight in aviation, regardless of the size, is always responsible for his men that are flying the other planes. In this particular case, I figured that there was a possibility that both Lts. Sales and Francisco had become involved in even worse difficulties than ourselves, and I felt that, if the worst had happened, I would be responsible for having led them to their death. This was not only a source of worry to me during this first night, but for every night thereafter until Lt. Maxwell dropped a note from

his airplane advising me that they had landed safely near Infanta. That was the best and most welcomed news that I have ever received.

Throughout the time in the island, the wind blew furiously and we had continuous rain. We knew that it was impossible for airplanes to make a search for us in such weather conditions and decided that we would have to remain lost and unheard from for an indefinite period, since it was impossible for our host to take a banca and go to Burdeos with a message.

General Santos had two books and I had several magazines with which we tried to pass the time, but about every 10 minutes, I would go to the door of the hut and make an estimate of the weather conditions. The first symptoms of any possibility of a weather break was Wednesday night, December 8th. Colonel Segundo spotted the moon and a few stars shining through a broken place in the clouds. We predicted good weather for the following morning, but were very badly disappointed within an hour when it was again raining hard. It rained on Thursday until about 2:00 PM. when it started to clear. About 5:00 o'clock, we heard an airplane and figured the search was on and we were shortly to be found. We rushed to the beach and saw an airplane some 10 miles away at approximately 4,000 feet heading for Manila. Through my field glasses, I identified it as a P-12 (Pursuit), but had no idea who was flying it, or where they had been. I later learned that it was Capt. Lewis who had made a rush trip to Jomalig Island to see if we had landed there. He was on his way back to Manila, and at that time he only had sufficient daylight time to get home before dark.

The following morning, which was Friday morning, the weather was clear and favorable. At about 9:00 AM. we sighted two O-19's (Observation planes) heading southeast. They were soon lost from sight, but about 9:30 AM, we spotted an O-19 heading directly for the island. Shortly before reaching the island, we heard the motor throttle down and the plane started on a long glide and we knew that the pilot had sighted our plane. The plane circled our plane and then circled over us. He flew around for several minutes, then came back and dropped us a message which advised us that Lts. Sales and Francisco had landed safely at Infanta, and that he would send an amphibian airplane to pick us up as soon as possible. This message was signed by Lt. Maxwell who was the pilot to discover us. He is Commanding Officer of the Second Observation Squadron at Nichols Field and has been in the Philippines since January, 1935. He is due to return to the States in February,

1938, but there are at least three persons in the Islands who will keep him fresh in their memories.

At 6:30 on the morning of Friday, December 10th, our host and his wife left in their banca for Burdeos with a message that we had drafted, to be sent to the Adjutant General, in Manila. This message was to be sent to Polillo by runner and our host was to get a launch at Burdeos and return to the islands for us. He returned to the island about 11:00 AM with the launch. Although, by this time, we had been discovered by the U.S. Army Air Corps, we kept the launch until we sighted the rescue plane actually coming for us.

At 11:50 AM the amphibian, piloted by Capt. S.E. Prudhomme, landed. We got

our baggage and took off at 12:20 PM and landed at Nichols Field at 1:05 PM.

Recently I heard some discussion as to whether or not the Weather Bureau had rendered us efficient service. It did. In my years of flying in the Philippines, the Weather Bureau has been of the utmost help on all occasions, and I can say only that I hope it continues to render as good service in the future as it has in the past.

For Lts. Sales and Francisco, pilots of the other two planes, this was an invaluable, never forgettable lesson. Certainly, it was for me. I must say, too, that it was the worst predicament that I have ever gotten into during my flying career. I shall not seek another.

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### KEEPING PURSUIT PILOTS ON THEIR TOES

Pilots of the Pursuit Squadrons composing the 1st Pursuit Group at Selfridge Field, Mt. Clemens, Mich., are being put through a rigid series of examinations. The purpose of these tests is to insure, as far as is humanly possible, that Air Force pilots understand and obey the many changes in procedure, both on the ground and in the air, which have occurred in the last few months.

These examinations are given periodically from month to month and must be passed with a score of 100% by every pilot of the Group. Those who fail to make a grade of 100% on the first examination are given one week in which to qualify themselves for reexamination. A typical set of questions for one of these examinations follows:

#### I. Definitions.

1. What is a flight plan and what does it contain?
2. What is a controlled airport?
3. What is a controlled zone?
4. Describe a controlled zone of intersection.
5. Describe "Center of Controlled Zone of Intersection."
6. Describe "Green Zone of Intersection," "Amber Zone of Intersection," "Red Zone of Intersection."
7. Describe "Zone of Intersection Priority."
8. What is an alternate airport?
9. What is a contact flight.

#### II. Flight Rules, General

1. Aircraft approaching for a landing shall maintain a straight glide path for how many feet before crossing the airport boundary?
2. When two aircraft are crossing courses at approximately the same altitude, which aircraft has the right of way?
3. Upon approaching or overtaking aircraft, which way shall aircraft give way (right or left)?

#### III. Flight Rules Contact.

1. What are flight altitude rules for contact flights on a civil airway?

2. What are considered minimum safe altitudes?
3. What are the restrictions for contact flights within a controlled zone, with respect to distance below an overcast?
4. What are the restrictions for contact flights within a controlled zone, with respect to the distance above an overcast or thin cloud level?
5. a. What are the weather minimums outside a controlled zone for day contact flights at or below 1000 feet above the ground? b. Above 1000 feet above the ground?
6. a. What are weather minimums outside a controlled zone for night contact flights at or below 1000 feet above the ground? b. Above 1000 feet above the ground?
7. If weather conditions while enroute on a contact flight change to below minimums, what is required of the pilot?

#### IV. Instrument Flights

1. What are the instrument flight altitudes for Green, Amber and Red Airways?
2. What are the instrument flight altitudes off the Civil Airways?
3. What is the procedure for an instrument flight on an Amber Airway proceeding thru an Amber Zone of Intersection to (a) continue flight on an Amber, (b) to turn right on Red, (c) turn left on Red?

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A Douglas OA-4A was recently ferried to Selfridge Field, Mich., by 1st Lt. John K. Gerhart, Air Corps, from Langley Field, Va. This "duck" is to be used for rescue work over Lakes Erie, Huron and St. Clair. A new steel wing has been installed on this airplane, replacing the old type.

## O B I T U A R I E S

Two promising young officers were lost to the Air Corps as the result of an unfortunate airplane accident on January 21, 1938, at Overhill, N.C., two miles north of Pope Field, Fort Bragg, N.C., when an C-46A airplane, piloted by Second Lieut. Lewis E. Countway, Air Reserve, with 1st Lieut. Earle T. MacArthur, Air Corps, passenger, crashed and burst into flames.

Lieut. MacArthur was born at Atoka, Oklahoma, August 27, 1907. After passing through grammar schools and high school, he attended the New Mexico Military Institute for one year, and the College of Engineering, University of Colorado, for two years. For 2½ years he was a member of the 157th Infantry, Colorado National Guard.

Appointed a flying cadet in the Air Corps, he graduated on June 27, 1929, from the Primary Flying School at March Field, Calif., and from the Advanced Flying School, Kelly Field, Texas, where he specialized in Attack Aviation, on October 12, 1929, on which date he was rated as "Airplane Pilot" and commissioned as Second Lieutenant in the Air Reserve.

Lieut. MacArthur was assigned to extended active duty at Fort Crockett, Galveston, Texas, where he was stationed until March 9, 1933, serving first with the 60th Service Squadron and later with the 90th Attack Squadron. He passed the examination for appointment in the Regular Army, and was commissioned a Second Lieutenant in the Air Corps, with rank from January 6, 1930.

Ordered to duty in Hawaii, Lieut. MacArthur served with the 75th Service Squadron at Wheeler Field to March 23, 1935, when he was transferred to Chanute Field, Rantoul, Ill., where he served with the 45th Pursuit Squadron until September 16, 1935, and then entered as student in the Aerial Photographic course at the Air Corps Technical School. He graduated from this school, with the rating of "Superior" on June 30, 1936, and was then transferred to duty at Pope Field, Fort Bragg, N.C.

Lieut. Countway was born at Quincy, Mass., November 27, 1914. He attended grammar schools and high schools in that city, and in 1936 graduated from the Northeastern University. Enlisting as a Flying Cadet June 25, 1936, he graduated from the Primary Flying School at Randolph Field, Texas, February 25, 1937, and from the Advanced Flying School, Kelly Field, Texas, June 30, 1937, specializing in Observation Aviation, and being rated as Airplane Pilot and Airplane Observer as of that date. He was commissioned a second lieutenant in the Air Reserve on that date and assigned to active duty for a period of three years at Pope Field, Fort Bragg, N.C.

The deep sympathy of the Air Corps is extended to the bereaved families of these young officers who died in the service.

## ASST. SECRETARY OF WAR VISITS MARCH FIELD By the News Letter Correspondent

"America's present aircraft is the largest and finest in the world. But our plans for the future extend further, and you may say that the Army is ready," said the Hon. Louis A. Johnson, Assistant Secretary of War, upon his arrival at March Field by air on January 3rd, last.

Mr. Johnson's visit to the West Coast was the result of an invitation extended by Mr. Earl C. Gilmore, President of the Gilmore Oil Company and President of the Los Angeles Chapter of the Army Ordnance Association. Mr. Johnson was guest of honor and speaker at a banquet held by the Association at the University Club in Los Angeles. He spoke on "War Referendum, a Menace to Peace." In the course of his address he stated that "We are prepared. We have contracts right now with more than 10,000 large manufacturers, many of them in Los Angeles, pledging them to step into action the minute they are needed, if war comes. These firms are equipped or can quickly equip themselves for any emergency they may be called upon to meet."

The banquet was attended by Colonel Pirie, Air Base Commander, March Field; members of the Ordnance Association, and prominent business men and political leaders of Southern California.

While in Southern California, Mr. Johnson inspected March Field and airplane factories in the Los Angeles metropolitan area. Upon his arrival at March Field, he was met by Colonel Pirie and his staff.

From Los Angeles, Mr. Johnson flew to San Francisco, where he spoke on "Industrial Mobilization," and from San Francisco to Portland, Oregon, where he was the guest speaker at the "Jackson Day Dinner."

The C-32 in which Mr. Johnson was flying was piloted by Lieuts. J.W. Persons and Jesse Auton, of Bolling Field, D.C. Lieut. Auton, Mr. Johnson's aide, was recently stationed at March Field. The officers of this station greatly enjoyed renewing acquaintanceship with this splendid young officer.

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Staff Sergeant Preston A. Cuthbertson, stationed at Fort Bragg, N.C., was appointed a Technical Sergeant, Air Corps, January 20, 1938, to fill a vacancy at Mitchel Field, N.Y. For the present, Technical Sergeant Cuthbertson will remain on detached service at Fort Bragg.

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Selfridge Field, Mt. Clemens, Mich., has the unusual honor of having the two ranking officers of the Air Corps on the field within a few hours of one another. Major General Frank M. Andrews, Commanding the HQ Air Force, arrived on January 12th and left at 10:30 a.m. on the 13th. At 1:00 p.m., Major General Oscar Westover, Chief of the Air Corps, dropped in from Cleveland and remained overnight.

V-7621, A.C.

## NOTES FROM AIR CORPS FIELDS

### Langley Field, Va., January 19th.

Three days after Cullen Tate, director of the flying sequences of Metro-Goldwyn-Mayer's "Test Pilot" departed from Langley Field, various members of the 2nd Bombardment Group took off for March Field, Calif., where they were used to complete the scenes in this movie, which has its story built about the Air Corps.

The officers who comprised the flight included Majors Vincent J. Meloy, Caleb V. Haynes, Captains Robert B. Williams, Archibald Y. Smith, Darr H. Alkire, Alva L. Harvey, Hilbert M. Wittkop, Cornelius W. Cousland and Lieuts. Ford J. Lauer and Warren H. Higgins.

As co-pilots there were Captain Ivan M. Palmer, Lieuts. Frederic E. Glantzberg, David R. Gibbs, Ralph E. Koon and Thomas L. Mosley, with Captains Benjamin W. Chidlaw, William D. Old, Cornelius W. O'Connor and Lieuts. Clarence K. Longacre, Charles E. Bockman, Carl W. Carlmark, James H. Rothrock, William P. Ragsdale and Russell L. Waldron as navigators.

First Sergeant George Dougherty, Sergeant George C. Ikner and Private 1st Class John E. Colbert have painted on the walls of the 20th Squadron dining room excellent murals of the Canadian Rockies, Hawaii, a scene near Mt. Rainier and a favorite scene in Montana, all having a formation of B-17's in the foreground.

With no warning whatsoever, Captain Alva L. Harvey, 20th Bombardment Squadron, disappeared over the week-end of the New Year and, to everyone's astonishment, reported back several days later with a charming bride, the former Miss Lillian Tridell, of Washington, D.C. According to Dan Cupid, the knot was tied in the District on January 3rd.

Captains Charles H. Caldwell and Neil B. Harding, with Lieuts. Paul G. Miller and John A. Sanford, departed from this station enroute to Maxwell Field, Ala., to pursue a course in Naval Operations at the Air Corps Tactical School.

Captain John Bodle, 36th versatile flight commander, accompanied Captain Glenn Barcus, commanding officer of the 35th Pursuit Squadron, on a comprehensive, though somewhat fruitless, assault on the guileless ducks inhabiting Lake Drummond, North Carolina. The skirmish lasted for two days, with no quarter given or expected on either side.

The Headquarters and Headquarters Squadron of the Eighth Pursuit Group lost a capable and well-liked "Skipper." Captain Walter L. Wheeler, in command for the past half year, was assigned to a new job - that of Base S-2.

The most recent arrival in the 33rd Pursuit Squadron is 2nd Lieut. Beirne Lay, Jr. He has been flying a desk for the past year in the Base Intelligence Office, hence the alacrity with which he moved in on us for a double dose of tactical flying and gunnery.

On January 4th, Staff Sergeant Chaput, 49th Bombardment Squadron, departed for Wright Field, Ohio, where he will be on detached service to assist in further developing his invention for the Link Trainer and Trailer.

### Barksdale Field, La., January 24th.

Lieut. Colonel Ross G. Hoyt, 20th Pursuit Group Commander, departed from Barksdale Field, La., on January 17th on an extended air navigation flight to Selfridge Field, Mich., via Maxwell Field, Ala.; Langley Field, Va.; Bolling Field, D.C.; Mitchel Field, N.Y., and Buffalo, N.Y. Major Armin F. Herold assumed command of the Group during the absence of Col. Hoyt.

The 20th Pursuit Group received a B-10B from Langley Field, Va., and two BT-9B's from the North American Factory at Englewood, Calif. The two BT-9B's were ferried from Englewood, Calif., by Colonel Hoyt and Major Herold. The B-10B is used for towing targets for mass firing, and the BT-9B's are used for instrument flying training. The pilots of the 20th Pursuit Group are being kept very busy despite the loss of fourteen P-26A airplanes.

The following-named officers have been assigned to the 20th Pursuit Group: 2nd Lieuts. E.B. Cassady, P.F. Davis, J.W. Bleasdale and A.P. Tacon, Jr., Air Reserve.

77th Pursuit Squadron: Major M.N. Clark, 1st Lieuts. F.K. Morrill, Jr. and N.D. Sillin, Air Corps, and 2nd Lieut. L.M. Rohrbough, Air Reserve, were flown from Barksdale Field to Duncan Field, Texas, in the C-33 transport to pick up four P-26A airplanes which were transferred out of the 77th last month. The P-26A's were ferried to the Rockwell Air Depot by way of March Field, and the pilots returned to Barksdale Field in the C-33 on January 15th.

The Pursuiters have been brushing up a bit on sending and receiving code. Half-hour classes in code are held daily for all officers.

During the past month the 77th received two new officers into the Squadron. Second Lieut. Cecil S. McFarland, Air Reserve, reported in during the holidays and 2nd Lieut. Paul F. Davis, Air Reserve, arrived during the latter part of January. Both officers recently graduated from Kelly Field, Texas.

Second Lieut. Park R. Learned, Jr., Air Reserve, was married to Miss Marjorie Morrill, of Minneapolis, Minn., on December 27th.

### March Field, Calif., January 26th.

Captain Fletcher E. Ammons, Medical Corps, stationed at March Field, is receiving congratulations from officers and men of this station on his initiation into the Alpha Chapter, University of California, Los Angeles; of Phi Beta Kappa, national honorary scholastics fraternity, and his promotion to the rank of Major practically at the same time.

Major Ammons was elected to Phi Beta Kappa by William and Mary College in Virginia in 1932, in recognition of his outstanding service to the Army as a physician and surgeon. He was assigned to March Field on May 13, 1933, and, due to his ability in his profession and pleasing personality, has endeared himself to all personnel of this station and the community.

On January 17th, at the Post Theater, Norman

Alley, Universal News Reel's ace photographer, showed to the officers and noncommissioned officers of March Field the internationally famous picture taken by him of the sinking of the PANAY.

Mr. Alley also showed many other interesting war scenes taken in and around Shanghai and Nanking. Immediately following the showing of these pictures, Mr. Allen talked informally of his observations and experiences in the conflict in the far east. The bringing of first hand knowledge by a world famous figure, who was actually present on the Panay and observed and photographed all operations connected therewith, was most interesting to the officers and non-commissioned officers of this station.

#### Material Division, Wright Field, Ohio, Jan. 26.

For the purpose of evaluating data on transport-cargo airplanes in preparation of a meeting of the Transport-Cargo Board at Wright Field, the following officers made up a committee: Captains A.E. Johnson, C.A. Ross, Lieuts. George Smith, Marshall Roth and D.C. Doubleday.

The Hon. Harry E. Woodring, Secretary of War, arrived from Washington by air about noon on January 6th with a party. After lunch with the Chief of the Material Division, they flew on to Kansas City.

Major L.L. Beery and Captain A.A. Kessler entrained for the West Coast, ferrying therefrom two North American BT-9's to Wright Field, assigned there for incidental flying.

Lieut. Cephas W. Gary, Dental Corps, of Fort Benjamin Harrison, arrived at Wright Field on January 10th for a month's temporary duty in the Flight Surgeon's Office for the purpose of making a dental survey of military personnel.

Captain T.A. Sims and Captain L.C. Craigie, with Medical Officer Captain H.A. Armstrong, were called to Fort Knox, Ky., on January 10th to pick up an enlisted man and fly him to Washington for treatment at Walter Reed Hospital. A Douglas B-18 served as the ambulance in this instance.

Lieut. Colonel Oliver P. Echols, Chief of the Engineering Section, returned the latter part of January from a two months' leave of absence, looking improved for his rest. He left on January 23rd for Washington for a conference with the Chief of the Air Corps.

#### Advanced Flying School, Kelly Field, Texas.

Lieut. C.M. McCorkle, a graduate of the October class at the Advanced Flying School, left San Antonio on January 15th under orders for the Panama Canal Department.

First Lieut. John C. Covington was transferred from Kelly Field to the Denver Branch of the Air Corps Technical School.

Second Lieuts. Carl K. Bowen, Jr., Jehn M. Bartella, Conrad F. Neerason, William E. Covington, Jr., Joseph J. Nazzaro, William M. McBee and Cecil E. Combs have received orders assigning them to the Philippine Department. At the expiration of short leaves of absence they will embark on the transport leaving San Francisco on January 29th.

Six lieutenants of the Air Reserve have recently completed refresher courses at Kelly

Field. Second Lieut. Anthony G. Hunter was assigned to March Field, while 2nd Lieuts. Ernest B. Cassidy, Paul F. Davis, Norton H. Van Sicklen II, and Eckford Hodgson have departed on short leaves of absence, at the expiration of which they will report to the Commanding Officer of Barksdale Field, La., for duty. Lieut. Howard S. Martindale also completed the course and will leave for Barksdale Field at a later date.

#### San Antonio Air Depot, Duncan Field, Texas.

Lieut. Colonel Henry J.F. Miller, Depot Commander, and Major E.D. Perrin, Chief Engineering Officer, flew a C-33 Transport to Denver, Colo., and return, Jan. 17-18, transporting supplies required for the repair of Hamilton Field B-18 airplane which was damaged on landing at Denver.

Recent visitors at the Depot, passing through by air, were Lieuts. J.W. Egan and J.B. Stanley, of Langley Field, Jan. 9th, enroute flying a B-18 from March Field to their home station, and Lieut. C.T. Mower, of Marshall Field, Fort Riley, Jan. 6th, returning to that field on a cross-country flight in a B-10.

Mr. A.E. Stuart, Air Corps Inspector from the Office of the Western Procurement District, Inglewood, Calif., was a visitor at this Depot January 20th to confer with the Depot Engineering Officers in connection with airplane assemblies and spare parts.

Mr. George Paulson, Chief Engineer of the BG Spark Plug Corporation, New York City, visited the Engineering Department of this Depot on January 19th and 20th to discuss problems pertaining to BG spark plugs.

The quarterly Control Area Supply and Engineering conference and luncheon at this Depot was held on January 11th, and was attended by some 26 officers of the Air Corps stations of the area and this Depot.

Lieut. P.S. Blair flew a B-4A plane to Amarillo, Texas, and return, January 7-10, transporting mechanics and equipment to install a new propeller on a Selfridge Field Y1P-36 plane then at Amarillo.

To take care of the tremendous increase this winter in the tonnage of Air Corps supplies required to be flown into and out of this Depot by the 3rd Transport Squadron in the interdepot transport service, four officer and three enlisted pilots and co-pilots and two enlisted mechanics from the other three Air Depots have been placed on temporary duty with the 3rd Transport Squadron for about three months in this connection, and three C-33's have been loaned to this Depot from the other Depots. Lieuts. V.M. Byrns and H.L. Dulin, Air Reserve, with Pvt. 1st Class A.G. Kolaitis, reported January 6th from the 4th Transport Squadron, Rockwell Air Depot; Lieut. V.V. Poupitch and Sgt. H.F. Berry reported January 8th, and Lt. K.A. Cavenah, January 13th, from the 2nd Transport Squadron, Middletown Air Depot; and Master Sergeant C.B. Guile, Tech. Sgt. D.M. Swisher and Corporal C.F. Stracke reported January 4th from the 1st Transport Squadron.

Recent interdepot freight transport trips in C-33's by pilots of this Depot were made by

Lt. L.P. Kleinoeder to the Rockwell Air Depot and return, Jan. 6-7; Lieuts. V.M. Byrne and H.L. Dulin to the Fairfield Air Depot and return, Jan. 7-11, and again Jan. 17-20; Lieut. J. Will Campbell to Denver, Colo., and Fairfield Air Depot and return, Jan. 10-13; Lieut. V.V. Poupitch to the Rockwell Air Depot and return, Jan. 10-13; Major C.F. Horton and Tech. Sgt. Jackson to the Fairfield Air Depot and return, Jan. 12-15; Lts. C.B. Collier, P.S. Blair and W.R. Boutz, and M. Sgt. C.P. Smith to the Rockwell Air Depot, Barksdale Field, and return, Jan. 13-15; Lieut. Kleinoeder and Staff Sgt. Tyler, Jan. 18-20, to the Rockwell Air Depot and return; Lieut. Poupitch and Lieut. Cavenah, leaving Jan. 18th for the Fairfield Air Depot and return; Lieut. Colonel Lester T. Miller and Lieut. Max H. Warren, leaving January 19th for the Fairfield Air Depot and return; Lt. Collier and Tech. Sgt. Jackson, leaving Jan. 19 for the Rockwell Air Depot.

#### 18th Pursuit Group, Wheeler Field, T.H. 1-7-38

The gaiety of the Yuletide season was marred by the first major accident of the new year when 1st Lieut. Paul D. Bunker, Jr., was killed in an airplane crash on the morning of January 7, 1938, during the quarterly load test flight of the 18th Pursuit Group. Lieut. Bunker was flying a P-12 in formation at an altitude of 800 feet over the bombing range at Kole-Kole Pass. Going into a dive at the target below him, the upper wing of his ship collapsed and the plane broke into flames. Mute evidence of the aftermath disclosed that the bombs which he was carrying must have exploded when the flaming plane crashed to earth.

Lieut. Bunker was last season's baseball coach as well as Squadron Commander of the 6th Pursuit Squadron. The officers and men of the 18th Group join in extending to Mrs. Bunker and her young daughter their profound sympathy.

At the annual election of officers of the Wheeler Field N.C.O. Club, First Sgt. D.S. Williams, of the 75th Service Squadron, was elevated to the President's seat by a unanimous vote of the members. Master Sergeant Kura L. Horn and Sergeant Joseph Eyth, also of the 75th Squadron, were elected to the offices of Vice President and Treasurer, respectively. Staff Sgt. Kolb, of the 26th Attack Squadron, "nosed out" Staff Sgt. Olsen, of the 75th, for the office of Secretary. At the conclusion of the elections, refreshments were served. Following some entertainment, an interesting program of events for the coming month was announced. No cigars were distributed by the newly elected officers.

At a recent review of the 18th Pursuit Group, Major Clayton Bissell, Group Commander, made awards as follows for signal achievements in athletics: To Captain Acheson the Ethridge Golf Trophy for 1937; to the 75th Service Squadron a trophy for the Volley Ball Championship of 1937; to the 6th Pursuit Squadron a trophy for the Basketball Championship for 1937; to the Coach, Trainers and Players of the 1937 Group Base Ball team, sweaters and monograms.

Privates, 1st Cl., William Bayham, 75th Squadron; Theodore Borek and Herman Stolte, 26th Attack Squadron, recently made visits to the

Group Tailor Shop to have one additional chevron sewed on their uniforms. Two of them could have spared themselves some expense by buying their Corporal chevrons from Sam Smith, of the 19th Squadron, and Charles R. Kelley, of the 26th Squadron, now that both are newly appointed Sergeants.

#### Moffett Field, Calif., January 20th.

Moffett Field is just worrying along in its winter schedule of routine work. There is nothing startling to report.

The first of January saw the Post Basketball team starting its regular scheduled games. They have won a couple and lost a few, but, like the sun dial that records only the sunny hours, we elaborate only on the games the post team wins.

The many friends out of the old 19th Airship Squadron will be pleased to learn of the promotion of Corporal Horace R. Slutter to Staff Sergeant, 1st Weather Squadron, Air Corps. His promotion is well deserved. He is the proud possessor of two letters of commendation, signed by General Foulis and General Westover, respectively, for meritorious work in conjunction with the stratosphere flight on November 11, 1935, when the U.S. Army Air Corps balloon "Explorer II" ascended to a new world's altitude record of 72,395 feet above sea level. Staff Sgt. Slutter, then a Corporal, "stood by" relaying weather reports. Congratulations, Staff Sgt. Slutter!

Sergeant John W. Miller, 1st Weather Squadron, was scheduled to leave for the Philippines on the Transport GRANT on January 29th. He traded his Pfc stripes for Sergeant's chevrons and a boat ride. Bon Voyage!

Technical Sergeant William George Washington, Ordnance, was assigned to this field to take over the duties of Ordnance property clerk. This is welcome news to the Armament Section and to all concerned, as Tech. Sgt. Washington comes well recommended.

#### Bolling Field, D.C., January 21.

The Post New Year's Dance, held at the Bolling Field Gym on Friday, December 31, 1937, from 9:30 p.m. to 1:30 a.m., proved to be a great success. Excellent music was provided by the "Army Band" orchestra, which is composed of enlisted men of the United States Army Band stationed at the Army War College.

The January dances for men of the Post and their guests was held in the Gymnasium in connection with the Fort Belvoir-Bolling Field Basketball game on January 22nd.

#### Luke Field, T.H., January 3, 1938.

4th Observation Squadron: Prior to the holiday period, this Squadron was busily engaged in aerial gunnery qualifications. This work will be continued during the next month. The week, December 20-24, was spent in repainting and cleaning the Squadron area, as well as scraping the mat. The latter proved to be the biggest problem.

Mess Sergeant Lionelli filled everyone to capacity plus with Christmas and New Year's dinners, and he and his staff deserve a great deal of credit for their handling of turkeys. Everyone welcomed a most deserved rest period.

and join in wishing all the service a happy and successful year during 1938.

23rd Bombardment Squadron: Along with the other squadrons in the 5th Composite Group, we just finished a rehabilitation period, during which all squadron areas, buildings and offices received a thorough cleaning, and wherever possible a coat of paint. Now with our best foot forward, we are all set to start the second half of our training for the fiscal year.

Just prior to the holidays there were several additions to the Squadron's list of pilots. One was Lieut. J. Sutherland from Langley Field. No quarters for him being available on the post, he took up residence in the newest house in Pearl City. Capt. Douthit and Lieut. Bisson, formerly attached to us for flying, joined the ranks of our assigned pilots. Lieut. T. Anderson, recently transferred from Wheeler Field, joined us as an attached pilot. Lieut. Gilkes completed his three months' stay on the mainland and has returned to duty. This recent shake-up gives us a total of ten assigned officers, with eight more attached to us for flying. With this group of pilots we hope to keep our ships in the air more than we were able to do in the past.

50th Observation Squadron. Sergeant Hinkle received his orders for Barksdale Field; Master Sergeant Chapman transferred to the 18th Wing; Master Sergeant O'Callaghan transferred to the Squadron from the 23rd Bombardment Squadron; Staff Sergeants Richards, Kremer, Flanagan and Garduque arrived on the December 29th Transport and were assigned to this organization.

#### Selfridge Field, Mich., January 8th.

Having been left out in the cold as far as the present rage over skiing (sheeing) is concerned, pouting Pursuit pilots parked permanently on the placid plains of Michigan have turned their attention to the two local means of outdoor exercise available. Besides the two excellent ice skating rinks lately constructed, one has only to walk a few feet from the front door to be able to skate all the way to Canada on the frozen surface of famous Lake St. Clair.

Lately some of us became curious to try the sport which every winter sprinkles the frozen surface of the lake with innumerable small shacks, automobiles, and lone figures afoot - ice fishing. After a little pioneer work by such indefatigable super-sportsmen as Lieuts. Van Auken, Ray Todd, and Warburton, we have decided that the following equipment is desirable: fish hooks, string, sticks, red flannel underwear, patience, a natural liking for fish, plenty of time, hot chocolate and a divorce. Having secured the foregoing, you get into your car, drive over the Commanding Officer's front lawn and on to the ice of the lake until the car goes through. (It's O.K., boys, she's only six feet deep).

Having arrived at the selected spot, you dig one or more 12-inch holes in the ice, place a pair of sticks across the hole cross-wise, so that when the fish bites the top stick will bob up and down, and then start waiting. Many ice-fishermen take a collapsible shack, a la Chick Sales, along for shelter from the wind and light. With this sort of protection, you can

see into the water to the bottom and watch them nibble. A small stove may also be included for perfect comfort. But don't let the shack sit in one spot too long...Have you read "Gone with the Wind"?

17th Pursuit Squadron: Word was received that the "Fighting" 17th will soon be equipped with 15 nice shiny P-35's. These ships are due to arrive in time to participate in the Wing Maneuvers to be held in the Tampa Bay area, Fla., March 14-31.

Lieut. Cochran returned from a leave of absence, during which he visited his parents at Fort Huachuca, Ariz., and renewed acquaintances at Randolph Field, Texas.

Private Parker Smith was recently informed that he had won a two-year scholarship in Air Conditioning and Refrigeration at the National Schools, Los Angeles, Calif., being chosen from among thousands of competitors. He is planning on leaving soon to enroll at this School.

Private Bruck won his first fight in the Golden Gloves Tournament in Detroit by a decision after three fast rounds.

Private Kermit Letson departed for the Air Corps Technical School to take the Armament Course.

Sergeant H.E. Ellis was transferred to Panama.

#### Hamilton Field, Calif., January 17th.

The Air Corps officers and men at Hamilton Field were out on the parade ground on Saturday morning, January 15th, doing "Squads right," "Squads left," and "Right front into line," like old time "doughboys" as some of them are. Drills will be held weekly hereafter in accordance with instructions from the First Wing, GHQ Air Force, with inspections once a month. So, there will be a weekly shining of the leather and polishing of the brass from now on.

Following the War Department policy of widening its officers' knowledge of other branches of the service than the one to which they are assigned, six officers from the 9th Corps Area stations have been ordered to Hamilton Field for a contact course.

The officers in question are Major Jay D.B. Lattin, Signal Corps, of Headquarters, Ninth Corps Area, Presidio of San Francisco; Major Willard W. Irvine, 6th Coast Artillery, of Fort Winfield Scott; Major Manly B. Gibson, 6th Coast Artillery, also of Fort Winfield Scott; Captain Harry M. Schwarze, 76th Field Artillery, Presidio of Monterey; Captain Charles F. Hudson, 30th Infantry, Presidio of San Francisco; Captain Ray B. Floyd, 30th Infantry, Presidio of San Francisco.

These officers were to be on detached service at Hamilton Field for approximately two weeks. The schedule of training includes the study of and observation of the various departments, such as Operations, Engineering, Parachute, Armament, Meteorology, and Photographic. They were also to be allowed to ride as passengers on such flights as were scheduled during the period.

Air Corps officers will in turn be ordered to the other branches, and likewise study their methods. It is found that such exchanges give an insight into the methods and problems of the associated services and make for necessary co-operation and efficiency.

## Chanute Field, Rantoul, Ill., January, 1938.

The morning report for December 31, 1937, of probably the newest and largest squadron in the Air Corps showed an enlisted strength of 602 men! This squadron (not regiment) was organized on September 1, 1936. Since that time the permanently assigned men, numbering about 160 and led by Major Earle G. Harper, Air Corps (a former doughboy and proud of it) have established a truly enviable record, i. e.:

1. There have been no desertions.
2. Not one man has been court-martialed.
3. Only one venereal case has occurred.
4. Of 21 men discharged during the last calendar year, 18 reenlisted, two returned to college and one got a good job in civil life.

And all this in spite of crowded antiquated wooden buildings and very limited facilities for exercise and recreation. Further and most gratifying of all is the fact that at the last two annual inspections of the organization, not only were no discrepancies or irregularities noted, but the organization was especially complimented upon the excellence of the records and the exceptionally high state of its morale.

What and where is this organization? It is the Headquarters and Headquarters Squadron, Technical School, Chanute Field, Ill.

Major Harper has been ably seconded by Capt. George H. Steel, A.C., and by such invaluable men as 1st Sergeant Lloyd T. Burval, Technical Sergeant Walter H. Campbell, Staff Sgt. John O. Briegel, Sergeant Everret F. Painter, Corporal Paul G. Almer, Privates 1st Class Earle W. Brenner and Ve Loyce G. Winslow, to all of whom a great deal of credit is due.

Such a splendid beginning should give future commanders of the organization a real record at which to aim. It is a record of which all members of this Squadron are justly proud.

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## KEEPING FIT

**Bolling Field** The basketball team to this date has engaged in 15 games, winning 9 of them against the best military and civilian teams in the vicinity. An outstanding feature of the squad this year is that 9 of the 14 men comprising same hail from Pennsylvania. The team is at present tied for first place in the Government League of Washington, D.C., with the Bureau of Engraving.

After suffering setbacks from Myer in their crackerbox gym and Fort Belvoir at Belvoir, the team is ready to meet their Army rivals in the first games on the Bolling Court.

The closest and by far most hard fought game of the Army League so far this season was the Bolling-Fort Washington contest at Fort Washington, January 15th. The score was tied 18-18 at the end of the first half and 27-27 at the end of the third quarter. With less than one minute to play in the fourth quarter, Govedich made two field goals from the center of the floor, placing Bolling in the lead 33-32. The game ended a few seconds later, neither team scoring again.

The Post Boxing Team, coached by Technical Sgt. Norris, 14th Air Base Sqdn., is now training at the gymnasium for engagements in indi-

vidual matches with other Army posts in the near future. The team is now composed of 16 men, mostly all newcomers, who are depending on splendid coaching to become well fitted for fighting not only this season but seasons in the future. With new boxing equipment recently purchased and lots of interest stirred up within the Post, Bolling expects to make a success in its first venture into this popular activity. Three men of the team were scheduled to have their first taste of early season competition with three of the Belvoir Squad, following the Belvoir-Bolling basketball game at Fort Belvoir on February 2nd. Other meets with Army posts will precede the big "Third Corps Area Boxing Tournament" on April 21, 1938.

**Hamilton Field** An officer tennis team from this Air Base invaded Moffett Field on January 10th and defeated the home team 5-4. Led by Majors Dewitt and Davies, the team composed of Lieuts. Flanick, Karnes, Ladd and Ogden, barely nosed out the men of the peninsula base after each team had won three singles and one doubles match. Lieuts. Flanick and Ogden won the deciding doubles match, giving the Hamilton Fielders the needed win.

During the dying days of 1937, Sergeant James C. Hardy, czar of athletics at Hamilton Field, issued a call for men to participate in a mid-winter tennis tournament. The 32 men who turned out, although not in the Donald Budge category, proceeded to demonstrate that men of this Air Base, like all good Air Corps men, have an intense hatred for FOG. Of all the racket swinging your correspondent has ever seen, this one series of games really took the cake. Each time a contestant hit the ball he yelled out "Fore" so that his opponent could judge from which direction the ball was coming. Yep, sorry to say, one or two times the boys failed to yell, and the whistling of a forehand drive brought out a yell of protest from the opponent. Yells, umpire calls (my error, he couldn't see either) bouncing balls and chattering teeth all combined to sound like a radio operator's night mare. Seriously though, this tournament was really the success that the Sergeant had planned and hoped for.

Loafing through the first three rounds of the tournament were two sergeants - Staff Sgt. Geo. E. Johnson and Sgt. H.E. Brosius. Going into the finals with all barrels loaded, these two men put on a battle that was really worth seeing. Beautiful drives mixed with cut shots really combined in making this match worthy of the tournament itself. The fireworks ended with Sgt. Brosius winning, with sets of 6-3, 6-4, 3-6 and 8-6. He was presented a beautifully engraved trophy, while the runner-up, Sgt. Johnson, was the recipient of a merchandise gift. All who participated received tennis balls as consolation prizes.

**Barksdale Field** The Basketball season is in full swing at this field, with Hqrs. and Hqrs. Sqdn., 20th Pursuit Group, right in the middle, with three wins and two losses. Headquarters Squadron started the season with a bang by turning in a victory over the 90th Attack Squadron, one of the superior

teams on the field. With their feathers high, in fact too high for their own good, they were thrown for a loss when the ONE MAN team of the 79th Pursuit Squadron put them out for the count. With Sgt. Donald E. Wendle's superior coaching, the team has shown a remarkable come-back by turning in two victories, with one loss. The Hqrs. team has shown excellent progress, but the boys would do much better playing with a little more support. One whole-hearted supporter of the team is PFC John Adams, who not only razzes the opposing team, but his own team mates - the Ole Headquarters Spirit. The Hqrs. team suffers the temporary loss of a valuable player, PFC Hollowell, due to back injury.

**Langley Field** The newly formed Post wrestling team, coached by Charles C. Nixon, YMCA Director, officially launched its 1938 grappling card on the evening of January 10th, at the Norfolk Navy "Y," being defeated by the mad matmen of the Central YMCA, champions of the Virginian Tidewater section for the past few years, by an 18 to 16 count, after holding a 16 to 15 margin going into the final and deciding bout.

**Wheeler Field** In their first basketball game of the 1938 season, the Group team met defeat at the hands of the staff team from Schofield, in the Air Corps Gym, by the overwhelming score of 72-20.

Both the officers and enlisted men's bowling teams are faring much better. Both teams invaded the Schofield Regimental League with a grim determination to hold their present position of first place at the close of the season which is just entering the second half, and which position, incidentally, they have held from the outset of the season. They are fired no doubt by the many rumors that should they win the championship they might get a trip to the Windy City to compete in the Bowling Congress competition.

The Group baseball diamond is in the process of a complete facial, and the stands are being rejuvenated in preparation for the forthcoming baseball season. Local sports enthusiasts would have us believe that the arrival of recent transports overflowed the Group with stellar ball players. We who have been here for the past few years sincerely hope these reports are true. But after the 1936 and 1937 seasons, there are fans who have just about adopted the cynical attitude generally reserved for a gentleman from Missouri. However, they are lending an attentive ear to any and all reports in the hope that some miracle will occur to erase last year's nightmare from their poignant memories.

**Selfridge Field** The basketball team has been mowing down all opponents, and to date has a record of 15 wins in 17 games.

Playing on the average of four games a week, and meeting all the leading amateur teams in the State, their record is considered unusual in that they manage to outscore teams which have the advantage of height and the pick of former school and college stars. On January 28th the Mitchel Field team arrived here, and

before a capacity crowd Selfridge nosed out Mitchell, 41-35, in a fast, clean game. The visitors showed lots of class, and since they are leading the Army League in the 2nd Corps Area, the win by Selfridge was proof of the caliber of the local team. Despite the fact that they played Fort Jay the previous night, coupled with the handicap of a strange court, Mitchel Field was far from being outclassed, and the outcome was in doubt until the last minute of play. It is hoped other Air Corps teams will be able to visit here, as the attendance at this game proves that the crowd relishes competition within the service more than with civilian teams.

In the Golden Gloves Tournament at Detroit, Selfridge's boxing squad got off to a flying start when they made a clean sweep of their first round bouts, thus winning favorable comment from the sports writers and spectators in Detroit. Decked out in green and gold trunks and bathrobes, the boys made a big hit with the crowd and stole the show by their clean cut victories. The spectators rooted for the boys from the start and seemed surprised to learn that the team was composed of enlisted men from Selfridge Field, as it was the first time a team representing this Air Base had taken part in the Golden Gloves Tournament. The winners of the first round bouts were Al Perry, 126 lbs.; Jack Breitenstein, 135 lbs., and Don Wilson, 145 lbs., all from the 3rd Air Base Squadron.

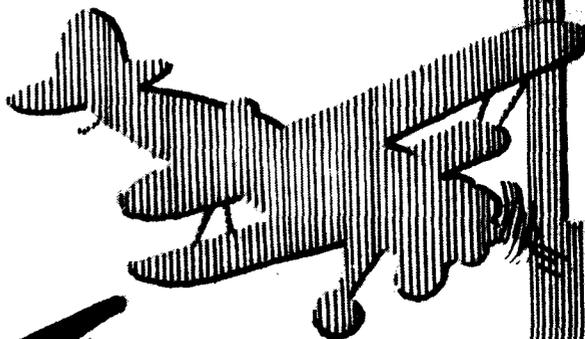
**Chanute Field** That there is no dearth of athletic talent at Chanute Field, and particularly in the 10th Air Base Squadron, is easily revealed in the current seasonable sport- basketball. Nine of the 14 Chanute men who compose the Post basketball contingent are members of the 10th Squadron, with the first string five made up entirely of men from this outfit. However, the credit is to be equally distributed among all of the 14 men on the roster who, down to the last man, have turned in some exceedingly brilliant performances and together have given the best exhibitions of effective basketball-tossing seen on the Post in a number of years.

The first quintet, composed of Steinke, Gilroy, Shipman and Wayne and Louis Rasmussen, in addition to the other stellar hoop experts, have gathered quite a following who have been taking in most of the "road" games of the team.

The team has hung up an imposing record this season with well earned victories over such formidable foes as Illinois State Normal "B" Team, the Rantoul Independents and the Champion Elks, a group of ex-college stars. They have also annexed triumphs over a number of other worthy opponents in other parts of the State. Their latest victory was scored January 18th at Lincoln, where the Post Champs defeated the local five in a hard fought, closely contested battle by the score of 40-30, the Chanute men turning on a last minute power drive that spelled victory.

The main event squad, as well as the second team, which also boasts of some notable successes on local gym floors, is coached by Sgt. Vickery, also of the 10th, who has done a mighty fine job with some mighty fine material.

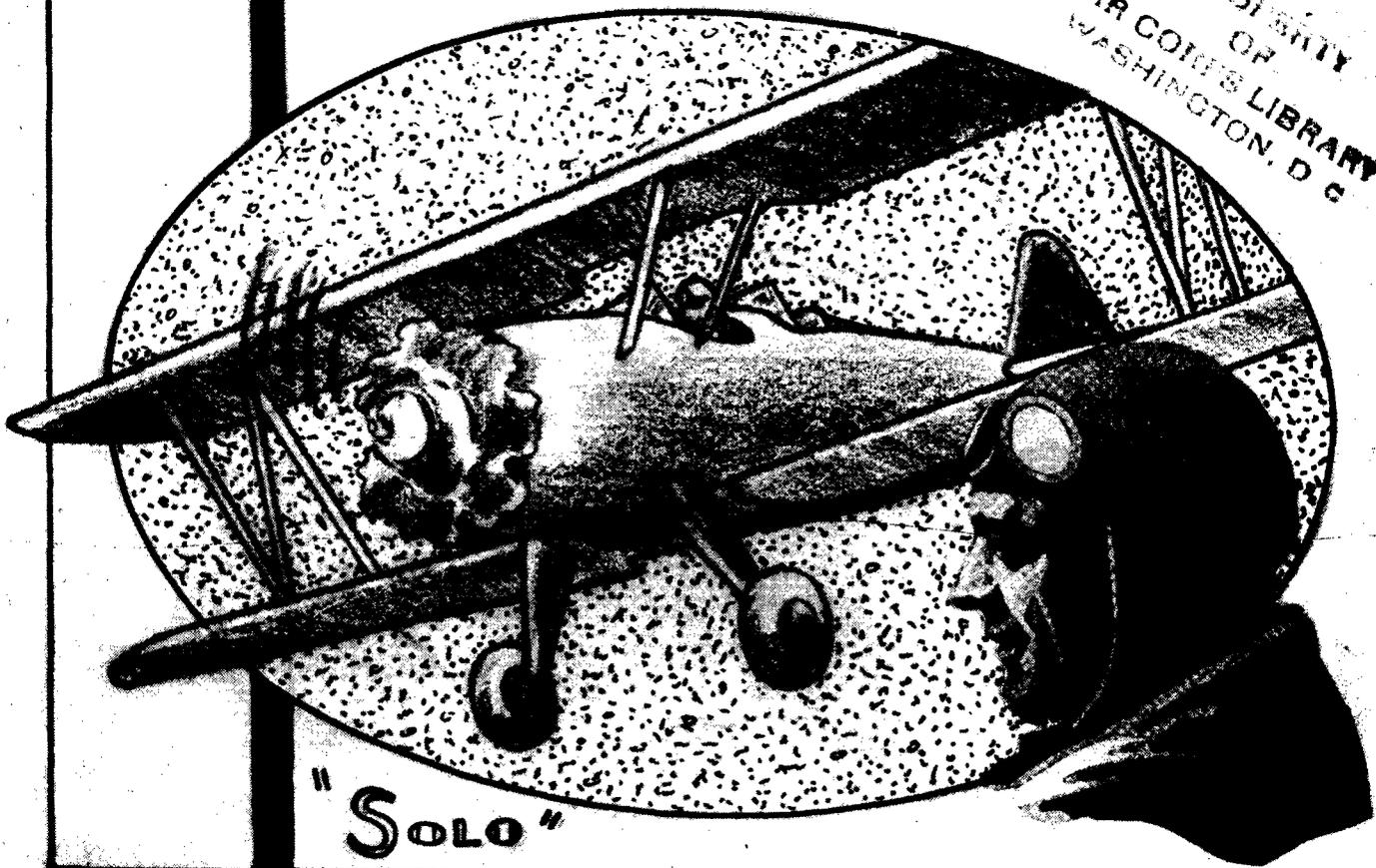
Air Corps



# NEWSLETTER

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE ARMY AIR CORPS FOR 1937 - A REVIEW

Ed. Note: The review of Air Corps activities and of various aeronautical events during the calendar year 1937, as hereinafter given, is not intended as a full and complete chronology thereof. The necessary time required to conduct the research work incident to the compilation of a complete chronology has not been available. Furthermore, space is lacking for the publication of a more complete report. It is believed, however, that the chronology of events given here should afford the reader a fair idea of the various activities in which the Air Corps was engaged during the past year.

CHRONOLOGY

Personnel - Appointments, Changes, etc.

The first Army Air Corps officer to achieve the distinction of being appointed a permanent general officer of the line of the Army was Brigadier General Henry C. Pratt, whose rank dates from January 1, 1937.

Lieut. Colonel Robert Olds was on March 6th appointed Commanding Officer of the 2nd Bombardment Group, GHQ Air Force, Langley Field, Va., succeeding Lieut. Colonel Charles B. Oldfield, who was placed in command of all Air Corps activities at Fort Lewis, Wash.

Brigadier General Gerald C. Brant was relieved from the command of the Third Wing, GHQ Air Force, Barksdale Field, La., March 15th, and assigned to the command of the 2nd Wing at Langley Field, Va.

Colonel Arthur G. Fisher, Commandant of the Air Corps Tactical School at Maxwell Field, Ala., assumed command of Scott Field, Ill., on March 22nd. Other changes in station commanders announced at about this time were the assignment of Colonel Lawrence S. Churchill, Commanding Officer of the Middletown Air Depot, to Langley Field; Colonel Jacob W.S. Wuest, Commanding Officer of the Rockwell Air Depot, to assume command of the Middletown Air Depot; and Lieut. Colonel Harold A. Strauss, Chief of the Procurement Section, Materiel Division, Wright Field, Ohio, to assume command of the Rockwell Air Depot, Coronado, Calif.

Effective April 1, 1937, Colonel Frederick L. Martin was appointed to the temporary rank of Brigadier General, Air Corps, and assigned to duty as Commander of the Third Wing, GHQ Air Force, Barksdale Field, La. Prior to that time he was on duty as Executive Officer of the Air Corps Materiel Division, Wright Field, Ohio.

Lieut. Colonel Ralph Royce, who commanded the First Pursuit Group at Selfridge Field, Mich., for a number of years, was on May 15th assigned to duty in the Philippine Department.

Effective June 14th, 17 First Lieutenants of the Air Corps were promoted to the rank of Captain, followed by the promotion of 19 additional First Lieutenants to Captain, effective June 30th.

On June 22nd, Colonel Harvey S. Burwell took over the command of the 19th Bombardment Group, March Field, Calif., relieving Lieut. Colonel Hubert R. Harmon, assigned as student at the Army War College.

Lieut. Colonel Junius H. Houghton was on July 1st designated as Commandant of the Air Corps Weather School, established at Patterson Field, Fairfield, Ohio.

Lieut. Colonel Henry J.F. Miller assumed command on July 8th of the San Antonio Air Depot, Duncan Field, Texas, relieving Colonel John H. Howard, who was assigned to duty as Air Officer of the 7th Corps Area, Omaha, Neb. Major Douglas Johnston took over the command of Brooks Field, Texas, succeeding Lieut. Colonel Miller.

Lieut. Colonel Ross G. Hoyt, on September 14th, assumed command of the 20th Pursuit Group at Barksdale Field, La., succeeding Major Armin F. Herold, who was assigned as Commanding Officer of the 79th Pursuit Squadron.

Purchase of New Airplanes

During the calendar year 1937, announcements were made by the War Department of the approval of the award of contracts for new airplanes for the Air Corps, as follows:

February 25: To the Sikorsky Aircraft Corporation, Bridgeport, Conn., for five S-43 Amphibian airplanes, and spare parts equivalent to one complete Amphibian plane, at a total cost of \$633,898.00.

March 2: To the Kellett Autogiro Corporation of Philadelphia, Pa., for six Autogiros, complete, with spare parts, at a total cost of \$238,482.18. The purchase was made following exhaustive tests by the Air Corps in conjunction with the Infantry, Artillery and Cavalry during approximately 18 months, using the models from several Autogiro Corporations.

April 10: The contract heretofore made with the North American Aviation for basic training planes was increased by a total of 73 planes and a complement of spare parts at an additional cost over the original contract of \$903,380.99.

June 2: To North American Aviation, Inglewood, Calif., for 85 Basic Combat planes and the equivalent of 10 additional planes as spares, at a total cost of \$1,372,355.00.

June 10: To the Douglas Aircraft Co., of Santa Monica, Calif., for 177 two-engine Bombardment airplanes, together with necessary spare parts for same, in the sum of \$11,651,948.

July: To the Boeing Aircraft Company, Seattle, Wash., for 10 more B-17 Bombardment planes, the contract including an option for three additional Bombers, making a total of 13 on this order, and an adequate complement of spares, for a total sum, with the exercise of the above-mentioned option, of \$3,708,002.20.

July 6: To the Curtiss Airplane Division of the Curtiss-Wright Corporation, of Buffalo, N.Y., for 210 monoplace Pursuit planes, together with an adequate complement of spares, at a total cost of \$4,113,550.00.

September 9: To the Glenn L. Martin Company, of Baltimore, Md., for spare parts for YB-10, YB-12 and B-10B Bombardment planes, in the total amount of \$47,857.56.

September 28: To the North American Aviation, Inc., of an additional order on a previous contract for 34 model BT-9C airplanes and spare parts at a total cost of \$411,500.90; same to be used in the training of the Organized Reserves of the Air Corps.

October 4: To the Douglas Aircraft Company, Inc. (Northrop Division) for spare parts for Northrop Attack planes in the amount of \$50,853.63.

October 8: To the Boeing Aircraft Company for 13 additional B-17 Bombardment planes and spare parts at a total cost of \$2,518,346.83.

October 21: To North American Aviation for 55 additional Model O-47A Observation airplanes and spare parts at a cost of \$1,731,407.08, 48 of these airplanes being procured for National Guard organizations and 7 for Regular Army units.

October 23: To the Stearman Aircraft Company of Wichita, Kansas, for an additional number of PT-13A Primary Training planes and spares, amounting in all to \$122,229.20.

November 9: To the Douglas Aircraft Company a supplemental contract for 29 additional A-17A Attack airplanes at a total cost of \$654,155.90.

November 8: To North American Aviation, Inc., for 95 Basic Combat planes and spare parts at a total cost of \$1,490,972.96.

December 11: To the Curtiss Division of the Curtiss-Wright Corporation for a service test lot of 13 P-37 Pursuit airplanes, and the necessary spare parts, amounting in all to \$531,305.12.

#### Purchase of Engines.

January 4: To the United Aircraft Company (Pratt & Whitney Division) of East Hartford, Conn., for spare parts for 315 Model R-1835-13 engines in the total amount of \$318,521.67.

January 4: To the United Aircraft Company (Pratt & Whitney Division) for 142 Model R-1340-47 engines and spare parts for installation in BC-1 airplanes, in the total sum of \$866,800.59.

March 6: To the Wright Aeronautical Corporation, Paterson, N.J., for 141 Model R-1820-49

geared "Cyclone" engines, for installation in O-47A airplanes, in the total amount of \$1,099,729.50.

June 24: To the Wright Aeronautical Corporation for 531 "Cyclone" engines and spare parts, for installation in B-18A Bombardment planes, in the total sum of \$5,315,310.00.

September 1: To the Pratt & Whitney Division of the United Aircraft Company, East Hartford, Conn., for 455 "Wasp" single row, direct drive, 550 h.p. engines and spares for installation in Basic Combat planes, at a total cost of \$4,153,938.06.

December 2: To the Wright Aeronautical Corporation for 156 Type R-1820-59 "Cyclone" 9-cylinder, single-row engines, delivering more than 1,000 horsepower, for installation in B-17 Bombardment airplanes, at a total cost of \$1,340,976.00; also for 82 Type R-1820-49, single-row, 9-cylinder engines, delivering 850 horsepower at sea level, for installation in O-47A airplanes, at a total cost of \$703,514.89.

December 2: To the United Aircraft Corporation (Pratt & Whitney Division) for 43 Model 1535-13 geared aircraft engines and spare parts at a total cost of \$447,328.80. These are double-row, radial, 14-cylinder engines, developing 750 horsepower, for installation in A-17 Attack airplanes.

#### DECORATIONS AND AWARDS

Decorations and awards made during the calendar year 1937 to Air Corps personnel for heroic conduct or distinguished service in connection with flying are enumerated below, as follows:

Announcement was made in General Orders of the War Department, dated February 1, 1937, of the award of the following decorations to Air Corps personnel, viz:

#### Distinguished Flying Cross

Donald W. Buckman, Captain (1st Lieutenant), Air Corps, U. S. Army. For heroism while participating in an aerial flight from March Field, Calif., to Bakersfield, Calif., November 12, 1935. While piloting a C-14 airplane carrying three passengers, Captain Buckman was seized by an excruciating pain in the vicinity of his heart, when he was approximately 50 miles from his destination. Although suffering intensely, Captain Buckman maintained control of his ship and effected a safe landing at Bakersfield Airport, where he collapsed and died shortly afterward. The decoration was presented to his widow, Mrs. Madeline Stone Buckman, at Randolph Field, Texas, by Brigadier General James E. Chaney, Commandant of the Air Corps Training Center, on February 10, 1937.

Hez McClellan, major, then captain, Air Corps, United States Army (Posthumously). For extraordinary achievement as commanding officer and pilot on a cross country flight from Washington, D.C., to Nome, Point Barrow, and other Alaskan points during the summer of 1935. Captain McClellan planned the entire flight, voluntarily commanded it during its entirety, and personally piloted the airplane over the thousands of miles of desolate, rough and sparsely inhabited country. He displayed outstanding initiative, resourcefulness, and professional skill under the many trying conditions encountered, and by

his tireless energy, sound judgment, and personal courage rendered possible the successful completion of this flight. The information concerning the operation of military aircraft in Alaska secured by Captain McClellan while on his extensive air and ground reconnaissances has proved of particular value to the Air Corps.

Henry H. Arnold, brigadier general, then lieutenant colonel, Air Corps, United States Army. For extraordinary achievement while participating in an aerial flight as pilot and commanding officer of a bombardment squadron of ten airplanes, from Washington, D.C., to Fairbanks, Alaska, and return, from July 19 to August 20, 1934. By his untiring energy, fearless leadership and extraordinary professional skill, Lieutenant Colonel Arnold organized, directed, and completed over 18,000 miles of exceptionally dangerous flying, including a non-stop flight from Juneau, Alaska, to Seattle, Washington, a distance of 950 miles over water, under extremely adverse weather conditions, without the loss of personnel or equipment, to demonstrate successfully the mobility of the Air Force and to establish new records for the Army Air Corps in aerial photography and long distance mass formation flying. The presentation of the decoration to General Arnold was made by the Hon. Harry H. Woodring, Secretary of War.

Barney M. Giles, major (captain) 20th Bombardment Squadron, Air Corps, U.S. Army.

James H. Patrick, second lieutenant, Air Corps Reserve, U.S. Army.

Donald E. Hamilton, Staff Sgt., 96th Bombardment Squadron, GHQ Air Force, U.S. Army.

Frank B. Connor, Corporal, 96th Bombardment Squadron, GHQ Air Force, U.S. Army.

For extraordinary achievement while participating in an aerial flight from Concord, N.H., to East Brewster, Mass., and return, on the night of February 9, 1936. Having been notified that seven Civilian Conservation Corps enrollees were stranded on an ice floe in Cape Cod Bay, Major Giles, accompanied by Lieut. Patrick, Sgt. Hamilton and Corp. Connor, took off in an airplane during the hours of darkness, under dangerous flying conditions due to weather, and successfully located the men, dropped a message to them, and reported their location, thereby being chiefly responsible for saving their lives.

Frank G. Irvin, Captain, Air Corps, United States Army.

John S. Griffith, Captain, Air Corps, United States Army.

For heroism while participating in an aerial flight from Wright Field, Ohio, to Indianapolis, Indiana, July 22, 1936. While making a carbon monoxide test flight of a new Army airplane at an altitude of 2,000 feet, the engine burst into flames and smoke. Captain Irvin, the pilot, and his co-pilot, Captain Griffith, without thought of themselves, directed the crew of five civilian observers to jump, and then by switching gas valves and using fire extinguishers succeeded in extinguishing the fire, thereby preventing not only possible loss of life but destruction to valuable Government property. The presentation of the D.F.C. to Captain

Griffith was made on February 20th at March Field, Calif., by Brigadier General Delos C. Emmons, Commanding the 1st Wing, GHQ Air Force.

The presentation of the D.F.C. to Major Giles, Lieut. Patrick, Staff Sgt. Hamilton and Corporal Connor was made by Major General Frank M. Andrews, Commanding General, GHQ Air Force, during a formal review at Langley Field, Va., on April 27, 1937, which was participated in by officers, flying cadets and enlisted men of all the GHQ Air Force units stationed at that field.

Richard T. Aldworth, first lieutenant, U.S. Army, retired, then first lieutenant, Air Corps. For heroism while participating in an aerial flight from Mitchel Field, L.I., New York, to Langley Field, Hampton, Va., on December 12, 1926. While flying at an altitude of 1,000 feet over Rockaway Beach, L.I., New York, the engine in Lieut. Aldworth's airplane instantaneously and completely failed. Efforts to start the engine proving to no avail, and being fully aware of the danger to himself, Lieut. Aldworth, disregarding his own safety and mindful only of the safety of the crowds on the beach, displayed excellent judgment and great courage when he maneuvered his airplane to avoid the crowds on the beach, and crashed into the breakers offshore. His airplane turned over immediately with great force and left Lieut. Aldworth submerged below the surface, from which position he extricated himself and was assisted ashore.

In General Orders of the War Department of June 30, 1937, announcement was made of the award of the Distinguished Flying Cross to:

Frank A. Armstrong, Jr., first lieutenant, Air Corps, U.S. Army, for heroism and extraordinary achievement while participating in aerial flight; and to

James H. Wallace, first lieutenant, Air Corps U.S. Army, for heroism while participating in an aerial flight.

On November 20, 1935, Lieut. Armstrong was piloting an airplane with three passengers and a co-pilot from David, Republic of Panama, to Albrook Field, Canal Zone. While flying at an altitude of approximately 4,000 feet over jungle and mountainous terrain, the right engine of the airplane disintegrated. Realizing the possibility of the remaining motor quitting and with no landing area visible, Lieut. Armstrong signaled to the copilot and passengers to jump, a comparatively safe proceeding at that time. With the airplane thus lightened, and with the assistance of Lieut. Wallace, who chose to remain and assist the pilot, Lieut. Armstrong piloted the airplane to a safe landing on a distant field. The courage and coolness of these officers in this emergency undoubtedly resulted in saving the lives of the passengers, and by preventing a crash landing saved the airplane from destruction.

The presentation of the D.F.C. to Lieut. Wallace was made at Hamilton Field, Calif., on July 17, 1937, in the presence of the entire personnel of the 7th Bombardment Group and the 5th Air Base Squadron.

#### The Soldier's Medal

During the calendar year 1937, announcement was made in General Orders of the War Department of the award of the Soldier's Medal to the per-

sonnel enumerated below:

Staff Sergeant Willie D. Norris, chief armorer  
Sergeant Wayne M. Musser, Armament Section,  
20th Bomb. Squadron, GHQ Air Force, Langley  
Field, Va.

For heroism displayed at Langley Field, Va., August 31, 1936. These two enlisted men set and installed the time fuses on six large experimental flares, hung them from the bomb bay racks of an airplane, and withdrew the safety-pins from the flares. Hearing a noise diagnosed as the time fuse functioning, Staff Sgt. Norris and Sgt. Musser decided to unlatch the ticking flare and carry it to a place of safety. Sgt. Norris held the flashlight while Sgt. Musser unlatched the ticking flare and ran with it in his arms toward the flying field. He reached a point about 20 feet from the bomb bay when the flare exploded, shooting the burning flare back toward the airplane under the left wing near the fuselage, where the intense heat ignited the wing. The heroic and timely action of Sgt. Norris prevented the possible loss of human life and undoubtedly great destruction to valuable government property. The pilot of the airplane which caught fire sprained his ankle in his attempt to escape from the burning airplane, and lay dangerously near the flames. Seeing his plight, Sgt. Musser assisted in carrying him to safety.

During January, before a review of all the Langley Field Air Base troops, Brigadier General Henry C. Pratt presented the decoration to the two above-named noncommissioned officers.

Joseph G. Moran, Staff Sgt., Eqrs. and Hqrs. Sqn., GHQ Air Force, U.S. Army.

For heroism displayed at New York, N.Y., on September 9, 1935. Seeing an unknown man fall or jump into the East River from the 30th Street Pier, Sgt. Moran, with utter disregard of personal danger, fearlessly dived from the airplane which was beached about a city block distant, swam to his assistance and, with much difficulty and danger to himself, succeeded in keeping him afloat until sufficient help arrived to bring him safely to shore.

Howard N. Bossert, Private, 1st Class, 19th Pursuit Squadron, Air Corps, U.S. Army. For heroism displayed in assisting in saving the lives of three men from drowning at Haleiwa, Oahu, Territory of Hawaii, on February 15, 1936. A boat in which two soldiers and a civilian were riding capsized in the rough and shark-infested waters about a mile from shore, placing them in imminent danger of drowning. While an attempt to rescue them by means of a small craft proved futile, due to the extremely strong current and high waves, Private Bossert and another soldier obtained a 14-foot open outboard motor boat and, at great danger to themselves and with much difficulty, succeeded in reaching the men and bringing them safely to shore.

Clyde E. Gilmore, Corporal, 44th Observation Squadron, Air Corps, U.S. Army. For heroism displayed at Albrook Field, Canal Zone, September 30, 1935. Observing a soldier, whose clothing was completely enveloped in flames caused by a sudden gasoline blaze in the hangar of the 44th Observation Squadron, running from the scene of the fire, Corporal Gilmore rushed after

him, succeeded in throwing him to the ground, and removing his clothing. By his courage and coolness, Corporal Gilmore undoubtedly saved the life of this soldier.

Frederick D. Lynch, major, then Captain, Air Corps, U.S. Army.

Joseph F. Murray, Staff Sergeant, 1st Balloon Squadron, Air Corps, U.S. Army.

For heroism displayed near Cogar, Oklahoma, July 10, 1936. When a landing was being attempted after a free balloon flight from Fort Sill, Okla., the balloon exploded and burned, causing Captain Lynch, a passenger, to be thrown from the basket. Seeing the other members of the flight trapped in the basket, Captain Lynch, although suffering from slight burns, bruises and shock, disregarded the intense heat and hydrogen gas, plunged into the wreckage, rescued the pilot, Staff Sgt. Murray, who, although suffering untold pain from his own injuries, displayed exceptional courage and heroism by aiding Captain Lynch to extinguish the flames from the clothing and parachute worn by another passenger.

Marion Malcolm, 2nd Lieutenant, Air Reserve, U.S. Army. For heroism displayed at Lake St. Clair, Selfridge Field, Mt. Clemens, Mich., on March 3, 1937. Upon learning that a child had fallen through the ice on the lake about 50 yards from shore and was in grave danger of drowning, Lieut. Malcolm, disregarding his own personal safety, broke through the thin ice, swam to the child, and succeeded in bringing her safely to shore.

John Mekkers, Private, 88th Reconnaissance Squadron, Air Corps, U.S. Army.

Kenneth L. Nay, Private, 88th Reconnaissance Squadron, Air Corps, U.S. Army.

For heroism displayed during a night reconnaissance flight from Hamilton Field, Calif., to San Jose, Calif., September 21, 1936. When the pilot was unable to release and extend the landing gear of the airplane he called for assistance. Private Mekkers immediately left his cockpit in the rear of the airplane and succeeded in working his way over the fuselage to the pilot's cockpit, released the control valve and thus allowed the pilot to extend the landing gear, thereby saving the airplane from damage and possible injury to the three occupants. When the pilot called for assistance, Private Nay immediately left his cockpit in the nose of the airplane and started back along the top of the fuselage toward the pilot's cockpit to render the necessary assistance. While attempting this difficult and dangerous feat, Private Nay's foot came in contact with the left propeller, severing the foot just back of the toes. With great presence of mind Private Nay returned to his cockpit, placed a tourniquet around his ankle, and notified the pilot of his injury.

#### ----- The Cheney Award

Major Frederick D. Lynch and Staff Sergeant Joseph L. Murray, Air Corps, were designated as the recipients of the Cheney Award for the year 1936, for bravery in extricating from a burning balloon two enlisted men who were trapped in the balloon basket. This award, made annually for an outstanding act of valor of extreme for-

titude or self-sacrifice in a humanitarian interest, performed in connection with aircraft, was presented to them at Bolling Field, D.C., on May 8th by General Malin Craig, Chief of Staff of the Army, and Acting Secretary of War, in an impressive ceremony in the presence of about 400 Bolling Field troops.

#### The Mackay Trophy

During the ceremonies on May 8th at Bolling Field, above mentioned, the Mackay Trophy, presented annually for the most meritorious flight of the year, was received by six officers and three enlisted men, namely: Captain Richard E. Nugent, 1st Lieuts. Joseph A. Miller, Edwin G. Simenson, 2nd Lieuts. Burton W. Armstrong, William P. Ragsdale, Air Corps; 2nd Lieut. Herbert Morgan, Jr., Air Reserve; Technical Sgt. Gilbert W. Olson, Staff Sergeant Howard Miller and Corporal Frank Connor. These men, participating in a flight of three B-10 Bombardment airplanes during the Second Army Maneuvers, and led by Captain Nugent, took off from Langley Field, Va., for Allegan, Mich., slightly over 600 miles distant, and made a simulated attack on anti-aircraft installations. Enroute, dense haze and solid overcast were encountered, followed by thunder storms and heavy fog. The lead ship flew by instruments for more than 500 miles. In one area of the dense fog, the pilots of the wing ships, although in tight formation, were unable to see the navigation lights of the lead ship. They were then ordered to fly individually on a prescribed course and to reassemble in formation at a designated point on the line of flight. Each pilot brought his airplane to the appointed place, but the haze was so dense that even the landing lights of the airplanes were invisible beyond a few hundred yards. The assembly was effected only after circling for 15 minutes in imminent danger of collision. Captain Nugent then led his flight toward the objective, and on his order the Bombers glided out of the clouds over the target, and after the attack was effected, the flight proceeded through heavy rainstorms to Selfridge Field, Mich.

#### The Harmon Trophy

The 90th Attack Squadron, 3rd Attack Group, Barksdale Field, La., was on March 13th awarded the Harmon Trophy. This Trophy was presented by a group of Shreveport business men, in honor of the first commanding officer of Barksdale Field, Colonel Millard F. Harmon, with the stipulation that it be awarded annually to the organization at the field having the highest efficiency rating, taking into consideration the number of hours flown, average number of planes in commission per number of planes assigned, and the number of forced landings during the calendar year.

#### The Frank Luke Trophy

#### The Colombian Trophy

In a very impressive ceremony at Barksdale Field, La., on November 21st, before the assembled Third Attack and Twentieth Pursuit Groups, and some 15,000 spectators, Major General Frank M. Andrews, Commanding the GHQ Air Force, presented the Colombian Trophy to the Third Attack Group for having the lowest acci-

dent rate per thousand flying hours during the preceding year, and the Frank Luke Memorial Trophy to the 77th Pursuit Squadron for its excellent record in aerial gunnery practice for the year.

#### Commendation

By direction of the Secretary of War, a letter was sent to the Chief of the Air Corps, under date of February 25th, commending the entire Air Corps for the splendid showing made during the fiscal year 1936, when the rate of accidents occurring in the Air Corps reached the low point of .859 per thousand flying hours as compared with an average rate of 1.08 for the preceding five years and with a rate of 5.06 during the Fiscal Year 1922. The Secretary of War stated that, in his opinion, such an improvement could have been accomplished only through the loyalty and diligence of the officers and enlisted men and civilian employees of the Air Corps who, by painstaking effort, the display of excellent knowledge, and by intelligent cooperation with the civilian industry and other technical agencies of the government, have so advanced the science of aeronautics.

In a letter to Major General Frank M. Andrews commanding the GHQ Air Force, the Chief of Staff of the Army, General Malin Craig, commenting on the flight of the 96th Bombardment Squadron to Panama and return, extended his congratulations and stated that the flight demonstrated that our Army navigators are thoroughly capable of navigating airplanes over extensive stretches of water.

The Commanding Officer of the First Pursuit Group wrote a letter of appreciation and commendation to two citizens of Youngstown, Ohio, Messrs. P.C. Boyer and R.F. Thomas who, following the crash at the Bernard Airport at that city of 2nd Lieut. J.C. Ziler, Air Reserve, as a result of which the pilot was injured and the plane caught fire, promptly ran to the scene and extricated the imperiled airman from his perilous predicament. Although neither of these men was burned, the rescue was made at considerable risk, as the airplane contained three fuel tanks, each catching fire separately, and was also equipped with flares, which ignited during their rescue work. Their prompt action no doubt saved the life of the pilot.

The 8th Attack Squadron, Barksdale Field, La., received high commendation from Colonel Walter H. Frank, Commanding Officer of the Cold Weather Equipment Test Group, encamped at Selfridge Field, Mich., and Oscoda, Mich., in February, 1937, for its outstanding showing in operation, morale, airdrome discipline and flying discipline.

In a letter to Wright Field, Dayton, Ohio, Dr. A.T. McCormick, of the State Department of Health of Kentucky, expressed the appreciation of himself and the people of that State of the services rendered by the Air Corps in flood relief operations.

### LONG DISTANCE FLIGHTS

Early in January, Colonel Follett Bradley, of the Hqrs. GHQ Air Force, Langley Field, Va., piloted a B-18 Bombardment plane from Randolph Field, Texas, to his home station in 5 hours and 40 minutes, establishing a record for elapsed time between these points. Colonel Bradley made an average speed of 244 miles per hour and at times a ground speed of 275 miles per hour was maintained.

February 11th saw the completion of the longest over-water navigation flight yet performed by a formation of land planes. The 96th Bombardment Squadron, 2nd Bombardment Group, GHQ Air Force, equipped with B-10B airplanes, made a flight from Langley Field, Va., to Albrook Field, Panama Canal Zone.

The Squadron took off from Langley Field on February 4th, but encountering a terrific snow storm at Charlotte, N.C., proceeded to Spartanburg, S.C., remained there overnight and proceeded to Miami, Fla., the following day. From Miami to Panama, high cloud formations forced the Squadron to fly above 4,000 feet, and at one time to go to 13,000 feet, flying over solid overcast. Homeward bound, the Langley airmen took off from Albrook Field on February 9th. Bad weather forced them to remain at Miami on February 10th, and they returned to their home station the following day.

On February 18th, fourteen airplanes from Albrook Field, Panama Canal Zone, took off on a flight to Guatemala City, Guatemala, via David, Panama; Managua, Nicaragua, and San Jose, Costa Rica. Several days were spent enroute.

Covering all of the three Wings of the GHQ Air Force in less than 18 hours' elapsed time, Major General Frank M. Andrews flew his Douglas Transport "Flag Ship" from March Field, Riverside, Calif., to Langley Field, Va., in 14 hours and 39 minutes actual flying time, landing at Langley Field at 2:34 a.m., February 26th. The southern route was followed, and he reached Barksdale Field, the station of the Third Wing, at 5:00 p.m.

Fifteen Martin Bombers of the 19th Bombardment Group, under the command of Lieut. Colonel Hubert R. Harmon, took off from March Field, Calif., on April 5th on an extended cross-country navigation flight. Stops were made at El Paso and Randolph Field, Texas, and New Orleans and Barksdale Field, La. During the five days of the cross-country flight, over 3,000 miles were covered.

Starting on April 5th, Air Corps personnel from France and Albrook Fields, Panama Canal Zone, flying in six B-10's, six P-12's and one C-27 Transport, and accompanied by Brigadier General George H. Brett in another B-10 plane, made a flight to Guatemala City, Guatemala, via David, Panama; San Jose, Costa Rica; Managua, Nicaragua, and San Salvador, Salvador. The return flight to the Panama Canal Zone was made on April 9th, thus ending a 2,000-mile trip through five Central American countries.

On a night formation non-stop flight during March, from Mitchel Field, New York, Flight A of the 99th Bombardment Squadron, commanded by 1st Lieut. Joseph Baylor, covered approximately 1200 miles in 9 hours, the course followed taking the flight over Pittsburgh, Pa.; Columbus, Ohio; Buffalo, N.Y.; Clifton Forge, Va.; Washington, D.C., and Philadelphia, Pa. Upon landing the airplanes of the flight still carried a sufficient supply of gasoline for an additional 350 miles of flying.

On May 5th, Major Barney M. Giles, pilot, with 1st Lieut. P.G. Miller, copilot, and crew, flew from March Field, Calif., to Langley Field, Va., non-stop, in 12 hours and 50 minutes. During the major portion of the flight, the B-17, which performed very satisfactorily throughout, was flown at an altitude of 14,000 feet.

On May 27th, one of the new B-17 Bombardment planes of the 2nd Bombardment Group, piloted by Major Caleb V. Haynes on a navigation flight, covered the distance from Kelly Field, Texas, to Langley Field, Va., in nine hours.

In a routine introductory cruise on May 16th in four B-17 Bombardment planes, led by Lieut. Colonel Robert Olds, Commanding Officer of the 2nd Bombardment Group, 15 States situated in the industrial heart of the nation were covered in 11 hours.

Air Corps officers and enlisted men from Albrook Field, Panama Canal Zone, under the command of Lieut. Colonel Benjamin G. Weir, made an extended flight to Randolph Field, Texas. Leaving Albrook Field on June 18th, and proceeding via Managua, Nicaragua; Guatemala City, Guatemala; Vera Cruz, Mexico, and Brownsville, Texas, Randolph Field was reached in the afternoon of June 20th. Overnight stops were made at Guatemala City and Brownsville.

Under the command of Captain F.B. Valentine, three B-10B Bombardment planes flew from Mitchel Field, N.Y., to San Juan, Porto Rico, and return. Leaving Mitchel Field on June 24th, and flying mainly over the Atlantic Ocean, Miami, Fla., was reached in 7¼ hours, the distance being 1,000 nautical miles. After an over-night stay at Miami, the flight departed the next day for San Juan, and covered the distance of 956 nautical miles in 8 hours against moderate head winds. On June 27th, the flight departed from San Juan on the return journey along the course previously followed, Miami being reached in 6¼ hours, and Mitchel Field the following day in 7½ hours. The flying time between Mitchel Field to Porto Rico and return, involving a distance of approximately 4395 miles, totaled 29¼ hours.

On June 26th, four B-17 Bombardment planes of the 2nd Bombardment Group, Langley Field, under the command of Lieut. Colonel Robert Olds, made a mass flight to Miami, Fla. The return flight to Langley Field was made in five hours.

On the morning of September 10th, 21 A-17A Northrop Attack planes of the 17th Attack Group,

March Field, Calif., composed of Hqrs. Squadron of 3 planes, and three tactical squadrons of 6 planes each, carrying 42 officers and enlisted men and led by Lieut. Colonel John G. Colgan, took off on an extended unit navigation flight. Stops were made at Albuquerque, N.M.; Fort Leavenworth, Kans.; Selfridge Field, Mich.; Patterson Field, Ohio; Maxwell Field, Ala.; Barksdale Field, La.; El Paso, Texas, and return to March Field at noon on September 18th. The entire flight was so arranged as to provide training in the various types of problems required of Attack Aviation. Rendezvous problems as well as attack and navigation missions were flown. Another purpose of the flight was to familiarize personnel of the GHQ Air Force on the West Coast with the facilities and operation of other air bases throughout the country. Aside from several minor replacement of parts, no difficulties were encountered during the course of this flight.

The 20th Pursuit Group, Barksdale Field, La., led by Major Armin F. Herold, and comprising 27 single-seater Boeing fighters, took off at 8:30 a.m., September 12th on a routine training flight to Buffalo, N.Y., which was reached at 6:40 p.m., refueling stops being made at Memphis, Tenn., and Cincinnati, Ohio. At Buffalo, where the Group was the guest of the Curtiss-Wright Co., the Air Corps pilots remained overnight, departing the following day at 2:55 p.m., and arriving at Selfridge Field, Mich., an hour and 35 minutes later. Taking off from Selfridge Field on the homeward trip at 8:55 a.m., September 14th, the Group reached Barksdale Field shortly before midnight, refueling stops being made at Wright and Scott Fields and Memphis, Tenn.

During the course of a navigation flight from Langley Field, Va., on October 28th in a B-17 plane, Captain Hilbert W. Wittkop reached Barksdale Field, La., in 6 hours, hovered over that field for an hour, conducting bomb dropping practice, and then departed for Maxwell Field, Ala., landing thereat two hours and 45 minutes later. Departing from Maxwell Field the following day at 3:25 a.m., Captain Wittkop reached Langley Field in 3 hours and 50 minutes, and was forced to throttle back after leaving Spartanburg, S.C., so as not to reach Langley Field before daylight.

Three Bombardment planes of the 2nd Bombardment Group were flown non-stop from Langley Field to March Field, November 14-15, in 15 hours. The return flight was made via Randolph Field, Texas, in a total elapsed time of 13 hours and 15 minutes.

Accompanied by a regular combat crew, Captain Carl B. McDaniel, of the 96th Bombardment Squadron, accomplished a night flight from Langley Field to Barksdale Field and return on November 30th. No landing was made at Barksdale Field, and the total time of the flight was 12 hours and 10 minutes.

Major Alexander P. deSeversky, noted aircraft

designer and manufacturer, on the occasion of the anniversary of the first flight of the Wright Brothers on December 17th, flew a Seversky Pursuit plane from Havana, Cuba, to Bolling Field, D.C., in an elapsed time of 4 hours, 50 minutes and 59 seconds, and covering a distance of over 1400 miles.

#### FLIGHTS - ERRANDS OF MERCY

Under adverse weather conditions, Captain Harrison G. Crocker, with 1st Lieut. Carl R. Storrie as copilot, made an emergency flight on January 1st from Maxwell Field, Ala., to Bolling Field, D.C., to bring to the Walter Reed General Hospital for treatment, Major Thomas L. Gore, Medical Corps, who was injured in an automobile accident. The new Douglas C-33 Transport, in which the flight was made, covered the distance of 750 miles in four hours.

Once again Army Air Corps personnel in Panama were called upon to perform an errand of mercy. A Government nurse in David, Panama, was in desperate need of an immediate operation. On January 19th, within 5½ hours after the Commanding Officer of Albrook Field was called upon for aid, the sick woman was in a hospital in Panama ready to undergo the operation. Two Keystone B-6 Bombers were flown to David, one of them being used as a hospital ship on the return journey, with a flight surgeon as one of the passengers.

#### FLIGHTS - MISCELLANEOUS

Students of the Advanced Flying School, Kelly Field, Texas, participating in the pre-graduation maintenance flight, taking an entirely new route and visiting universities in Georgia, Alabama and Louisiana, took off on February 3rd and returned to Kelly Field on February 11th.

Early in the year, complying with the request of the Chief Health Officer of the Panama Canal Department, a B-6 Keystone Bomber from Albrook Field, Panama, was utilized in dusting from a suitable apparatus installed in the plane a mixture of paris green and pulverized clay over inaccessible parts of Victoria Fill, which was found to be a breeding place for mosquitoes in large quantities. The dusting brought very effective results.

Twenty-two students of the Pursuit Section of the Advanced Flying School, Kelly Field, Texas, took off on April 1st on an individual navigation flight to Mission and Fort Ringgold, Tex. There was one forced landing due to engine trouble.

During the first week in April, the 7th Bombardment Group, Hamilton Field, Calif., participated in quite a number of flights. On April 6th, Army Day, the Air Base was thrown open to the public in an 'Open House' celebration and featuring exhibitions of formation flying, aerial gunnery and bombing missions. On the ground were exhibits of the great number of activities so necessary in maintaining a fighting unit.

Afforded an opportunity by the National Broadcasting Co. to join its "Magic Key" program in preparation for Army Day, a short program was broadcast from one of the B-17 "Flying Fortresses" of the 2nd Bombardment Group, Langley Field, while it was flying over Washington, D.C., on Sunday, April 6th. The broadcast was coordinated from the N.B.C. studios in New York City, with Mr. John B. Kennedy, well known N.B.C. commentator, aboard the plane. In addition to the broadcast of an interview between General Brant, Commander of the Second Wing, GHQ Air Force, and Mr. Kennedy, a realistic demonstration was given of the manner in which the combat crew on a "Flying Fortress" goes into action.

On May 17th, 74 airplanes from the Advanced Flying School, Kelly Field, Texas, took off on the customary navigation training flight. The flight was commanded by Major R.D. Knapp, Director of Flying Training at this School. The purpose of the flight was to give the students their final navigation training flight, using all the navigational aids possible; to acquaint them with operations and the use of the Federal Airways; to further their instruction in maintenance of airplanes on field maneuvers, and to create interest among students of the various colleges visited as to the educational facilities offered at the Air Corps Training Center. Universities in the States of Oklahoma, Kansas, Missouri and Arkansas were visited by the advanced flying students.

The Army's new substratosphere plane, the Lockheed XC-35, made its initial performance flights at Wright Field, Ohio, on August 5th.

In October, Major Caleb V. Haynes and Curtis E. LeMay, accompanied by an official of the National Advisory Committee for Aeronautics, flew from Wright Field, Ohio, to Langley Field in a B-17 Bombardment plane in the remarkable time of one hour and 45 minutes.

Officers stationed at Wright Field accomplished an exceedingly fast flight in the Air Corps substratosphere plane on November 2nd. Taking off from Chicago, they passed over Chanute Field, Ill., at an altitude of 19,000 feet, and from there to Wright Field, when the timing of the flight was started, an altitude of between 19,000 and 21,000 feet was maintained, the distance of 220 miles being covered in 38 minutes, thus averaging a speed of close to 350 miles per hour. Due to the supercharged cabin feature of the airplane, no oxygen equipment or heavy clothing were necessary.

The largest Bombardment airplane thus far built for the Air Corps, the XB-15, left Seattle, Wash., December 2nd, for Dayton, Ohio, where it was due to undergo final tests.

#### MANEUVERS AND EXERCISES

##### GHQ Air Force

The GHQ Air Force, with the 63rd Coast Artillery (anti-aircraft) attached, concentrated in the Hamilton Field - March Field areas and conducted operations therein during the month of

May. The primary purpose of the exercise was to test the full strength organization of the various units of the GHQ Air Force as set up in the tentative test tables of organization.

In rough figures, the men and airplanes engaged in this maneuver totaled 425 officers and flying cadets, 3,400 enlisted men and 260 airplanes. The period from May 1st to 9th was devoted to the concentration. The combat airplanes, manned by their crews, converged on their operating airdromes with great rapidity, most of them arriving at their destination within 48 hours after departing from their home stations. These units made daily flights during the remainder of the concentration period in order to familiarize themselves with the terrain over which they would be operating during the ensuing few weeks.

A Provisional Air Transport Squadron of 13 transport planes comprised the air transport component for the ground echelon. All men and supplies not transported by air or rail were moved to their maneuver stations by motor convoy.

Tactical operations began on May 10th and ended on May 21st. The defending force, the 1st Wing, was based at Muroc Dry Lake, Calif., while the various units of the attacking force, the Second Wing, were based at seven different airdromes. Muroc Dry Lake and vicinity was assumed to be the city of Los Angeles, with its airplane factories, docks, harbors and other facilities. This site was selected as the defended area because it offered the opportunity to conduct actual bombing and chemical operations.

Targets representing the facilities and installations of this metropolis were outlined with lime on the sands of the Lake, and it was at these objectives that the opposing Bombardment directed the force of its attacks. Additional bombardment targets were erected on Great Salt Lake, where a few of the bombardment attacks were directed.

The deconcentration period began on May 22nd and ended May 30th, and might be termed the "concentration in reverse." Units were moved to their home stations by the same means of transportation as were employed to concentrate them.

##### First Wing, GHQ Air Force

Under the general supervision of Brigadier General Delos C. Emons, Commanding the 1st Wing, GHQ Air Force, March Field, Calif., the 19th Bombardment Group conducted one of the most successful minor joint exercises held between the Army and the Navy for many a year. The general purposes of the problem were to practice and determine the bombing accuracy at high altitudes against a fast moving towed target. The special purposes were to test and determine the present communications set-up and the relative merits of individual versus formation bombing, as well as the various bombing patterns best suited to such targets. The Commanding General was especially pleased with the splendid cooperation between the officers of both services.

##### Second Wing, GHQ Air Force

The functioning of the trim and speedy new

airplanes with which the GHQ Air Force is equipped was tested under winter conditions in the Selfridge Field, Mich., area from February 1st to 24th. Over 100 officers and 300 enlisted men participated in this project.

The Squadrons of the 8th Pursuit Group, Langley Field, Va., moved into the field at Virginia Beach, Va., April 12th, for a period of two weeks to participate in the field exercises of the Second Wing, GHQ Air Force.

For two weeks, beginning April 12th, the 2nd Bombardment Group, Langley Field, Va., under the command of Lieut. Colonel Robert Olds, was engaged in maneuvers at Rocky Mount, N.C.

The 18th Reconnaissance Squadron, Mitchel Field, N.Y., was attached to the 9th Bombardment Group from that station during the Second Wing concentration at Aberdeen Proving Ground, Md., where it served as "eyes" for the Group.

#### Panama Canal Department

For two weeks beginning March 14th, Pursuit personnel from Albrook Field, basing at Rio Hato, and Bombardment personnel from France Field, basing at Aguadulce, engaged in aerial gunnery and performed various types of missions, the Pursuit simulating Attack and in most cases supporting the Bombardment in their missions, except that on patrol missions the Pursuit sought out the supposedly friendly Observation planes and attacked them.

#### Hawaiian Department

During the latter part of January, the 50th Observation Squadron from Luke Field, and the 19th Pursuit Squadron from Wheeler Field cooperated in a series of exercises to determine the ability of Pursuit to operate against the concentrated fire power of a formation of aircraft of modern type.

In the period from April 12th to 25th, the 5th Composite Group, Luke Field, participated in the annual Hawaiian Department maneuvers in cooperation with the U.S. Navy.

#### Philippine Department

Air Corps organizations stationed in the Philippines participated in field exercises for a period of two weeks during the latter part of January, and which proved very successful. The 3rd Pursuit Squadron, of Clark Field, together with the 4th Composite Group Headquarters of Nichols Field, were based at the Del Carmen Sugar Field, while the 2nd Observation and 28th Bombardment Squadrons were encamped at Sugar Centrales on the Island of Luzon.

### T R A I N I N G

#### 1st Wing, GHQ Air Force

On four consecutive Saturdays during the months of February and March, the 7th Bombardment Group at Hamilton Field, Calif., conducted very interesting and instructive tactical operations in order to test the efficiency of the Group as a whole. These operations included formation flying, navigation problems, bombing and attack missions, and bombing missions at a high altitude.

The 17th Attack Group departed from its home station, March Field, Calif., on October 27th, for its annual fall maneuvers for a ten-day period. The Group operated with its full strength of 51 officers and 254 enlisted men, the equipment consisting of 32 Attack airplanes.

The 19th Bombardment Group, March Field, Calif., completed on December 21st the second phase of intensive training, devoted primarily to the airplane commander and his crew, by conducting bombing practice over the Mojave Desert. Bombs of various sizes, ranging from 600 to 2,000 pounds, were employed in this practice.

#### Second Wing, GHQ Air Force

The 17th Pursuit Squadron, Selfridge Field, Mich., spent the period from March 15th to 23rd, inclusive, in aerial gunnery practice at Camp Skeel, Oscoda, Mich.

During the period between June 24th and July 8th, the 33rd, 35th and 36th Pursuit Squadrons and the 37th Attack Squadron, 8th Pursuit Group, of Langley Field, Va., including 45 officers and 332 enlisted men, with equipment comprising one B-10B Bombardment, 37 PB-2A Pursuit and 6 A-17 Attack airplanes, were encamped at the Virginia National Guard Airport, Virginia Beach, Va., in order to conduct aerial gunnery and combat exercises.

The 1st Bombardment Squadron, commanded by Major Claude Duncan, and the 31st Bombardment Squadron from Hamilton Field, Calif., commanded by Major James Taylor, departed for their home stations on July 12th, after a week of intensive training on stationary and moving targets at Langley Field, Va. The officers of the 31st Squadron were ferried to Langley Field by transport, and were furnished enlisted crews and airplanes by the 2nd Bombardment Group.

From July 1st to 24th, the 94th Pursuit Squadron, Selfridge Field, Mich., was engaged in aerial gunnery practice at Camp Skeel, Oscoda, Mich., during the course of which a new method of firing - mass firing on ground targets of three, six and twelve aircraft, all firing simultaneously - was conducted.

The 8th Pursuit Group, of Langley Field, was engaged in maneuvers at Virginia Beach, Va., from July 26th to August 6th, during which ground and aerial gunnery was conducted. This completed the third such encampment of the Group during the year at the Virginia National Guard Airport.

On August 1st and 2nd, the 37th Attack Squadron, Langley Field, Va., worked cooperative missions with the Chemical Warfare School at Edgewood Arsenal, Md., involving the laying of smoke screens.

The 97th Observation Squadron (Corps and Army) left Mitchel Field, N.Y., on February 17th for a three-day trip to Florida and Alabama, for the purpose of training in unit and individual navigation, familiarization with terrain and

airports and maintenance of airplanes away from the home field. Personnel participating were 4 officers, 3 flying cadets and 7 enlisted men, utilizing 7 O-46 Observation planes. The total distance covered was 2118 miles, with a flying time of 14 hours and 40 minutes.

The 20th Bombardment Squadron, 2nd Bombardment Group, completed a week of field training, September 13-18, at Virginia Beach, Va.

The 49th Bombardment Squadron, Langley Field, returned to its home station on September 18th, after completing a very successful week in the field at Virginia Beach.

During the first two weeks in October, the 2nd Bombardment Group, Langley Field, was engaged in a comprehensive and accurate test of the range and efficiency of the B-17 Bombardment plane under different load and speed requirements, with most gratifying results.

The 37th Attack Squadron, Langley Field, on November 5th, conducted an experimental instrument training flight, when the pilots of three airplanes, flying under the hood, at two, four and six thousand feet altitude, respectively, were directed to Middletown, Pa., by radio control from a fourth airplane which performed the navigating and directing. The experiment proved very successful.

The 21st Reconnaissance Squadron, Mitchel Field, N.Y., was one of the participating units in the Army and Navy joint minor exercises held off the waters of Chesapeake Bay during the week beginning November 1st.

The 37th Attack Squadron, Langley Field, Va., flew a cooperative mission with the Chemical Warfare School at Edgewood Arsenal, Md., on November 18th.

#### Third Wing, GHQ Air Force

The 20th Pursuit Group, Barksdale Field, La., comprising the 55th, 77th and 79th Pursuit Squadrons, conducted high altitude aerial gunnery practice at Fort Crockett, Texas, between March 24th and April 20th, each organization being encamped at that post for the period of one week.

The 55th Pursuit Squadron, Barksdale Field, La., participated in maneuvers in the Waco-San Antonio-Houston area, in Texas, and after two weeks of vigorous field exercises returned to the home base on October 29th.

The 77th Pursuit Squadron, Barksdale Field, La., played an active part in the Third Wing Maneuvers, October 16-29, during which time it was based at Fort Crockett, Texas.

Nineteen Attack planes from the Third Wing, GHQ Air Force, Barksdale Field, La., under the command of Major P.L. Williams, arrived at Kelly Field, Texas, on November 7th, and took off the next day for Camp Bullis, where the airmen carried out a training mission in connection with the test division in the field in

that locality. On the afternoon of November 8th, another flight of 19 Attack planes from Barksdale Field, under the command of Major A.C. Strickland, arrived at Camp Bullis to carry out a similar mission.

#### Hawaiian Department

During the month of January, the units of the 5th Composite Group, Luke Field, achieved substantial progress towards the completion of their annual training program. Emphasis was placed on navigation and aerial photography in the Observation (Reconnaissance) Squadrons, while each of the Bombardment squadrons completed one of their periodical tours of the Islands.

During the period from July 6th to 19th, the 23rd Bombardment Squadron, Luke Field, was engaged in aerial gunnery, ground machine gunnery and fired the pistol course.

The 50th Observation Squadron, Luke Field, with 7 airplanes of various types, took off on July 12th for a brief period of tactical training at Morse Field, Island of Hawaii.

From July 26th to August 7th, the 72nd Bombardment Squadron, Luke Field, was engaged in aerial gunnery practice at Bellows Field.

In the period from September 2nd to 15th, the 50th Observation Squadron, Luke Field, was engaged in annual training at the Waimanalo Military Reservation, during which it completed its ground small arms and machine gun firing.

The 4th Observation Squadron, Luke Field, returned to its home station on November 12th, after spending a week of field training at South Cape, Island of Hawaii. A total of 6 Air Corps officers, one Medical officer and 30 enlisted men participated.

The 72nd Bombardment Squadron, Luke Field, sent four Keystone Bombardment planes to Hilo, Island of Hawaii, on December 10th, the purpose of the flight being routine navigation training and to acquaint new officers of the Squadron with outlying fields.

During the month of November, the 4th Observation Squadron, Luke Field, completed its most extensive training period of the year. Over 200 hours were flown by eleven pilots.

The 72nd Bombardment Squadron, Luke Field, was selected as the highest rating squadron in the 5th Composite Group for the training year 1937, and was awarded the Hawaiian Department streamer to be carried on its guidon.

#### Air Corps Training Center

Statistics released by the Air Corps Training Center disclosed that from the period October 1, 1931, to March, 1937, inclusive, a total of 117,319 hours of flying instruction was given, during which time there was but one accident - a collision in the air of two planes, causing the death of three men. Other than that, no accidents causing even serious injury during student instruction have occurred. This shows

an average of 39,106 hours per fatality on the primary stage as against 12,000 hours per fatality in the service at large.

The Bombardment Section of the Advanced Flying School, Kelly Field, Texas, was eliminated in order to adjust training methods to the changes in military tactical flying which have arisen as a result of the development of the new Bombardment planes.

In April, 22 students of the Observation Section of the Advanced Flying School began their course in the observation of artillery fire at Camp Stanley, Texas. The ground course was conducted by Captain R.E. Randall, instructor, and lasted for 24 recitation hours. This was followed by simulated artillery fire on the Kelly Field miniature range. In this phase of the training each student had a minimum of ten problems to familiarize him with the procedure of artillery adjustment. Two-way radio communication was used.

#### Air Corps Tactical School

The 1936-1937 Class at the Air Corps Tactical School, Maxwell Field, Ala., completed one week of maneuvers on May 2nd at the Bombing and Gunnery Base at Valparaiso, Fla.

Students of the Air Corps Tactical School visited the Infantry School at Fort Benning, Ga., on October 19th, and witnessed tactical demonstrations by the Infantry troops stationed thereat. On November 16th they made another visit to the Infantry School to witness a demonstration of what may be expected in artillery fire from the division artillery. Prior to these visits, the new refresher class at the Infantry School, Fort Benning, Ga., paid a visit to Maxwell Field on November 5th, and were conducted on a tour of inspection through the Air Corps Tactical School. They witnessed a flying schedule of the students of the Tactical School and were given several illustrated lectures.

Students of the Air Corps Tactical School paid their annual fall visit to the Valparaiso Bombing and Gunnery Base to conduct two days of machine gun firing. For this purpose the School was divided into two sections, the first section conducting their firing the week end of October 14th, and the second section the week end of October 21st.

#### Air Corps Reserve

From July 18th to 31st, the 316th Observation Squadron (Reserve) was stationed at Moffett Field, Calif., and utilizing their own planes, BT-9's and PT-3's, participated in an intensive program of flying, featuring radio missions and gunnery on ground targets.

July 31, 1937, marked the closing of one of the most successful and instructive 14-day active duty camps for Air Reserve officers at Schoen Field, Fort Benjamin Harrison, Ind. The Reserve officers participated in formation, instrument and night flying in the mornings, and devoted the afternoons to class room work and lectures.

From August 1st to 6th, the 367th Observation Squadron (Reserve) performed a full schedule of tactical flying at Moffett Field, Calif., and then departed in order to participate in the 4th Army Maneuvers, at Fort Lewis, Wash. These maneuvers constituted the largest mobilization

in the Pacific Northwest since World War days. The 91st Observation Squadron, Air Corps, at Fort Lewis, was one of the participating units.

During the month of August, the 96th Bombardment Squadron, Langley Field, Va., conducted a 14-day training camp for Air Reserve officers.

#### West Point Cadets

At Mitchel Field, N.Y., during the period from June 12th to July 3rd, cadets of the senior class of the U.S. Military Academy received a practical test of the way the United States employs its air forces. The cadets manifested a keen interest in military aviation. The mornings were devoted to the various phases of flying, and the afternoons to lectures and interesting excursions to the various activities about the post. Each cadet received approximately seven hours of flying. The class was divided into three sections, each section being stationed at Mitchel Field for the period of a week.

On August 20th, the 1938 class of the U.S. Military Academy paid their annual fall visit to the 2nd Bombardment Group at Langley Field. The Group Commander gave the cadets a short talk on the performances, mission and the future of four-engine airplanes in the defense of the nation. The cadets displayed keen interest in the B-17 "Flying Fortresses," inspecting them thoroughly and witnessing the loading thereon of various sized bombs. Later they were afforded a precise demonstration of bombing on a typical target located on Plum Tree Island.

#### DEMONSTRATIONS AND REVIEWS

Planes and personnel from Albrook and France Fields, Panama Canal Zone, on January 23rd, passed in review to honor Major General H.W. Butner, Panama Canal Department Commander, who was sailing for the United States.

An aerial review was flown at Barksdale Field, La., on March 13th, in honor of Brigadier Gen. Gerald C. Brant, commanding the 3rd Wing, on the occasion of his departure for Langley Field to assume command of the 2nd Wing, GHQ Air Force.

The 90th Attack Squadron, Barksdale Field, La., dispatched six A-17 Attack planes to Fort Benning, Ga., on April 1st to participate in a chemical warfare demonstration at the Infantry School for the instruction of its regular class of students.

Vice President John N. Garner and Mrs. Garner, along with 32 senators and 74 representatives and their wives, and other government officials were in a visiting delegation at Langley Field, Va., on April 24th. A series of maneuvers was staged for the visitors and participated in by the 27th Pursuit Squadron of Selfridge Field, the 9th Bombardment Group from Mitchel Field, and the 8th Pursuit and 2nd Bombardment Groups of Langley Field. Machine gun firing with tracer bullets at ground targets by the Pursuit personnel, bomb dropping by the Bombardment personnel, and the laying of a smoke screen by the 37th Attack Squadron, Langley Field, featured the aerial demonstration.

Six planes from Albrook and France Fields, Panama Canal Zone, flew in a review on April 20th in honor of Major General David L. Stone,

the new commander of the Panama Canal Department.

Reserve officers attending the National Convention of the Reserve Officers Association at San Antonio, Texas, were given a demonstration of night flying at Kelly Field on the night of May 23rd.

Students of the Army War College visited the Second Bombardment Group, GHQ Air Force, Langley Field, Va., on June 15th, and after witnessing the installation of various sizes of bombs in the B-17 Bombardment planes, were spectators at a demonstration of bombing by this Group and a machine gunnery demonstration by the squadrons of the 8th Pursuit Group.

On June 15th, the 8th Pursuit Group, Langley Field, in its demonstration of machine gunnery before students of the Army War College, used tracer ammunition to enable the visitors actually to see the curtain of fire laid down on the targets.

During the National Air Races at Cleveland, Ohio, the first week in September, the Army Air Corps participated to the extent of staging formation flights of B-17 Bombardment planes; maneuvers by a squadron of PB-2A's from Langley Field, led by Captain Ned Schramm, and original and entertaining acrobatics by three pilots from Maxwell Field, Ala., termed the "Sky Larks," who proved worthy successors to the "Three Men on a Flying Trapeze."

On August 20th, the troops of the Hawaiian Department paraded in honor of Mr. Henry Morgenthau, Secretary of the Treasury. In spite of the extremely rough air, an impressive showing was made by the Air Corps units, which turned out every available man for the ceremony.

Honoring Major General Hugh A. Drum, outgoing Commanding General of the Hawaiian Department, Air Corps troops in that Department, in August, 1937, participated in the greatest review held since the World War, both ground and aerial. The aerial review was participated in by two C-33 Transports as the Wing Headquarters Flight, Martin Bombers from Luke Field and Pursuit and Attack planes from Wheeler Field.

The highlight of the National American Legion Convention, held in New York City, saw the GHQ Air Force in an aerial demonstration on September 21st, involving the Second and Third Wings of Langley Field and Barksdale Field, respectively. Composing the Second Wing were the 2nd Bombardment Group of 4 B-17 Bombers; the 8th Pursuit Group, consisting of 18 PB-2 Pursuit Bombers; the 1st Pursuit Group from Selfridge Field, Mich., composed of 18 P-26 Pursuit planes, and the 9th Bombardment Group from Mitchel Field, N.Y., equipped with B-10 Bombers. The Third Wing was represented by the 13th and 90th Attack Squadrons of the 3rd Attack Group, each equipped with 18 A-17 Attack planes. Flying demonstrations were staged over the monster American Legion parade, one shortly before noon, another in the late afternoon, and a forty-minute flight at night at 10:35 p.m.

On the occasion of the visit of the President of the United States at Fort Lewis, Wash., on October 1st, all ground troops of this post were turned out on the main highway, and a review formation was flown by the 91st Observation Squadron.

A flight of B-12 Bombardment planes of the 5th Composite Group, Luke Field, T.H., greeted Major General O. Westover on the occasion of his arrival on October 7th in the Hawaiian Department to inspect Air Corps activities.

Six Douglas B-18 Bombardment planes from Hamilton Field, Calif., passed in an aerial review before Major General Westover, Chief of the Air Corps, on the morning of October 18th, upon his arrival in San Francisco Bay following an inspection of Air Corps activities in Hawaii.

In commemoration of the first flight of the Wright Brothers at Kitty Hawk, N.C., December 17, 1903, all Army Air Corps stations were directed to place all available airplanes in the air on December 17th at the hour the first flight was made, weather permitting.

#### FLOOD RELIEF OPERATIONS

Personnel and planes of the GHQ Air Force played an important role in the rescue and relief of distressed persons in the flooded Ohio River Valley in January. Aerial photographers mapped the entire Ohio River Valley in the flood area from Portsmouth to its mouth at Cairo, Ill., including tributaries. Photographs were taken of levees and other parts of the flood region for the use of Army Engineers.

From January 27th to February 6th, Captain H.K. Baisley, accompanied by Master Sergeant Andrew E. Matos, piloted a Fairchild C-8 photographic airplane over the flooded Ohio River valley district, covering over 3900 square miles in 13 separate flights, totaling 41 hours, "shooting" vertical and oblique views of the flood crest in order to determine the area covered by the flood and the high water marks from Beaver, Pa., to Cairo, Ill.

Captain Paul T. Cullen, flying a similar plane, with a crew from Mitchel Field, was on the same mission, and the Army airmen worked almost unceasingly to accomplish their mission. Flying at from 8,000 to 10,000 feet altitude, views were taken with excellent results, despite rain, snow and overcast skies.

Airplanes of the 35th Division, Missouri National Guard, for a period of ten days from January 23rd, were flown in flood relief operations in the Ohio River Valley. About 110 hours were flown in patrolling the levees, in reconnaissance and in aerial photographic work.

Army airmen from Brooks Field, Texas, flying a Transport, an Observation and a Photographic plane, participated in relief work in the flooded Ohio River Valley. One plane was sent to Louisville, Ky., with serum for the flood sufferers. The photographic plane was engaged in work in the vicinity of Vicksburg, Miss. Over 120 hours were flown by the Brooks Field planes in this relief work.

The freshet waters from the hills of Maryland and Virginia and the tide in the Potomac River combined to flood Bolling Field, D.C., on April 27th, forcing the Army to evacuate personnel and equipment. This flood was the third experienced by Bolling Field since 1933.

Flood relief work in the inundated Central Valley, Calif., was conducted December 12th and 13th by the 88th Reconnaissance Squadron of Hamilton Field, Calif. Food and medical supplies were dropped to persons marooned by the

flood, and photographs were taken of the flooded area and of breaks in the flood control system.

#### DELIVERY OF AIRPLANES

The Second Bombardment Group, Langley Field, received on March 4th the first Y1B-17 airplane delivered to a tactical unit of the Air Corps. The officers and men of the Group were drawn up in parade formation to welcome the first so called "Flying Fortress." The second airplane of this type was delivered to the Group on March 11th.

The first of the newest defense weapon of the Army Air Corps, the Douglas B-18 Bombardment plane, 177 of which were purchased by the Air Corps for the use of the GHQ Air Force, arrived at Hamilton Field, Calif., in the middle of July.

The Advanced Flying School, Kelly Field, Tex., gained nine additional Attack planes on August 2nd; six being ferried from Barksdale Field and three from Maxwell Field. These airplanes were to be used to augment the equipment of the Attack Section of the School.

During the month of August, a total of eight BT-9 airplanes were ferried from the West Coast to the Advanced Flying School, Kelly Field.

Roaring eastward from California in the closing days of October, five B-18 Bombardment planes arrived at Mitchel Field, N.Y., for assignment to the 18th Reconnaissance Squadron.

Four North American BT-9 airplanes were ferried to Langley Field, Va., from the factory at Ing'ewood, Calif., for the use of the 2nd Bombardment Group as messenger and utility planes.

The first of 77 new Seversky P-35 Pursuit airplanes to be assigned to the First Pursuit Group arrived at Selfridge Field, Mich., the last week in December.

#### CHANGES IN ORGANIZATIONS AND STATIONS

Effective January 1st, the 20th Photo Section was transferred from Randolph Field, Texas, to Bolling Field, D.C., where the men from that organization and the Bolling Field Photographic Department were incorporated to function as a unit.

On January 31, 1937, a number of changes were effected in Air Corps organizations. The 21st Photo Section at Scott Field, Ill.; the Headquarters and Headquarters Squadron, 12th Observation Group, Brooks Field, Texas, and the 15th Photo Section at Fort Lewis, Wash., were rendered inactive, and the personnel thereof were transferred to other organizations.

Flights D and E of the 16th Observation Squadron were demobilized, the personnel, equipment and records in the case of the first named unit being incorporated in the 1st Observation Squadron, organized from the 9th Airship Squadron at Scott Field and transferred to Marshall Field, Fort Riley, Kansas, and in the case of Flight "E," incorporated in Flight "C" of the 12th Observation Squadron, transferred from Brooks Field, Texas, to Fort Sill, Okla.

The 9th Airship Squadron, Scott Field, was redesignated as the 1st Observation Squadron and transferred to Marshall Field, Fort Riley, Kansas.

Flight A, 16th Observation Squadron, Langley

Field, without personnel or equipment, was transferred to Pope Field, Fort Bragg, N.C.

Headquarters 16th Observation Squadron was rendered active, with station at Fort Bragg.

The 12th Observation Squadron, Brooks Field, Texas, less Flight "C," was transferred to Fort Knox, Ky. Flight "C" without personnel or equipment was transferred to Fort Sill, Okla.

The 1st Photo Section, Brooks Field, was redesignated as the 3rd Observation Squadron and transferred to Langley Field.

The 19th Airship Squadron, Moffett Field, Calif., was redesignated and consolidated with the 3rd Balloon Squadron, heretofore inactive, as an active unit, with station at Fort Lewis, Wash.

The 82nd Observation Squadron was constituted as an active unit at Moffett Field, Calif.

The Headquarters of the 18th Composite Wing, Fort Shafter, T.H., with one officer, 11 enlisted men and three airplanes, was moved to the new Hickam Field, where quarters were established in one of the completed hangars.

On October 1st, the 21st Reconnaissance Squadron, Langley Field, was relieved from attachment to the 2nd Bombardment Group and attached to the Second Wing, GHQ Air Force.

#### NAMING OF NEW FIELDS

The Bombing and Gunnery Base at Valparaiso, Fla., was redesignated "Eglin Field," in memory of Lieut. Colonel Frederick I. Eglin, who was killed in an airplane accident near Fort McClellan, Ala., January 1, 1937.

Announcement was made by the Secretary of War on November 17th that the new northwest army base at Tacoma, Wash., was designated as "McChord Field" in memory of Colonel William C. McChord, Air Corps, who was killed in an airplane accident near Maidens, Va., on August 16, 1937.

The newly established branch of the Air Corps Technical School at Denver, Colo., was named "Lowry Field," in memory of Lieut. Francis B. Lowry, a resident of Denver, who was killed in action in France during the World War.

#### LIGHTER-THAN-AIR ACTIVITIES

July 20th marked the first flight in many years of a captive balloon at Fort Lewis, Wash. The operation was conducted by the newly constituted 3rd Balloon Squadron, which arrived at Fort Lewis from Moffett Field, Calif.

During the month of July, the C-6 motorized observation balloon was delivered to the 1st Balloon Squadron, Fort Sill, Okla., where it was erected and flight-tested. The new balloon uses helium, and its motorized car is powered with a 90 h.p. Lambert motor and can be flown at 40 miles per hour.

#### ARMY AIR CORPS EXHIBIT

At the Aviation Show in New York City early in the year, the Army Air Corps was represented by an exhibit of both old and new aeronautical equipment, demonstrating the progress in aviation through the years. A case of aircraft models made to 1/40 scale of various types of planes, from the war-time "Jenny" and DH to the latest Boeing Bomber, attracted considerable attention. Motion pictures depicted aviation de-

velopment and historical progress from the time of the first flight of the Wright Brothers.

#### SCHOOL ACTIVITIES

##### Air Corps Training Center

During the calendar year 1937, a total of 569 students (122 officers of the Regular Army and 447 Flying cadets) entered the Primary Flying School, Randolph Field, Texas, for heavier-than-air flying training. Graduating during the year from the Advanced Flying School, Kelly Field, Texas, as Airplane Pilots, were 184 students (53 officers and 131 Flying Cadets).

Ten officers and 56 Flying Cadets graduated on February 19th from the Primary Flying School, Randolph Field, Texas, and were transferred to Kelly Field for advanced flying training.

Graduating from the Advanced Flying School, Kelly Field, on February 17th, were 33 students, including 3 officers and 30 Flying Cadets.

Kelly Field played host to the band and drill company of the John Tarleton Agricultural College, of Tarleton Station, Texas, on April 21st. They came to San Antonio to participate in the competition of school military organizations during the Fiesta of San Jacinto.

A total of 62 students (10 officers and 52 Flying Cadets) graduated from the Advanced Flying School, Kelly Field, on June 9th.

Class 29-B of the Advanced Flying School graduated on October 6th, the class comprising 40 officers of the Regular Army and 49 Flying Cadets.

##### Air Corps Technical School

A total of 803 enlisted men graduated during the calendar year 1937 from the Air Corps Technical School at Chanute Field, Rantoul, Ill., viz: 163 as Airplane Mechanics, 52 Armorers, 30 Machinists, 30 Parachute Riggers, 76 Aerial Photographers, 270 Radio Repairmen and Operators, 37 Welders, 35 Clerks, 25 Bomb Sight Specialists, 20 Carburetor and Ignition Specialists, 22 Electrical Specialists, 26 Instrument Specialists and 17 Propeller Specialists.

Officers graduating from the various courses at the Technical School totaled 36, of which 9 completed the Armament course, 10 Communications, 14 Airplane Maintenance and 3 Aerial Photography.

Early in March, a total of 32 Air Corps officers were detailed to pursue the various courses of instruction at the Technical School, commencing in the fall of the year, namely, 10 in Maintenance Engineering, 9 in Communications, 10 in Armament and 3 in Aerial Photography.

Graduation exercises for the officers' classes of the Air Corps Technical School were held on June 30th at the Officers' Club.

##### Air Corps Tactical School

Graduation exercises at the Air Corps Tactical School, Maxwell Field, Ala., were held on June 1st, the class comprising 53 Air Corps officers and 11 officers from other branches of the service.

##### Meteorological Schools

Meteorological service for the Army, heretofore the responsibility of the Signal Corps, U.S. Army, was on July 1, 1937, transferred to the branches of the Army utilizing this service, including the Air Corps, the Field Artillery, Coast Artillery Corps, Ordnance Department and

the Chemical Warfare Service.

At Maxwell Field, Ala., a Post Signal School was started on July 8th to train enlisted men in radio and meteorological work.

Effective July 1, 1937, a Weather Department, under the supervision of 1st Lieut. Floyd B. Wood, Air Corps, was added to the list of activities at Bolling Field, D.C., made up chiefly of the trained and experienced men whose duties were previously performed with the Meteorological Department of the Signal Corps. This detachment was to be supplemented by additional men from the Air Corps.

The meteorological station, formerly located at Fort Sam Houston, Texas, was transferred on July 1st to Kelly Field, Texas, and placed under the supervision of Lieut. Elmo Mathews, Air Corps. A new office and laboratory, adjoining the Post Operations Office, was constructed for this vitally important activity.

The 1st Weather Squadron was organized on July 1, 1937, for the purpose of furnishing an adequate weather service to Air Corps units which may be located either permanently or temporarily in the Pacific Coast region.

The Air Corps Weather School at Patterson Field, Fairfield, Ohio, was opened on September 1st with an enrollment of 25 students. The purpose of the school is to teach the students the science of weather with a view to having men trained in meteorological work available at Air Corps Base Weather Stations.

##### Navigation Schools

The 9th Group Navigation School at Mitchel Field, N.Y., resumed activities on April 5th with a new class of four student officers.

The 5th Composite Group, Luke Field, T.H., organized a navigation school for the benefit of the 18th Composite Wing, to continue during the months of July, August and September, the subjects taught covering all phases of dead reckoning and celestial navigation.

Certificates of proficiency in dead reckoning and celestial navigation were presented to a group of eight officers of the 9th Bombardment Group, Mitchel Field, N.Y., on December 10th.

##### Air Corps Engineering School

The annual commencement exercises of the Air Corps Engineering School were held at the Wright Field auditorium on June 30th. Brigadier General A.W. Robins, Chief of the Materiel Division, delivered the graduation address and presented graduation certificates to ten Air Corps officers.

##### Command and General Staff School

Of the total of 237 officers who graduated from the Command and General Staff School, Fort Leavenworth, Kansas, on June 21, 1937, 38 were members of the Air Corps.

##### Army Industrial College

Ten Air Corps officers were included among the 95 students graduating from the Army Industrial College, Washington, D.C., on June 23rd.

##### School of Aviation Medicine

Five officers of the Medical Corps, U.S. Army, and one Medical Reserve officer, who pursued the course of instruction at the School of Aviation Medicine, Randolph Field, Texas, graduated on March 31, 1937, as Flight Surgeons.

Another routine course of instruction to qualify medical officers for duty as Flight

Surgeons was commenced at the School of Aviation Medicine, Randolph Field, on July 15th, with 11 students enrolled. These students graduated on November 13th as Flight Surgeons.

#### Aviation Ordnance

A School of Aviation Ordnance was started at Langley Field, Va., with Captain Edward P. Mechling, Ordnance Dept., as Director, for the purpose of instructing Air Corps enlisted men in subjects dealing directly with aviation ordnance, such as theoretical and practical training in the storage of bombs, fuzes, pyrotechnics, small arms ammunition and machine guns. Three sessions are to be held each year, beginning in October, January and March.

#### Air Base Technical School

On July 1st, the Air Base Technical School at Langley Field, Va., opened its doors with a class of 15 men, an increment of 15 additional men being added every 15 days, and two months being allotted each class for the completion of the course, same covering basic subjects, such as shop mathematics, mechanical drawing, blueprint reading, elements of electricity, elements of metal work and radio code, so as to prepare men taking the course for the Chanute Field entrance examination.

#### School for Instrument Landing Training

Three officers and six enlisted men reported at Wright Field, Dayton, Ohio, October 4th, to receive instruction in the standard Air Corps instrument landing system. Classes for officers extend over a two-week period, with three officers to a class. Those for enlisted men extend over a period of one month, with six men to a class.

#### AERIAL PHOTOGRAPHIC ACTIVITIES

First Lieut. Charles F. Densford, pilot, accompanied by Staff Sgt. Herman L. Chestnutt, photographer, took off from Kelly Field, Texas, April 15th, to obtain aerial photographs of construction progress on the Conchos Dam in New Mexico for the use of officers of the Corps of Engineers engaged on this project. In a period of ten days the airmen spent nearly 26 hours in the air making vertical and oblique photographs and movie films.

Completing a 1380-square mile project of mosaic photography for the U.S. Geological Survey, 1st Lieut. Paul Hanley, pilot, with Tech. Sgt. Wm. M. Brees, photographer, and Corp. Victor Woodward, mechanic, returned to March Field on September 29th. Work on this project was started on September 9th, the bases of operation being at West Yellowstone; Boise, Idaho; and Eugene, Wash. Equipment utilized were a Fairchild C-8 photographic plane and a Fairchild K-3B camera. A total flying time of 61 hours was required for this photographic project.

#### NEW CONSTRUCTION AT AIR CORPS STATIONS

New hangars at Lawson Field, Fort Benning, Ga., were dedicated on March 14th before a crowd of 3,000 persons. A varied program of events was staged, including a demonstration of light and medium tanks. An Army airplane performed various types of observation missions, including two-way radio and flying under the hood. There was also a ground exhibition of Infantry, Artillery and Air Corps materiel.

Announcement was made by the Secretary of War on June 8th that contracts had been let for over half of the work required to complete the new Air Corps depot at Sacramento, Calif., to replace the Rockwell Air Depot.

The month of July saw the completion of plans for the installation at Selfridge Field, Mich., of a new and modern radio transmitting station, together with a new radio range and traffic control system. This range sets up four invisible beams used by the pilots at this field in instrument flying training.

On June 18th, Patterson Field, Fairfield, O., received an elaborate gift in the form of a magnificent swimming pool, which is located directly in front of the new Officers' Club. This pool was the gift of Mrs. F.G. Carnell, in memory of her son, Frank Stuart Patterson, one of the early Army test pilots, who was killed near the field which now bears his name.

A new and elaborate swimming pool, located at the Officers' Club, Mitchel Field, N.Y., was formally opened to officers, their families and guests, on the evening of June 17th by Colonel Walter H. Frank, Air Base Commander.

#### RESERVE COMMISSIONS

A total of 45 Flying Cadets, who graduated from the Advanced Flying School, Kelly Field, on June 17, 1936, and who completed their additional year of training with Air Corps tactical units, were commissioned second lieutenants in the Air Reserve, and placed on active duty.

Completing 8 months of duty with Air Corps tactical organizations, 37 Flying Cadets, who graduated from the Advanced Flying School on October 7, 1936, were on June 10, 1937, commissioned second lieutenants in the Air Reserve and placed on extended active duty at various Air Corps fields.

On June 20, 1937, a total of 30 Flying Cadets graduating on February 17, 1937, and since that time on duty with various Air Corps tactical units, were commissioned second lieutenants in the Air Reserve and placed on extended active duty.

#### AUTOMATIC LANDING SYSTEM PERFECTED

On August 23, 1937, after two years of intensive research and design with respect to automatic control flights and automatic flight procedure, two wholly automatic landings were made in the period of one hour under adverse air and wind conditions by Captain Carl J. Crane, Director of the Instrument and Navigation Laboratory at the Materiel Division, Wright Field, Ohio; Captain George V. Holloman, Assistant Director of this laboratory, and Mr. Raymond K. Stout, project engineer in automatic maintenance. Since that time additional landings have been made, in which disinterested personnel have been carried as observers on the flights in order to check the various factors entering into the fully automatic landings performed.

#### MISCELLANEOUS NOTES

A flight of 9 airplanes from Albrook Field, Panama Canal Zone, took off on January 15th for Managua, Nicaragua, to conduct a search for a missing aviator, transporting a cargo of gold to Managua from the Bonanza mine, about 150

miles distant. Shortly after the arrival of the Army airmen at Managua, the mining company reported another plane missing. The search, lasting two and one-half days, proved in vain, no trace being discovered of either of the two lost ships. The weather was poor the entire time, the mountains being clouded over part of the day, and there being many scattered tropical thunder storms in the valleys. Inability to obtain the proper grade of gasoline at Managua forced the flight to return to Albrook Field on January 20th.

May 28th was proclaimed by the President of the United States as "National Aviation Day," and on this occasion General Malin Craig, Chief of Staff of the Army, issued a statement regarding the progress made in military and commercial aviation in the past few years, also the present and future aircraft strength of the Army.

A total of 33 Second Lieutenants of the Air Corps were promoted to the rank of First Lieutenant, effective June 12, 1937.

Eleven members of the famous "99" Club, an organization of women flyers, visited Selfridge Field, Mich., on June 20th, and were taken on an inspection tour of the various activities at the Air Base. All of the visitors flew to Selfridge Field save one, who was forced to employ another form of transportation during the latter part of her journey due to the breaking of the propeller of her Waco plane.

The reorganized 12th Observation Squadron, which had been stationed at Brooks Field, Tex., for a number of years, was moved to Fort Knox, Ky., on June 20th.

Of the 297 cadets graduating from the U.S. Military Academy, West Point, N.Y., on June 12, 1937, 106 were assigned to the Air Corps Training Center, Randolph Field, Texas, for flying training.

Announcement was made on August 12th that, due to the exigencies of the service, it was necessary to cancel the Mitchel Trophy Race for 1937.

The War Department, on July 20th, approved the following sleeve insignia for the HQ Air Force: "On a golden orange disc, 2 $\frac{1}{2}$ -inch in diameter, an ultramarine blue, three-bladed impeller, the curved surfaces emanating from the points of an imaginary  $\frac{3}{4}$ -inch equilateral triangle."

Major Victor E. Strahm and Tech. Sgt. Gregory A. Mitchell, of March Field, Calif., were the first American officials to welcome to the United States the Russian flyers, Gromoff, Yumashev and Danilin, who descended in a cow pasture, approximately 30 miles from March Field. The Russian flyers, in their huge bat-winged ANT-25 airplane, left Moscow July 12th at 3:21 a.m., Moscow time, and were in the air 62 hours and 17 minutes before landing was made at San Jacinto, the distance covered being approximately 11,500 kilometers. The route took them over the North Pole, thence along the 120th Meridian over Canada, crossing the Rocky Mountains to the Pacific Coast.

Announcement was made by the War Department that the new multi-seater fighter, technically

known as the XFM-1, built by the Bell Aircraft Co., Buffalo, N.Y., made its initial trial flight at the Municipal Airport in that city on September 1st, and that the flight was entirely successful. This new monoplane embodies all the latest designed devices to increase speed and air worthiness. Its landing gear and tail wheels are electrically retractable, and it carries flaps to reduce its landing speed. Heated compartments are provided for all members of its crew, which will be needed at its fighting ceiling of over 30,000 feet.

A change in the designation of classes at the Air Corps Training Center was effected on September 29th, the classes thereafter being designated according to the year and time of the year that they finish the course of training, - thus, Class 38-A, 38-B, etc.

In the period of field training during the week of December 1st, the 23rd Bombardment Squadron of Luke Field, T.H., carried out a seed planting program in cooperation with the Chief Forester of the Territory of Hawaii, over 1,000 pounds of seed being dropped during flight over barren terrain to prevent the rapid erosion taking place in that area.

On December 9th and 10th, the 97th Observation Squadron, Mitchel Field, N.Y., conducted tactical missions with the 1st Engineers, U.S. Army, at Fort duPont, Del.



#### B-18 BOMBERS LAND AT RANDOLPH FIELD

Randolph Field, Texas, was honored on February 2nd by a visit of 13 B-18's, under the command of Colonel Harvey S. Burwell, enroute from March Field, Calif., to Barksdale Field, La. Bad weather grounded the flyers and prevented their take-off until the afternoon of the following day. The Bombardment personnel have as their mission an aerial bombing exhibition upon their arrival at Barksdale Field.

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#### A DOG-CONE GOOD FLYER

He takes to the air with the greatest of ease - the flying pup of the 7th Bombardment Group of Hamilton Field, Calif. Teddy is just four months old, but he has already accumulated 102 hours flying time. He is the mascot of the organization and there is no doubt he has the flying complex. The roar of motors does things to him, and he's a lonely dog when left behind.

It isn't often, though, that Teddy is left, for he generally follows his airplane out of the hangar and is the first to jump in when the door is opened. Recently, when the Assistant Secretary of War paid a visit to Hamilton Field, he was very pleased with the record of the pup and promised a citation when 500 hours of flight is completed. Last month Teddy flew 56 hours, and at that rate the presentation of the citation is not far off. A parachute is being made for Teddy, so in case of a major emergency he can ride down to a four-point landing.

## MAINTENANCE FLIGHT BY ADVANCED STUDENTS

The scheduled "Round the Horn" flight for the present class (38-A) at the Advanced Flying School, Kelly Field, Texas, was finally completed on January 28th with no mishaps, after considerable delay due to adverse weather conditions.

Dust storms and low ceilings along the route both played their part in holding various flights on the ground. The Observation Section, under the command of Captain Russell E. Randall, had the longest delay when they arrived at Hensley Field on Tuesday, January 18th, and remained until the following Monday, January 24th. The first echelon of the Pursuit Section joined them at Hensley Field on Wednesday, January 20th and, although guest facilities were somewhat crowded, there seems to have been no difficulty on the part of those at Hensley Field in keeping everybody happy.

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## B-17 BOMBERS ON TRANSCONTINENTAL FLIGHT

Commanded by Major Vincent J. Meloy, Air Corps, Langley Field personnel in ten of the Army's "Flying Fortresses" (Boeing B-17 Bombers) landed at Kelly Field, Texas, on January 24th, during the course of a routine flight from March Field, Calif. The planes were manned by a crew of 35 officers and 56 enlisted men. The journey of approximately 1200 miles was accomplished in six hours, or at an average speed of 200 miles per hour. The visitors left Kelly Field on January 25th, taking off at two-minute intervals.

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## ACTIVITIES AT AIR CORPS TACTICAL SCHOOL

Following the respite from map problems which always come with the completion of courses which terminate at the Christmas holidays, the students of the Air Corps Tactical School, Maxwell Field, Ala., have just started with the second epidemic of afternoon problems. The Logistics, Attack and Chemical Warfare courses keep the students busy many afternoons during February, and the important Bombardment course finishes with its map problems early in March. The annual spring vacation of the school will be from March 12th to 20th, inclusive, and then the class will start on the down hill slope toward graduation early in June.

There is one more break in the schedule for the students which comes the second week in May, when the entire class will go to Florida for gunnery training and staff exercises at the Valparaiso Gunnery Range.

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Contribution of material for the News Letter from France and Albrook Fields in Panama will be highly welcomed.

## CHECKING VALVE TAPPET CLEARANCES By the Mitchel Field Correspondent

Due to difficulties encountered by a number of mechanics, who are unable to insert a finger through spark plug hole in locating top center on the compression stroke, and to insure accuracy in their work, the 97th Observation Squadron (Corps & Army), at Mitchel Field, N.Y., has developed a new system for checking valve tappet clearances on the twin row "Wasp" R-1535-7 engine. A metal circular disc with a separate pointer arm is used for this purpose.

The disc is installed on thrust bearing retaining plate studs and pointer attached to rear of propeller hub immediately in front of installed disc. The propeller is turned in direction of rotation until No. 1 piston reaches top center on compression stroke. Pointer is then aligned with top mark on disc for No. 1 cylinder and tightened firmly to the propeller hub. To reach top center on compression stroke for next lobe, propeller turns 480 degrees, then for third lobe on No. 1 cylinder, propeller is again turned 480 degrees, and for fourth lobe same procedure. To reach top center on next cylinder to fire, after checking No. 1 cylinder, pointer is moved to No. 10 cylinder and same procedure is followed.

There are three marks on disc, spaced 120 degrees apart for each cylinder, and cylinders located opposite each other are on same mark on disc. The disc is also marked for checking magneto timing and valve timing.

In an Unsatisfactory Report, recently submitted, the principle of this system was set forth for study by the Materiel Division. In the recommendations on this report, the following remarks were made:

"It is believed that a disc similar to this or one embodying its salient features would be of value and assistance to the various service activities using R-1535-7 engines, as this organization has used disc for about ten months and has proven its usefulness by saving many man hours and improving the exactness of work accomplished. Disc is made of 1/8" sheet aluminum and could be duplicated on metal more suitable for continuous use."

This system was developed entirely through the efforts of Master Sergeant Benjamin Roth, line chief of the 97th Squadron, who also designed a special drip pan for the O-46A type airplane last year. This pan proved to be a great help toward cleanliness in the hangar, as all oil and grease dropping from the engine, when work or inspections are in progress, falls on the pan suspended by hooks under motor, and drains into a bucket underneath.

Roth, then a Staff Sergeant, was a mem-

(Continued on Page 18)

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AIR CORPS OFFICERS COMPLETE SPECIAL COURSE IN NAVAL OPERATIONS  
By the News Letter Correspondent

After two weeks of intensive instruction, twenty selected Air Corps officers completed a special course in Naval Operations on January 21st at the Air Corps Tactical School and were presented Certificates of Graduation by Brigadier General H. C. Pratt, the Commandant. This Special Course was inaugurated principally to give officers of the GHQ Air Force a more up-to-date knowledge of Naval Operations and what to expect in the case of joint operations. The course of study covered about twice the amount of ground as will be covered in the regular Naval Operations Course which is given to the regular students of the Air Corps Tactical School.

Great credit for the successful conducting of this special course goes to Lieut. Commander Miles R. Browning, U.S. Navy, who was the Chief Instructor and who is the first Naval officer to be regularly detailed to the Tactical School as an instructor. His handling of the course with its many controversial features was exceptional, and the entire class showed great appreciation of his efforts. Colonel Herbert A. Dargue, Assistant Commandant, and Major Frederick von H. Kimble assisted Commander Browning in various phases of the instruction.

It is not known whether another similar course will be conducted during the next school year, and undoubtedly this will depend largely upon the desires of the GHQ Air Force for the training of more officers in this subject.

The graduates of the course were: Colonels Lewis H. Brereton and Walter C. Kilner; Lieut. Colonels Harvey S. Burwell, Earl L. Naiden, Carl W. Connell, Francis M. Brady; Majors Samuel M. Connell, Phillips Melville, Claude E. Duncan, Howard K. Ramey, James P. Hodges, and Paul H. Prentiss; Captains Francis B. Valentine, Kenneth N. Walker, Charles H. Caldwell, Neil B. Harding; 1st Lieuts. John A. Samford, Ronald R. Walker, Draper F. Henry and Paul G. Miller. Colonel Brereton is on duty as instructor at the Command and General Staff School, while the remainder of the officers are all on duty with the GHQ Air Force.

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GHQ A.F. DEMONSTRATION AT BARKSDALE FIELD

The entire student class of the Air Corps Tactical School and most of the instructors attended the GHQ Air Force Demonstration at Barksdale Field, La., on February 5th. The demonstration was staged principally to give the students of this school an idea of the use of the Attack, Bombardment and Pursuit arms of the GHQ Air Force. The results of the program were highly satisfactory from the school viewpoint, and already plans are under way to request a similar demon-

stration during the next school year.

Classes were terminated early on the morning of February 4th, and by noon the advanced guard were on their way to Barksdale Field in the antiquated B-6's. The other airplanes were dispatched at short intervals until every airplane in commission at Maxwell Field was on its way, except for the one airplane set aside for the weather flights. The airplanes available at Maxwell Field were not sufficient to carry all the personnel involved, but the loan of a C-33 Transport from Barksdale Field just filled the bill. A few of the airplanes returned to Maxwell Field on Saturday night, while the remainder made the trip Sunday morning, and all arrived without incident except for one B-6 which became stuck in the mud at Vicksburg. The plane was one of a formation of three which ran into a stretch of bad weather and, being without efficient radio facilities to determine the depth of the bad weather, put back into Vicksburg for a weather report. The plane, piloted by Major Sigmund F. Landers and Captain Hobart R. Yeager, taxied up to the line, and after the plane had come to a stop a recent PWA excavation started to settle and the airplane went along. The reports received at the field from the pilots were to the effect that the wings were the only thing which kept the airplane from going completely out of sight.

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Checking Valve Tappet Clearances

(Continued from Page 17)

ber of the Byrd First Antarctic Expedition in 1929, and upon his return was promoted to the grade of Master Sergeant and awarded the Soldier's Medal.

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HAMILTON BOMBERS RETURN FROM BARKSDALE

Four of the Douglas B-18 Bombardment planes returned to the air base at Hamilton Field, Calif., on February 7th, after performing a mission which took them to Barksdale Field, La. The purpose of this mission was to demonstrate tactics as employed in the latest type aircraft before members of the Air Corps Tactical School. Officer personnel who participated were as follows: 1st Lieuts. J.H. Atkinson (flight commander), J.J. Morrow, E.P. Rose, J.H. Wallace, H.W. Pennington, C.A. Brandt, G.H. Tibbets, J.A. Way, J.D. Underhill, W.G. Carter, W.R. Graham; 2nd Lieuts. W. Lewis, D.H. Walker, S.V. Payne, W.C. Capp and J.M. Reynolds.

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## FLIGHT OF Y1B-17'S TO BUENOS AIRES

According to a recent announcement of the War Department, six Y1B-17 airplanes from the GHQ Air Force, Langley Field, Va., will comprise the flight of U.S. Army airplanes to Buenos Aires, Argentina, in order to participate in the inauguration ceremonies of the new President-Elect of the Argentine Republic, Dr. Roberto M. Ortiz. The ceremonies will take place on February 20, 1938.

The flight will be under the command of Lieut. Colonel Robert Olds, whose flagship will be No. 10. The other five planes will be commanded by Majors Vincent J. Meloy, Caleb V. Haynes, Harold L. George, Captains Neil B. Harding and Archibald Y. Smith. The complete list of operating personnel, all from Langley Field, is as follows:

### PLANE NO. 10 (flagship)

Lieut. Colonel Robert Olds, Major Edwin R. McReynolds, Captain Robert B. Williams, 1st Lieuts. John W. Egan, Edwin L. Tucker, Staff Sgt. James J. Boutty, Pvt. 1st Cl. Archie R. Jester, Pvts. Joseph H. Walsh and Kenneth E. Trout.

### PLANE NO. 51

Major Vincent J. Meloy, Captain Alva Harvey, 1st Lieuts. Frederick E. Glantzberg, Torgis G. Wold, Staff Sgt. Henry L. West, Sgt. Jack A. Franske, Corp. Clarence D. Lake, Pvt. 1st Cl. John W. Yankowsky.

### PLANE NO. 52

Captain Neil B. Harding, 1st Lieuts. David R. Gibbs, Ralph E. Koon, Gerald E. Williams, Tech. Sgt. Besola Cobb, Sgt. Lewis Hayduke, Pvt. 1st Cl. Harold J. Nycum, Pvt. Frederick W. Woitineck.

### PLANE NO. 80

Major Caleb V. Haynes, 1st Lieuts. Thomas L. Mosley, Curtis E. LeMay, 2nd Lieut. Joseph B. Stanley, Tech. Sgt. Adolph Cattarius, Staff Sgt. William J. Heldt, Corp. James E. Sands, Pvt. 1st Cl. Donald F. Iowney.

### PLANE NO. 82

Captains Archibald Y. Smith, Cornelius W. Cousland, 1st Lieuts. Richard S. Freeman, John A. Samford, Sgt. George R. Charlton, Staff Sgts. Troy V. Martin, Henry P. Hansen, and Pvt. 1st Cl. Russell E. Junior.

### PLANE NO. 61

Major Harold L. George, Captain Darr H. Alkire, 1st Lieuts. William A. Matheny, Paul G. Miller, Tech. Sgt. Gilbert W. Olson, Staff Sgt. Everett Kirkpatrick, Corporal William A. Withers, Pvt. 1st Cl. Norbert D. Flinn.

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Master Sergeant Richard Rogers, Air Corps, Langley Field, Va., was appointed a Warrant Officer, U.S. Army, effective February 1, 1938, and assigned to the Air Corps at Chanute Field, Rantoul, Illinois.

## THE STAINLESS STEEL WING

By the Materiel Division Correspondent

The installation of a stainless steel wing at the Materiel Division, Wright Field, Ohio, on an Observation Amphibian (OA-4A) airplane during the latter part of 1937 was the culmination of an experimental program in connection with this construction extending back well over five years. It has long been realized that from the maintenance standpoint the wood wings of the OA-4A were inadequate. Joints loosened under high humidity conditions and in other respects they were a weak feature on what was otherwise acknowledged to be a rugged and serviceable aircraft.

When the suitability of a metal wing was considered, it was known that duralumin, with its high corrosion characteristics in sea air or water, could not be used. It was decided to try stainless steel.

The first step was the submerging of specimens in tide water for testing over a period of time. No corrosion either in material or around spot welds resulted. A stainless steel wing was constructed and submitted to static testing at the Materiel Division. At the conclusion of these tests it was exposed to the elements at Wright Field for more than two years without noticeable deterioration. As a result of the static tests, some parts of the wing had to be reinforced. A thorough testing under vibratory loads simulating those in flight followed. No failure occurred either in the thin sheet or the spot welds.

With this basis of encouragement, contracts for a total of seven stainless steel wings were entered into with Fleetwings, Inc. The purpose was to mount them on OA-4A airplanes for service testing. Two are now at Langley Field, one will go to Panama, one to Hamilton Field, one to Mitchel Field, and the others elsewhere to coastal squadrons.

The steel wing is lighter than the wood wing, based on the same design load factors and same gross weight of the airplane. The actual weight of the steel wing is 4 pounds greater than the wood wing it replaced, but the steel wing was designed for a 50 percent greater low angle of attack load factor and a 20 percent greater inverted flight load factor than the wood wing. It has a very smooth external surface, the spot welding allowing slight speed advantages. It requires no finish or paint, which is a weight saving and maintenance advantage.

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Major Chilion F. Wheeler, who for a number of years has been stationed at the Air Corps Materiel Division, Wright Field, was transferred to Scott Field, V-7637, A.C.

## THE HAWAIIAN ISLANDS

By an Air Corps Officer who served there.

In our last article on the subject of the Hawaiian Islands, we promised another which would contain more details of the interesting features of the "Big Island."

Of course, not all of an Air Corps officer's time in Hawaii, as elsewhere, is devoted to flying. Since the Department Commander encourages officers to avail themselves of a certain amount of authorized "detached service," spent at the Army's Rest Camp at Kilauea Volcano, we eventually found it expedient to spend a week at that interesting and thoroughly delightful place.

The overnight trip by steamship took us along a route practically identical with that described in our last article, except that our altitude throughout could be termed zero. Darkness descended during the passage over the distance from Honolulu to Molokai, but afforded still a different view of Diamond Head, the symbol of Hawaii, under conditions of light existing at rainbow time, as the sun is preparing to cast its last daily "Aloha" glance at Oahu.

The water was normally rough until we reached Northwestern Molokai, but the passage for the remainder of the night, through "Lahaina Roads," the body of water in lee of Molokai and Maui, is best described by our self-coined word: mill-pond-acious.

We needed no alarm clock on this particular journey, because the extremely rough water encountered, as is nearly always the case, just after leaving the protection of Haleakala Mountain on southeastern Maui, made the effort to keep from being thrown from our beds too great for what it was worth. In consequence, we were on deck bright and early and viewed the approach to Hawaii and the subsequent trip down the eastern coast as far as Hilo harbor with excited interest.

The most interesting phase of this trip is the passage, within a quarter mile, of the Hamakua coast, some fifteen or twenty miles in length. Here nature provided the spectacular phenomenon of one thousand-foot vertical cliffs rising directly from the deep ultramarine blue of mid-ocean. The geologists inform us that this condition was caused by the stripping off of millions of tons of volcanic earth in one of the most tremendous landslides evident anywhere in the world. Erosion resulting from rainfall on the slopes of Mauna Kea has eaten out numerous flat-floored valleys whose few inhabitants can only emerge by means of zigzag foot paths up the steep sides.

The cliffs of the Hamakua coast give way to more gradual slopes covered with sugar cane fields and small streams.

The auto trip from Hilo to Kilauea was along a beautifully paved road thirty

miles in length, during which ride we noticed the climb of 4,000 feet mainly by virtue of the gradual decrease in temperature. We learned later that artificial heat was required each morning and evening, and were delighted at being able to enjoy an open fire both at the club house and the lovely Luke Field cabin, especially in view of existing mid-summer temperatures in the middle eighties at sea level.

During our stay at the Rest Camp, we drove and walked through the beautiful fern forests, with fern trees from twenty to forty feet in height. We also made frequent trips along the "chain of craters," no two of which are similar, the only active one viewed being that of "Halemauau," the "pit of eternal fire" within Kilauea Crater itself.

"Mokuaweoweo," at the summit of Mauna Loa, is also classed as an active crater, said to be the largest in the world, but the difficult trip up the remaining ten thousand feet did not appeal to us.

The three spots we found most interesting, which were within comparatively easy reach of the military camp, were the bird forest, the Thurston Lava Tube and its entrance through a veritable fairyland glen, and Mauna Iki (little mountain), in the Kau desert. The Kau desert itself is extremely interesting, and consists of the most jagged lava deposits we have ever witnessed. In this region it is said that King Kamehameha, the conqueror and consolidator of all of the islands of the group and, as far as we know, the only warlike Hawaiian native, concentrated his army in 1789 and 1790. The tremendous eruption of 1790 sent molten lava and volcanic mud. A large proportion of the army is said to have been caught in the eruption and completely annihilated. Mute evidence still exists of the mad milling around which must have been indulged in by the heat-crazed mass of humanity, in the form of deep imprints of bare feet in the clay, which has hardened to such an extent that the rains of the intervening years have failed to eradicate the prints. Due to the souvenir-attaching propensities of the many tourists who make this trip around and through the Kau desert, these footprints are now a distinct rarity, but we were able to find a few.

Recent eruptions have produced tumbling streams of hardened or hardening lava, but the earlier eruptions evidently threw gushers of thoroughly molten material high into the air, where it was whipped to hair-like wisps by the violent air currents. It is still possible to find wisps of "Pele's hair," so named after "Madam Pele," goddess of the volcano. Woe betide the foolish treasure

seeker who stuffs his pockets full of this material without providing a suitable container - as we can well testify because of the fact that it is brittle and "crawly" and gives the foolish bearer the same pleasurable experience he would have with a pocket or undershirt full of short-cut horsehair.

The bird forest, mentioned above, is an area filled with older trees, of fair size, and lovely fields, which escaped the lava flows of 1790 and 1847. A few singing varieties of birds which have escaped the nest raids of rats and mongooses, enliven this area with their articulations - such a welcome relief from the interminable minah birds and sparrows.

The Thurston Lava Tube extends some 1400 feet into the earth, the first 400 feet being open for those who wish to explore it, and was caused by the rapid cooling of the external portions of an underground lava flow while the inner core remained thoroughly molten long enough to flow away.

We took the 100-mile loop drive to the beautiful Puna coast (southeastern Hawaii), where we saw huge trees whose trunks are nearly obscured by tropical vines, and stretches of hard lava beach and wooded headlands.

We did not essay the nearly 1,000-mile drive around the island, thereby missing many of the most interesting sights and most primitive conditions to be found in the Territory, as we were informed that the roads were bad and the trip quite difficult. It is presumed that this condition will be eliminated, as far as the roads are concerned, in the future, and we hope to be in a position to complete this portion of our education on a future sojourn in the Territory.

To this day we cannot understand how we found so little opportunity to get around more during nearly three years in Hawaii but, rather suddenly, we realized that our departure was upon us. After the throes of discarding and packing, with which all of us are only too familiar, we found ourselves standing, dazedly, on the deck of the "St. Mihiel," while endeavoring to keep our noses above the flower leis, bestowed upon us by many friends fortunate enough to remain longer. We felt strange lumps arise in our throats when the Army band struck up "Aloha Ae," and our vision became unaccountably blurred when the ship cast off to the ever thrilling notes of "The Song of the Islands."

After Diamond Head was to our west and we were preparing to go below, we saw an "Aloha" flight of airplanes approaching and suddenly realized that the salute was for us. The first element to arrive and the last to leave was our old squadron and, as the drone of the motors finally faded in the distance and the planes themselves became mere specks over

good old Diamond Head, the true meaning of "Aloha" took us completely - never, never "Goodbye" but "till we meet again."

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#### OFFICERS ASSIGNED TO AIR CORPS TACTICAL SCHOOL

Under Special Orders of the War Department, recently issued, fifty Air Corps officers are assigned to duty as students at the Air Corps Tactical School, Maxwell Field, Ala., for the 1938-1939 course, reporting not later than September 13, 1938, for this duty, viz:

From Office Chief of the Air Corps: Majors Rowland C.W. Blessley, William B. Souza, James A. Mollison, Captain Donald F. Stace.

From Langley Field, Va.: Majors Harvey H. Holland, Otto G. Trunk, Captains John H. McCormick, Allen R. Springer, Randolph P. Williams, 1st Lieut. David R. Gibbs.

From Barksdale Field, La.: Major Edward M. Morris, Captain Charles G. Pearcy.

From Mitchel Field, N.Y.: Major Leo F. Post, Captains James K. DeArmond, John P. Doyle, Jr. John N. Jones, Milton M. Towner, Walter C. White.

From Selfridge Field, Mich.: Captain John M. Sterling, 1st Lieut. Ernest K. Warburton.

From Chanute Field, Ill.: Majors William M. Lanagan, Donald G. Stitt, Captain Hugo P. Rush.

From Fairfield Air Depot, Ohio: Majors Oakley G. Kelly, Ralph B. Walker.

From Wright Field, Ohio: Major James A. Woodruff, Captains Samuel R. Harris, Jr., Carl J. Crane, Alfred H. Johnson, 1st Lieut. Leonard F. Harman.

From Randolph Field, Texas: Captains Charles P. Cabell, Glen C. Jamison, Walter S. Lee, Kenneth P. McNaughton, 1st Lt. Charles T. Arnett.

From Kelly Field, Texas: Captain Walter G. Bryte, Jr.

From Bolling Field, D.C.: Captain Arthur L. Bump, Jr., 1st Lieut. Stanley K. Robinson, Captain George W. McGregor.

From Maxwell Field, Ala.: Majors James C. Cluck, Fred C. Nelson, 1st Lieuts. Robert E.L. Choate, Carl R. Storrie.

From Pope Field, Fort Bragg, N.C.: Major Edmund P. Gaines.

From Fort Sill, Okla.: Major Frederick D. Lynch.

From San Antonio Air Depot, Texas: Major Elmer D. Perrin.

From Harrisburg, Pa.: Major Henry H. Reily, A.C. Technical Supervisor, Middletown Air Depot Control Area.

From Selfridge Field, Mich.: 1st Lieut. Frank J. Coleman.

From Schoen Field, Ft. Benjamin Harrison, Ind.: Captain Milton J. Smith.

From Hawaiian Department: 1st Lieut. William C. Sams.

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Major Devereux M. Myers, who has been on duty at Hamilton Field, San Rafael, Calif., for the past several years, has been relieved from duty thereat and assigned to the Denver Branch of the Air Corps Technical School, Lowry Field.

LIST OF NONCOMMISSIONED OFFICERS QUALIFIED FOR MASTER SERGEANT, AIR CORPS  
Effective January 1, 1938.

1	Feiertag, William F.	68	Brown, Lee E.	135	Domes, Johann
2	Hallam, John	69	McCartney, George D.	136	Fitzgerald, John E.
3	*Foster, Arthur C.	70	Herb, Donald P.	137	Palmer, Clarence A.
4	Smith, Chester M.	71	Blais, James G.	138	*Kelly, Robert J.
5	Johnson, Carl L.	72	Haffner, Hans G.C.	139	Neff, Frank D.
6	*Sweeney, Charles L.	73	Wiedekamp, Karl T.	140	Smith, Alfred N.
7	Bothne, James N.T.	74	Blackden, William H.	141	Logsdon, Jewel G.
8	Hanaford, Don A.	75	Hluchan, Charles	142	Casto, Clyde R.
9	Davis, John L.	76	Auer, Adam M.	143	Moorhead, William
10	McKnight, Charles H.	77	Jensen, Peter	144	Thompson, Benton T.
11	*Klinger, Benjamin H.	78	*Hill, James W.	145	Cattarius, Adolph
12	Locher, Joseph H.	79	Albin, Louis B.	146	Hoffman, Carl
13	*Carr, Lynn B.	80	*Alexander, Harry W.	147	Thomas, Robert H.
14	Kretz, William	81	Cheska, Benjamin A.	148	Tupper, Hobson
15	*Rohlik, Waldce	82	Graham, John	149	Thomas, Edwin D.
16	Kelly, Forrest F.	83	Crone, Carmon E.	150	Sampson, Harold F.
17	Bentley, Leonard L.	84	Downing, Harvey J.	151	Drobin, Joseph S.
18	McAndrews, John	85	*Gargus, Alvin W.	152	Hoce, Roy W.
19	Malloy, Stephen A.	86	Miller, Fred P.	153	Clark, Irvin L.
20	Pearson, James	87	Turner, William H.	154	Baldwin, Thomas J.
21	Berg, Peder	88	Goed, Robert L.	155	Craig, Don J.
22	Hobson, Earl	89	Hopper, Walter S.	156	Ferrell, Bruce R.
23	Walters, Clyde L.	90	Leary, Vernon G.	157	Bell, Charles C.
24	Ceccato, Peter	91	Haynes, Paul H.	158	*Jones, William L.
25	Barns, Thomas V.	92	Raymond, Edgar E.	159	Dombeck, Jacob S.
26	Perkins, George W.	93	Williford, Leon A.	160	Mick, Vernon
27	Stoser, Walter	94	Jones, Hurley D.	161	Stolte, Arthur
28	McNeely, Ralph	95	Apple, William V.	162	*Lawrence, Harry E.
29	Suggs, John M.	96	Lofley, William J.	163	Rosser, John C.
30	Wupperfeld, John A.	97	Roberts, Carl C.	164	Johnson, Harold V.
31	Leffler, Charles H.	98	Hoijer, Richard E.	165	Waters, Claude G.
32	Kendrick, Bryan J.	99	*Grabsky, Walter	166	Swisher, Douglas M.
33	Carpenter, Ross	100	Williams, Wallace H.	167	Moore, Virgil
34	Hohensee, Emit F.	101	Filkins, Joseph A.	168	*Casey, Patrick T.
35	*Harrison, George E.	102	Schaefer, Chris J.H.	169	Freshwater, Glenn E.
36	Kohn, Louis	103	Bush, Samuel T.	170	Parrett, Raymond C.
37	Harris, Arthur H.	104	Willison, Thomas L.	171	Burroughs, John J. Sr.
38	*Tilton, Everett M.	105	Peckham, Russell C.	172	Wallace, John R.D.
39	Ashby, Walter	106	Gibbins, Stanley K.	173	Ycung, Stephen B.
40	Justice, Nye P.	107	Simons, Wilbur J.	174	Quinn, Ralph E.
41	Draper, Charles W.	108	Baros, Rudy J.	175	Revert, Artie L.
42	Witsch, Henry A.	109	Fisher, George W.	176	Waddell, Walter A.
43	*Winans, Edward L.	110	*Thermenos, Nicholas	177	Forrest, James A.
44	Ward, Leamon V.	111	Jewell, Arvin B.	178	Freatly, Albert E.
45	Bcgdanski, Adam	112	Glasscock, Harry	179	Hartley, Ernest H.
46	*Lorimer, Robert R.	113	Boward, Richard	180	Townsend, William B.
47	Johnson, Lonnie M.	114	Valtierra, Leobardo	181	Fox, William B.
48	Gordon, Frederick J.	115	Chambliss, John R.	182	Olson, Gilbert W.
49	Moslander, Charles E.	116	*Stanowich, Steve	183	Redifer, Earl B.
50	Innes, Victor A.	117	Mitchell, George W.	184	Henneck, Michael P.
51	*Davids, Ewald	118	Adams, Firman S.	185	Scott, Elliott
52	Cobb, Horace W.	119	Koziburski, Edward A.	186	Randles, Arthur E.
53	Swanson, Nels E.	120	Lindsey, Jasper E.	187	Symington, Douglass
54	Wing, Richard E.	121	*Warren, Luther	188	*Bishop, Edward J.
55	Doyell, Clyde W.	122	Mueller, Charles	189	Hughes, Raymond J.
56	Lantz, Carl G.	123	Christian, Walter	190	Pope, William E.
57	Hans, Karl L.M.	124	Merian, August A.	191	Faust, Carl M.
58	McGhee, Lloyd H.	125	Fusz, Charles F.	192	Waytulonis, Victor M.
59	Darby, Harry	126	Hobart, Clyde J.	193	*Miller, Joseph J.
60	*Wentzell, James H.	127	Loomis, Sidney E.	194	Craft, Tennyson M.
61	Sage, Hobson D.	128	Himes, Olin C.	195	Silvers, Lee
62	Wheeler, Adam L.	129	Mathews, Daniel A.	196	Marth, Hugh H.
63	Ritenour, Ervin W.	130	Dreier, Elmer L.	197	Gossett, Henry
64	DesMarais, William	131	Maroul, John J.	198	Reist, Emil
65	Schmidt, George E.	132	Von Euw, John B.	199	Akers, Thornton
66	Stein, Joseph J.	133	Glasscock, Benton D.	200	Tomberlin, George D.
67	Leroy, Harold D.	134	Myers, Allen G.	201	Foster, Edwin C.

202 Hamilton, Robert E.	214 *Axford, Leo W.	225 *Bahn, Richard W.
203 Grossman, Paul	215 *Harmon, William T.	226 Cayhne, Arthur H.
204 Callaghan, George	216 Bress, William M.	227 Hewitt, Albert G.
205 Croy, William D.	217 Crawford, Wallace W.	228 Dryer, Howard H.
206 Junkert, Albert G.	218 Hart, Herman	229 Grey, Joseph R.
207 Walsh, Lambert C.	219 Field, Charles B.	230 Fulkrod, Benjamin F.
208 Gray, Henry H.	220 Dozier, John	231 *Johnson, Lloyd N.
209 Herman, Leo I.	221 Schooler, Oscar H.	232 Totman, Theodore C.
210 Mitchell, Gregory A.	222 Philapy, Russell L.	233 *Mannion, Martin D.
211 Housen, Syle W.	223 Holt, Jewel A.	234 Hudson, Littleton J.
212 Brown, George P.	224 Siebenaler, Frank J.	235 *Hartman, Ferdinand
213 Scott, Aster B.		

Note: Asterisk preceding name indicates rank of First Sergeant. Remaining noncommissioned officers hold grade of Technical Sergeant.

Technical Sergeant Feibertag and 1st Sergeant Hallam, holding positions Nos. 1 and 2, respectively, on this list, were appointed to grade of Master Sergeant since January 1, 1938.

The list of qualified Staff Sergeants eligible for promotion to Technical Sergeant will be published in the next issue of the News Letter.

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### 27TH PURSUIT SQUADRON STARTS LONG TRAINING FLIGHT

Starting with the rising sun in Michigan, Army Air Corps pilots of the famous 27th Pursuit, on February 9th, began a long and arduous trek by air which was scheduled to take them through some sixteen of these United States in seven days. The flight was made as a part of the regular annual training program required of all of the Army's fighting air units.

Covering more than 4,600 miles in a week, the Squadron was to fly the entire route in defensive formation. Newer pilots, recently assigned to the 27th from the Advanced Flying School, Kelly Field, Texas, were afforded an opportunity to test their ability to "take it" day after day, while the older pilots in the lead positions were likewise subjected to a test - whether the advancing years have lessened their keenness and endurance.

According to Major Willis R. Taylor, Squadron Commander, the principal purposes of the flight were three in number: First, to familiarize all pilots with airdromes, ground and air navigation facilities, and terrain features in the various States; second, to practice the navigation of large units over the Department of Commerce Airways under the newly-revised regulations of the Bureau of Air Commerce and in all types of weather; and third, to practice the refueling and maintenance of aircraft in large numbers without the aid of any personnel other than the pilots of these single-seaters. No mechanics were taken on the flight.

The flight, composed of fifteen of the older type of Pursuit aircraft, was to cross the States of Michigan, Ohio, Kentucky, Tennessee, Alabama, Georgia, Florida, Mississippi, Louisiana, Texas, New Mexico, Oklahoma, Arkansas, Missouri, Illinois and Indiana before returning to its air base at Selfridge Field, Mich. It was anticipated that nearly every possible kind of weather conditions would be encountered during the progress of the journey, with temperatures ranging from the eighties in Florida to below zero in the north central States; from steaming rain in the south to crystal ice in a few hours.

Weather conditions permitting, the plans

called for brief pauses for refueling, food and a few hours of precious sleep at the following localities:

First day: Bowman Field, Louisville, Ky.; Maxwell Field, Montgomery, Ala.

Second day: Flight "A" - Municipal Airport, Jacksonville, Fla.; Municipal Airport, Daytona Beach, Fla. Flight "B" - Municipal Airport, Jacksonville, Fla.; Drew Field, Tampa, Fla.

Third day: Flight "A" and Flight "B" - assemble at Municipal Airport, Jacksonville, Fla.; Navy Station Field, Pensacola, Fla.

Fourth day: Shushan Airport, New Orleans, La.; Municipal Airport, Houston, Texas.; Randolph Field, San Antonio, Texas.

Fifth Day: Dryden Airdrome, Dryden, Texas; Biggs Field, El Paso, Texas.

Sixth day: Municipal Airport, Midland, Texas; Fort Sill, Lawton, Oklahoma.

Seventh day: Municipal Airport, Muskogee, Okla.; Scott Field, Belleville, Ill.; Chanute Field, Rantoul, Ill.; Selfridge Field.

The personnel of the 27th Pursuit Squadron on this flight are enumerated below, as follows:

Commanding: Major Willis R. Taylor, assisted by 2nd Lieuts. Raymond P. Todd and William Kimball.

Flight "A": 1st Lieut. Murray C. Woodbury, Commanding; 1st Lieut. D.W. Hutchison, 2nd Lieuts. Thomas J. Barrett, Paul F. Helmick, James L. Bledsoe, J. Francis Taylor.

Flight "B": 1st Lieut. Robert Israel, Commanding; 2nd Lieuts. C.P. Dittman, Charles E. Marion, Julian M. Bleyer, Jack L. Schoch and Don L. Wilhelm, Jr.

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Under Special Orders of the War Department recently issued, Captain Townsend Griffiss, Air Corps, is relieved from duty as Assistant Military Attache for Air to Spain, France and Belgium, and from station at Paris, France, and assigned to duty at Maxwell Field, Ala.

Major George G. Cressey, Air Corps, who has been on duty at Scott Field, Ill., has been transferred to the Middletown Air Depot, Middletown, Pa., for duty.

## DEAD RECKONING AND CELESTIAL NAVIGATORS ✓

The Headquarters of the GHQ Air Force, Langley Field, Va., recently published a list of dead reckoning and celestial navigators, viz:

### Dead Reckoning Navigators

Major Lester J. Maitland, 1st Lieuts. Arthur F. Merewether, William C. Mills, Frederick E. Calhoun and James A. Ellison, all of Barksdale Field, La.

### Celestial Navigators ✓

First Lieuts. John H. Davies, William H. Matheny, Warren H. Higgins and Paul G. Miller, of Langley Field, Va.

Major Ulysses G. Jones, Captains Joseph Smith, Milton M. Towner, 1st Lieuts. Emery S. Wetzel, Dwight Divine, II, Milton F. Summerfelt and Millard C. Young, of Mitchel Field, N.Y.

Captain John F. Guillett, 1st Lieuts. Reuben C. Hood, Jr. and Robert F. Tate, of Barksdale Field, La.

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## WAR DEPARTMENT ORDERS

### Changes of Station

To Langley Field, Va.: Colonel Walter H. Frank, from Mitchel Field, N.Y., for duty with the GHQ Air Force.

To Brooks Field, Texas: 1st Lieut. LeRoy Hudson, from assignment and duty as Control Officer, Southwestern Airways, Fort Sam Houston, Texas.

To Middletown Air Depot, Pa.: Major John R. Drumm, from Langley Field, Va.

To Randolph Field, Texas: 1st Lieuts. Wm. M. Canterbury, from the Philippines; Donald D. Arnold, from Hawaiian Department.

To Materiel Division, Wright Field, O.: 1st Lieut. Henry W. Bowman, from Langley Field, Va.

To Kelly Field, Texas: 1st Lieuts. William L. Lee and Edward H. Porter, from Philippines.

To Fort Sill, Okla.: Captain Gerald G. Johnson from Randolph Field, Texas, for duty with the 1st Balloon Squadron.

### Transferred to the Air Corps

The following-named officers have been transferred to the Air Corps, January 24, 1938, with rank from June 12, 1936, and upon the completion of their present course of instruction at the Advanced Flying School, Kelly Field, Texas, are assigned to stations, as follows:

2nd Lieuts. Gorden H. Austin (Field Artillery) to Bolling Field, D.C.; Jackson H. Gray and James R. Gunn, Cavalry, to the Philippines; German P. Culver, Infantry (rank from June 12, 1935) to the Philippines.

### Reserve Officers to extended active duty

#### Second Lieutenants

To Randolph Field, Texas: William Somogy, Lorain, Ohio, and Crocker Snow, Buzzards Bay, Mass., to February 14, 1941, also Aaron Taft Vance, of Indianapolis, Ind.; Rupert Eugene Herr, Lancaster, Pa., to February 11, 1941.

To March Field, Calif.: Jean Rogers Byerly, Estes Park, Colo., to June 30, 1940; Lloyd Clifford Waldorf, Burbank, Calif., to February 9, 1941.

To Pope Field, Ft. Bragg, N.C.: Arthur L. Logan, Floral Park, L.I., N.Y., to January 14, 1941.

To Hamilton Field, Calif.: Junius W. Denison, Ojai, Calif., to July 20, 1940.

To Selfridge Field, Mich.: William Mason Reid, Minneapolis, Minn., to December 10, 1940.

To Langley Field, Va.: Earnest Hodge Briscoe, Knoxville, Tenn., to February 6, 1941; George Wilson Hazlett, Tarentum, Pa., to February 9, 1941.

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Second Lieut. Harry R. Melton, Jr., Cavalry, was transferred to the Air Corps, January 24, 1938, with rank from June 12, 1936, and upon completion of his present course of instruction at the Advanced Flying School, Kelly Field, Texas, is assigned to Langley Field for duty.

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Master Sergeant Richard Rogers, Air Corps, was appointed a Warrant Officer, Regular Army, with rank from February 1, 1938, and assigned to duty at Chanute Field, Ill.

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Major Charles A. Pursley, Air Corps, was on February 1, 1938, relieved from assignment and duty at Hqs. 8th Corps Area, and assigned to duty as Control Officer, Southwestern Airways, Fort Sam Houston, Texas.

## WARM RECEPTION IN STORE FOR 31ST BOMBARDMENT

All departments of the 5th Composite Group at Luke Field, T.H., are busily engaged in the making of preliminary plans for the reception of the 31st Bombardment Squadron from Hamilton Field, Calif. The 31st is the newest addition to the Hawaiian Air Forces of the Army. Final arrangements have not yet been made, but it is anticipated that the Squadron will be based at Hickam Field and will operate as a part of the 5th Composite Group. All personnel of that Group extend an "Aloha" to the incoming unit.

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## DOG DESERTS ARMY FOR THE NAVY ✓

Elsewhere in this issue of the News Letter is an item concerning the air-mindedness of a certain dog at an Air Corps station. From Luke Field, T.H., however, there comes a story which is entirely different.

On January 20th, through the medium of a radiogram from the Commanding Officer of the USS TANAGER, it was learned that "Scrappie," popular member of Luke Field's Canine set had become bored with the routine of post life and embarked on the above named Navy vessel just prior to her departure on a short cruise. The following radiograms revealed the outcome of his yearning for the sea:

Luke Field - from - TANAGER Jan 19 1937  
Found dog on board after departure Sunday bearing Luke Field license twenty four. Request owners be notified the dog will be returned on completion present exercises about twenty seven January 0850.

To Major Van Ingen  
Your dog is aboard the USS TANAGER. Will be back about January twenty seven. Stone (Capt.)

Major Van Ingen, S.C., Post Signal Officer and owner of the dog states he had no intimation of "Scrappie's" apparent dissatisfaction with Air Corps life.

## NOTES FROM AIR CORPS FIELDS

Langley Field, Va., February 5, 1938.

Major Roscoe C. Wriston was assigned to the 21st Reconnaissance Squadron from Base Hqrs., 1st Air Base Squadron, succeeding Major Hugh C. Downey as Squadron Commander.

First Lieut. Draper F. Henry, 21st Recon. Squadron, attended a special course in Naval Operations at the Air Corps Tactical School at Maxwell Field, Ala., from Jan. 10th to 21st. The course consisted of Naval materiel, tactics, policies and doctrines for Naval operations. Lectures were delivered by Lieut. Commander Browning, U.S. Navy aviator. Problems were set up on the game board to illustrate subjects covered in lectures. The course was excellent, and it is believed will result in marked improvement in cooperative work with the Navy.

The 37th Attack Squadron regrets the loss of 2nd Lieut. William G. Lee, Jr., who was assigned to the 1st Air Base Squadron.

The 36th Pursuit Squadron bids adieu to 2nd Lieut. Ansley Watson, Air Reserve, Assistant Operations Officer, who reverted to inactive duty status at his own request in order to pilot for the United States Air Lines out of Chicago, Ill. Greetings are extended to his namesake, 2nd Lieut. Harold E. Watson, Air Res., who joined January 31st from the 37th Attack Squadron, and assumed the duties of Assistant Operations Officer.

The 21st Reconnaissance Squadron gained one officer and six enlisted men during the last six weeks, its strength now being eight officers and 138 enlisted men. The new men are 2d Lieut. Mitchell P. Borden, Air Res., and Privts. Richard C. Dunning, Elwood F. Farrington, John J. Goblewski, Hubert Green, Joseph F. Meenan and Wm. F. Sager.

The 33rd Pursuit Squadron took another member into its flying fold this month in 2nd Lieut. J.M. Jones, who reported in from the 37th Attack Squadron.

In view of the PB-2A planes being grounded, the Squadron officers are attending Group School, lectures, etc., from morn till night, familiarizing themselves with technical, tactical and terrible situations that may arise in the life of an aviator. All are of the opinion that flying a plane is less tedious and arduous than ground school.

With prognosticators doing a land office business in predicting the 37th Attack Squadron will be transferred any place from Denver to Timbuctoo, your humble correspondent will not venture a guess on the fate of the outfit, but has holed in for a tough winter at Langley. Two of their A-17's were ferried to Bolling Field and two have been loaned to the destitute 8th Pursuit Group. The 37th carried on with its last A-17, and remains a very active organization, the sort of thing that has given us the title of the "flyingest outfit at Langley."

Kelly Field, San Antonio, Texas, February 8th.

Staff Sergeant Andy Byron, recently home from a tour of duty in the Philippines, reported on December 23rd, and after a month in the hospital, was assigned to the Hqrs. and Hqrs. Sqdn., and detailed for duty in the Office of the Sec-

retary of the Advanced Flying School. This is Sergeant Byron's second tour in the San Antonio Area. He came to Brooks Field in 1931 and moved over to Randolph Field in 1932 before being transferred that same year to Langley Field, Va. From there he went to the Philippines in 1935.

The following-named Reserve officers completed their refresher course on January 29th: 2nd Lieuts. Clayton A. Beran, Robert H. Quigley, Percival M. Baron, Lowery L. Brabham, Joseph F.B. Parker, Charles A. Longaker, Edward P. Dimmick and Vernon L. Phelps. These officers expect to receive orders in the near future.

64th School Squadron: 2nd Lieuts. William M. McBee and Joseph J. Nazzaro left the organization on January 21st to report on the transport sailing for the Philippines on January 29th. They were with the organization for only three months, being assigned here to fill in between their graduation from the Advanced Flying School and their departure for the Philippines. It is felt they received valuable instruction in the duties of junior officers during their brief stay, and it is hoped they have the best of luck in their new assignment.

With the construction of two outside courts and two courts inside the hangars, this Squadron has gotten volley-ball conscious. There are a few sore muscles, but this does not keep the competition from being keen between the flights and the different squadron departments.

First Lieut. William G. Bowyer, squadron engineering officer, is having his troubles in getting his airplanes off the ground. This is not due to their being overloaded, underpowered or to "cockpit trouble," but it seems to be a question as to whether the roof beams of the hangars can take it. He is trying to devise some means of raising the B-7's, O-35's and B-10's, in order to check the retractable landing gear.

Luke Field, T.H., January 15, 1938.

50th Observation Squadron: The Quarterly Test Load of our meager allowance of airplanes was accomplished this date. Most satisfactory results were obtained.

65th Service Squadron: Our list of new arrivals was increased considerably during the month of December, 1937. Master Sergeant George Arnold arrived from Fort Sam Houston, Texas, where he was on detached service from Barksdale Field, La. Staff Sergeants George S. Saltzgever arrived from Langley Field, Va.; Clarence B. Anderson from Fort Knox, Ky.; Carl E. Soderstrom from Langley Field, and Sergeant Francis P. Boyd from Chanute Field, Ill. All new arrivals have stored their "red flannels" and overcoats in moth balls, and are unanimous in praise of Hawaii's salubrious climate.

This organization's reputation as a "Squadron of Champions" has again been confirmed. Private Albert A. "Kelly" Karpovich, Weather Service, is reputed to be the hottest balloon chaser in the Hawaiian Department.

72nd Bombardment Squadron: Yesterday the Squadron went to Fort Shafter to be awarded a streamer for its Guidon. The streamer was V-7637, A.C.

awarded because of the selection of the Squadron as the most proficient organization of the 18th Composite Group for the last training year.

Today the Squadron is taking part in a Quarterly Load Test for the third quarter of the training year 1937-1938. We will have four Keystones and four Martins in the air.

The 72nd qualified 16 enlisted men as Expert Aerial Gunners, which helps towards making all members of combat crews trained to the state of proficiency required.

Randolph Field, Texas, February 5, 1938.



The past two months have witnessed the development of a little theater organization, the Randolph Field Dramatic Club, which has for its purpose the discovery and development of dramatic ability, the appreciation of dramatic art and the production of entertaining plays for the benefit of the post personnel. On December 11th, the first performance 'First Lady,' by Katherine Dayton and George S. Kaufman, directed by Mrs. Maria Ascarra Wagoner, entertained an unusually large audience at the Post Theater and resulted in a complete success. The club is at present busily engaged in shaping the next performance to be presented in March. The Club officers are President, Lieut. R.L. Scott; Vice President, Mrs. D.D. Watson; Secretary, Mrs. R.T. Lester, and Treasurer, Lieut. R.B. Hubbard.

A great deal of spirit and friendly rivalry was created as the members of the 46th School Squadron Rifle and Pistol Club went on a shooting spree around January 10th, and here is why: Major Stanton T. Smith, Squadron Commander, has given a cup, known as the "Major Stanton T. Smith Permanent Trophy," to the Squadron Small Bore Rifle and Pistol Club. All members of the Squadron are eligible to compete for this Trophy, which becomes the permanent property of the winner. The "winner" is decided by the highest aggregate score of an individual of Small Bore Rifle and Pistol. Prizes for first,

second and third places were created in this "Match" for the three best Small Bore Rifle Marksmen and the three best Small Bore Pistol Marksmen, and medals were given to the winner of these places.

The "Match" was held on January 10th, and the Trophy went to Private Norman G. Hower, who shot a total score of 425 out of a possible 500. Private Hower's score was as follows: Rifle: Prone, 99; Kneeling, 76; Off-hand, 74. Pistol: Slow Fire, 90; Rapid Fire, 86. Runners-up for the Trophy were Private C.W. Jones, with a score of 415, and Master Sgt. C.T. Stevenson, with a score of 412. Winners of the other prizes were - For Rifle: First Place, Private H.F. Vickers, with a score of 260 out of a possible 300; Second Place, Master Sergeant C.T. Stevenson, with 259; Third Place, Pvt. 1st Cl. M.A. Swanson, with 257.

For Pistol: First Place, Pvt. N.G. Hower, with 176 out of a possible 200; Second Place, Pvt. E. Johnson, with 164, and Third Place went to Corp. M.A. Lamparty, who shot 160. All firing was on a 50-ft. small bore range.

The climax of the event was reached on January 28th with a Mexican Supper given by the Squadron. Invited guests were Colonel John B. Brooks, Commanding Officer of Randolph Field; his Executive Officer, Col. Albert M. Guidera, and his Adjutant, Captain Charles P. Cabell. The Trophy and other medals were presented with ceremony by Colonel Brooks.

The enlisted men have held monthly dances during the past year. These functions have experienced such increasing success and popularity, and such continued support to predict that the monthly Post Enlisted Men's Dance can be regarded as a fixture among the activities of the enlisted personnel in the future. The last dance on Saturday evening, January 29th, recorded 800 attendance, a new high for these dances.

Selfridge Field, Mich., February 10, 1938.

17th Pursuit Squadron: Captain Dixon M. Allison, previously in the 17th from Sept. 1, 1936, to July 20, 1937, recently joined and assumed command.

Flying activity was temporarily curtailed, due to shortage of equipment - in numbers only - as we have three different types of Pursuit ships, P-6E's, P-26's and P-35's. Anticipating the end of the change-over cycle, we are keenly looking forward to intense operations in the new Seversky P-35's. At present, engines are being changed in the six P-35's now on hand, in compliance with a technical order, so to date little experience has been gained in tactical flying in our new ships. This Squadron will be equipped with P-35's prior to the 2nd Wing Maneuvers to be held in Florida during March.

The past week Lieut. J.O. Guthrie ferried one of our P-26's to the West Coast for shipment to foreign service.

Lieuts. J.E. Briggs and J.W. Phelps flew cross-country to Washington.

Lieut. J.W. Haws departed on an 'extended' to Reno, Nevada, in a P-26, equipped with skis, in anticipation of encountering snow conditions. No snow was seen until he reached Reno, where a

recent snowstorm had covered the field to a considerable degree. Only ships equipped with skis were permitted to land - thus vindicating his decision to fly with skis.

This organization very regretfully announces the death of Pvt. 1st Cl. AM 2d Cl. John P. McGowan. A very popular man in this organization, he will be greatly missed by his many friends.

Pvt. 1st Cl. Wm. A. McClure successfully passed the examination for appointment as Flying Cadet, and the whole organization joins in wishing him luck.

Pvt. Edward E. Krause is purchasing his discharge and plans to enter the School of Technology at Chicago, Ill.

The personnel of this field are proud of their basketball team. The 77th is well represented with the sharpshooting Weese Brothers, also Pvts. Buckles, Cackley, Wheeler and Jones.

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### KEEPING FIT

**Mitchel Field** The annual Free Throw Service Harbor League Tournament was held at Mitchel Field on January 13th in the Post Gymnasium. The Mitchel Field team, consisting of Staff Sgts. Tindell, Monahan, Sgt. Rees, Pvts. Gast, Martinez, Bergh and Kutcher, exceeded last year's National Team Record by scoring 416 points out of a possible 525. Pvt. Kutcher took individual honors with a score of 69 out of a possible 75. This is also a record for individual high score in the Harbor League. Standing of the teams entered: Mitchel Field, 416; Fort Totten, 398; U.S. Marines, 389; Fort Hancock, 358; Fort Jay, 384.

**Selfridge Field** A new hockey rink, established by the simple expedient of pumping water from under the ice of nearby Lake St. Clair into a depression on the golf course between the 8th and 9th holes, received its first real tryout the other day. After much bandying of words and placing of bets, the members of the 27th and 94th Pursuit Squadrons met to fight it out with shinny sticks.

Since the substitutions made during the course of the game were both frequent and informal, no line-ups are available for posterity; but among others Lieuts. Burke, Rau, Clark, Kimball and Dittman featured, the latter two starring for the 27th, while Clark and Rau upheld the prestige of the Lafayettes.

An overtime period found the score still tied at one-all, and no further score resulted. Despite numerous bruises, everyone seemed to enjoy the game, including the large crowd of rooters present to cheer both sides. All wagers having been cancelled because of the tied score, another game is being arranged for the near future.

Immediately after the hockey game, the boys pitched into an old fashioned "shinny" contest, featuring the stellar work and dashing spirit of the Group Commander, Major "Eddie" House. After a few trial spills to test the resiliency of the rink, Eddie pitched in and really showed the youngsters a thing or two. As it was later revealed, Major House once starred on the ice

for the Military Academy at West Point, receiving the Athletic Sabre on his graduation.

Efforts are being made to interest the enlisted men in a squadron hockey league, there being several excellent players to form a nucleus.

The fine game of squash racquets has been receiving more and more attention from the officer personnel in the past three years. From the point of view of the airplane pilot who must keep in top trim, there are many distinct advantages to this sport. The game may be played regardless of weather; it requires but two players; it is as much fun for the novice as for the more experienced player; it is inexpensive to play; the players may set their own pace; and it is of the very best possible training in the coordination of the eyes, mind and muscles.

There being but two courts at Selfridge Field (and these in one of the hangars, due to the lack of a gymnasium) interest in the game has been supported in the past few years by a group of more expert and experienced players such as Col. Ralph Royce, Major Edwin J. House, Lieuts. O'Donnell, Blanchard, Partridge and J.R. Anderson. A team composed of some of these officers entered the Michigan State Squash Racquet Association three years ago and emerged with the State Championship (Class B) the following year. In 1937, the team lost practically all of its members through transfer and fared less well.

At present the season of 1938 is well under way, and matches have been played with three Association opponents, resulting in victories over Sidney Hill, 3-2, and Detroit Athletic Club, 4-1, and a defeat at the hands of Detroit-Edison, 2-3. The team at present consists of: No. 1 - Lt. E.W. Anderson; No. 2 - Lt. John K. Gerhart; No. 3 - Lt. John N. Stone; No. 4 - Lt. D.W. Hutchison; No. 5 - Capt. W. Kennard (MC); No. 6 - Lt. Win Morse; No. 7 - Lt. J.W. Guthrie.

It is felt Selfridge has an excellent chance to repeat the '36 victory in the State this winter. So far in each match, several of the better players were missing from these parts, and even with this handicap the team is well up on the list. Much improvement is expected in the next few weeks of play.

On February 4th, the Selfridge Field basketball team defeated Ditzler Color Company, the leading amateur team in Triple AAA Industrial League, by the score of 39-36. This team was previously undefeated, and is one of the two teams that had beaten Selfridge Field this year.

Four teams were entered in the Class "A" Tournament being held in Mt. Clemens, Mich., and Sgt. Wilford Baxter, bowling manager, hopes to have a 5-man team in the National American Bowling Congress tournament this year, which is being held in Chicago.

Corporal Gib Black, our outstanding boxer, defeated the leading feather weight of the State of Michigan, at Marine City, Mich., on February 4th. The boxing squad is still doing well in the Golden Gloves Tournament in Detroit. To date only one of the five-man team has fallen by the wayside, despite the class and number of entries in this tournament.

The marked increase in the attendance at the

basketball games at the Base hangar can be traced to the publicity efforts of Major Wm. R. Sweeley, 3rd Air Base Sqdn. Commander, and the 1st Sergeant, T.C. Carr. The record of 20 victories out of 22 games played, with no defeat on the home court, makes every game doubly interesting, as prospects of seeing the streak of victories snapped attracts many civilian fans. Playing the Colonial Minute Men of Battle Creek, Mich., recently, a team composed entirely of college players, recent graduates from 'Big Ten' and other colleges, it took a last minute drive by the local boys to win 23 to 21.

Randolph Our athletic teams completed an extremely successful year - champions in all major sports in the Army Leagues in the San Antonio area. The high light of the year was the decisive way the Post baseball team won the league championship. Previously, the post held the Army League Baseball Championship for five consecutive years and, in addition, held the Basketball Championship.

Previous to the competition in the league by the post basketball team, the 53rd School Squadron decisively won the inter-squadron competition with ten wins in a row from five other squadron teams. Edwin Kimmy led in scoring honors in the Squadron League with 141 points. The only entries in the Army League were Kelly, Brooks and Randolph. Lieut. Robert W. Burns acted as head coach of the basketball team, the first team consisting of Frank Bussey, Vernon Christie, Jimmie Schraub, Joe Flanagan and Leo Marshall.

In the Inter-Squadron Baseball League, Headquarters Squadron, with Steve Colosky starring, won the championship. In the Army Baseball League, consisting of nine service teams, Randolph Field defended its title by winning 14 games and losing 2. Lieut. C.F. Tiemann, as head coach, and Staff Sgt. Gustav Schafer as manager, are to be congratulated for the success of the baseball team.

In other athletic contests during the season, the 46th School Squadron won the Enlisted Men's League Bowling championship, and the 47th School Squadron the Track and Field Meet.

In the Army Football League, which included teams representing Randolph Field, 9th and 23d Infantry and the 15th Field Artillery, the airmen won the championship handily. Starring for the team were Billie Snead, Larry Vonesh, John Thurman, Julius McDonald, Mathew Muldowney and Ray Matlock. They were chosen on the first All Army Team. The team was ably coached by Lt. Col. A.M. Guidera, assisted by Lt. E.M. Day.

The 53d School Squadron won the Squadron Softball championship, also the San Antonio City Championship, but were defeated for the State Championship.

The spirit of competition in all inter-squadron athletics is keen.

Bolling The crack basketball team recently annexed the championship of the first half of the Government League of Washington by defeating the Bureau of Engraving in a special championship playoff game, score 40-32. Govedich starred for Bolling, making a total of 15 points. The individual scoring re-

records for the first half of the League were computed and the results showed Zwisle of Bolling Field in the lead with 118 points in the ten games in which he participated.

The Bolling team is going alone at a great pace in the Corps Area League, winning four out of the last five games played with strong army teams, placing it in a tie for second place with Fort Myer. Only by hard work, wonderful passing, team work and excellent playing by the entire team was Bolling able to climb the ladder after losing the first three starts.

The game between Fort Myer and Bolling at the Ft. Myer gymnasium on January 29th turned out to be a real battle, Bolling garnering the long end of a 49-42 score, with Watkins and Hager outstanding. This was the first defeat suffered by Fort Myer on their home court in over two years.

Following the basketball game at Fort Belvoir on February 2nd, three members of the Bolling boxing squad put on an excellent exhibition with three Fort Belvoir boxers. This was the first exhibition Bolling Field participated in, but the men put on a good show and received a very hearty welcome from the spectators. A series of exhibition bouts are to be scheduled at Bolling and at other Army posts in the near future.

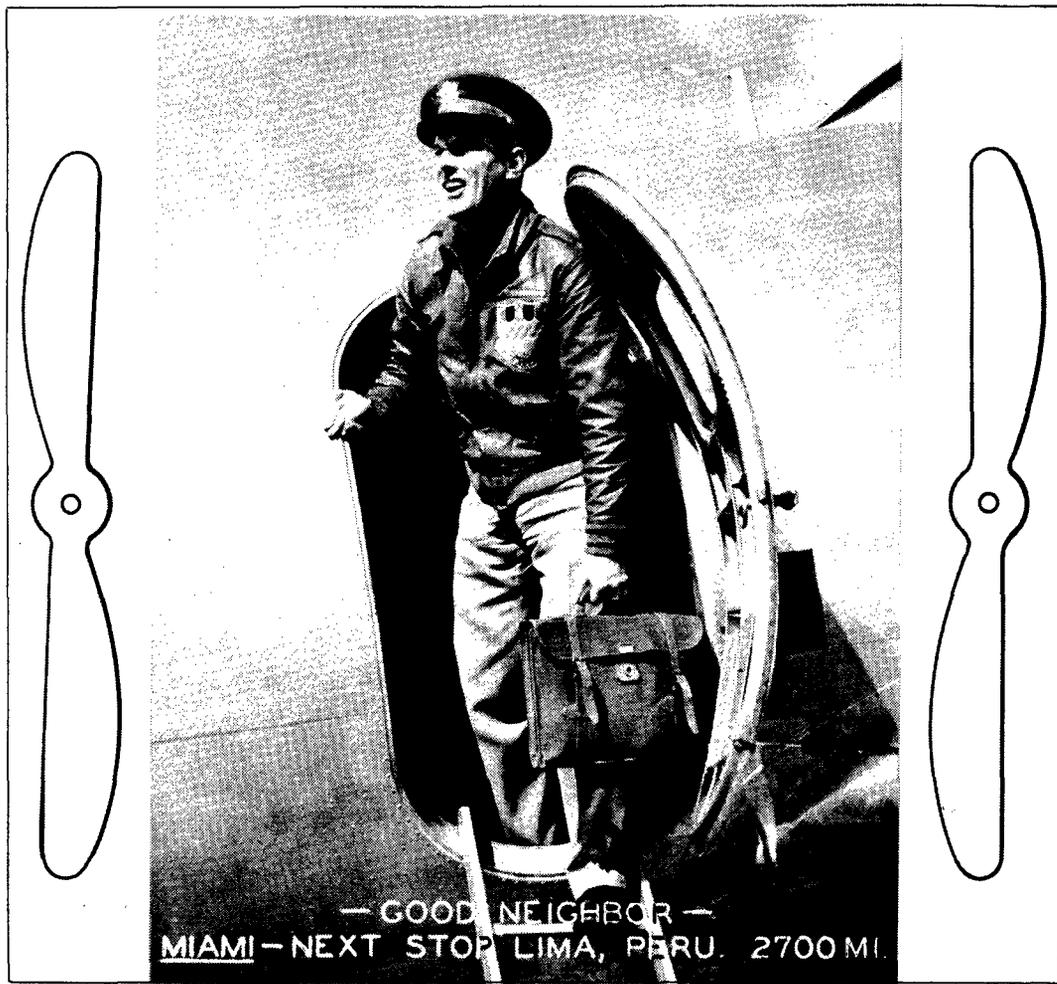
The February dance for enlisted men and their guests was held at the Gymnasium on February 12th, following the Bolling Field-Fort Belvoir Third Corps Area League basketball game. The dance was well attended and many of the men and their ladies came early to see the preliminary basketball game between two of the leading girls teams of Washington.

Luke The 50th Observation Squadron recently turned out for baseball practice, and there was much elation with the tryouts of men who joined the organization since the last baseball season. Some of the men showing exceptional ability are Privates Norris, Wall, Jackson, Sawyer and Finnell. The latter recently played baseball with the Winter League at San Francisco. Sergeant Bass, after a tour at the mainland, is back with us again, and shows he is still able to whirl the old baseball. He is a first baseman and will be of much help to the team during the season. With Lieut. Kehoe, Sgt. Wininger (the old speed-ball artist) and Sgt. Duncan coaching, an interesting season is anticipated. In a practice game with the 65th Service Squadron, on Jan. 10th, the 50th won by the score of 7 to 2.

The boys of the 65th Service Squadron are reporting for pre-season practice with customary enthusiasm. First Sgt. J.A. Holt is working the team into top form, and prospects are very promising.

Under the able guidance of Lieut. Thomas, the horse hide tossers of the 72nd Squadron are working out. Prospects are fairly bright, and a veteran infield will take to the field. We are in dire need of outfield talent, especially in center field, where Joey Wedvick used to roam. Joe left for the States. Baseball will commence about March 1st, and by that time we hope to have a team molded into shape to be a top contender for the Luke Field cup.

★ AIR CORPS ★  
NEWS LETTER



— GOOD NEIGHBOR —  
MIAMI — NEXT STOP LIMA, PERU. 2700 MI.

ISSUED BY  
THE OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON

MARCH 1, 1938

VOL. XXII

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Information Division  
Air Corps

March 1, 1938

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE ARGENTINE FLIGHT  
As seen by a Langley Field Correspondent

Flying the flags of Chile, Argentina, Peru and the United States from their cockpits, the six Boeing Bombers of the 1938 Good-Will Flight to Buenos Aires taxied onto the mat at Langley Field at 5:00 p.m., Sunday, February 27th. The joy of the pilots and mechanics on arriving at their starting point was equalled only by the feeling of the officers and enlisted men of Second Wing Headquarters.

While the intrepid messengers of Pan-American friendship were battling through the storms and tornadoes of the sub-equatorial regions, all personnel at Langley Field were watching every detail of the air hegira from their offices. Long into the small hours of the morning, Brigadier General Gerald C. Brant and his staff pored over the progress map charted on the large drawing table, eager to hear the latest tidings from Lieut. Colonel Robert Olds and the commanders of the other five "Flying Fortresses."

All of the resources of Headquarters and Headquarters Squadron, Second Wing, GHQ Air Force, were devoted to making the flight a success. One of its most pleasant functions was to pass onto the keenly interested public the latest dispatches from Colonel Olds. So efficient were the Wing and associated army radio stations, that at Wing Headquarters and at the War Department in Washington draftsmen were plotting their maps an average of twelve minutes after Colonel Olds had finished sending his latest position report. It is interesting to note that the South American public obtained the news of the progress of the flight all the way from the United States while the Boeing Bombers were passing over them.

Early preparations for the flight to honor the new Argentine Administration were necessarily shrouded in secrecy. For two or three days prior to the War Department's first brief announcement, many of the pilots and mechanics knew only that they were going on a long flight. For all some of them knew, the air journey might have been to Panama or Hawaii. But that did not retard or hamper the speed and thoroughness with which preparatory details were executed in those first few days.

With the formal announcements of the State and War Department, work moved at even a faster clip. Passports were prepared, visas to countries in which landings might occur were hurriedly completed, and all the other administrative details incidental to a flight passing over so many foreign countries were worked out to the satisfaction of the nations concerned.

But the real spade work for the personnel of the flight was the research necessary to locate all of the maps of the proposed route, ascertain probable weather conditions for every day and mile of the flight, and investigate the conditions of fields where the 16-ton Bombers were to land.

To the eye of a casual observer, the most striking of all the preparations was the calm and unruffled manner in which the airplane mechanics and radio technicians went about their tasks of adjusting, cleaning and inspecting every inch of the sky dreadnaughts in which they were to entrust their lives over the Caribbean Sea and the Andes Mountains. It was all in the day's work to these men.

And they were not especially picked for this flight. Only the regularly assigned combat crews were ordered on the flight.

At last everything was in readiness for the take-off.

On a biting cold Tuesday morning, at 9:00 o'clock, February 15th, to be exact, the last of the six Boeings lifted gracefully into the air headed south for Miami. This departure was an example of all of the other take-offs of the flight. They were two minutes apart, the flight commander being the first to push the nose of his flying fortress into the cold ozone. With him he carried the greetings of President Franklin D. Roosevelt to the President-elect of the Argentine, Roberto Ortiz.

As the half dozen planes roared toward warmer climes they refrained from flying formation. Each was on his own in the air. This was part of Colonel Olds' policy of trusting the navigator in each "Flying Fortress" to plot the correct courses. Much credit is due the flight commander for placing such implicit trust

in each combat team, for, after all, he was "holding the sack" in the event that anyone of the sextet failed to reach its appointed rendezvous.

As GHQ Air Force observers pointed out after the return to Langley Field, it would have been easy enough and quite proper for Colonel Olds to "herd" all of the planes together and lead them to Buenos Aires under the guidance of someone whom he felt to be the outstanding navigator of the entire group of 25 officers.

But he did not take this obviously easier course. His confidence, it appears, was based on his knowledge that his navigators - all of them - were capable of finding their way round two continents and a couple of oceans by the application of the exact science of air navigation - not by the law of probabilities. In this case his faith in his navigators was justified - the flight was completely successful.

With all 24 "Cyclones" purring a sweet harmony, the flight dropped into the Miami airport five hours and 45 minutes after departing from Langley Field.

Little time was available to partake of the pleasures of the Florida resort, as the mechanics again worked carefully over the ships from stem to stern, and the navigators and pilots scrutinized maps and weather reports.

Seven minutes before one o'clock on the morning of the 16th, the flight again took to the air, at intervals of two minutes. Colonel Olds hoped to reach Lima, Peru, non-stop, but decided to postpone his final decision until the arrival of the flight over Panama. It was the hurricane season, and last reports had indicated bad weather in the vicinity of the equator. The planes flew the 1100 miles between Miami and Panama alone, with orders to assemble over Colon.

The tropical sun was beating down with its customary intensity when Colonel Olds assembled his Good Will flyers over Colon at 7:07 a.m., six hours and 14 minutes after leaving Miami.

The decision with which Colonel Olds was now faced was not an easy one. Bad weather was still reported at the Equator with the conditions beyond very uncertain. Weighing all factors carefully, he radioed his momentous decision to the other planes in the form of the terse order: "Continue to Lima." His decision was not final, however - so he told us later. He planned to fly for four hours more, then, if weather prevented further progress, to return and land in Panama.

Slow progress was made for several hours as they swung down the South American coast. A stiff wind made the going heavy. Average speed of the "Fortresses" fell to 125 knots per hour. Back at Langley Field a worried group of Second Wing Staff officers, headed by General Brant, dug their computing instruments

out of drawers. They set to work calculating the chances of the sextet of four-motored aircraft making the Lima airport. Emergency airport facilities, reserve fuel, and other factors entered into the discussion as faces grew longer.

But confidence was restored as the next hourly report depicted the sturdy Boeings plugging along at 150 knots, a safe speed.

On board the planes preparations were being made to combat an equatorial storm which finally made its appearance off Guayaquil, Ecuador. This is where the reserve horses of the "Cyclones" came in very conveniently for the 49 air argonauts. Effortlessly, the six Boeings, each still flying alone but in radio communication with each other, rose higher and higher above the storm center until the altimeters read 23,000 feet. With occasional inhalations of the precious oxygen, they rode in and out of the top of the storm for 300 miles.

They passed the equator at 10:50 a.m., dipping their planes in a solemn salute. Neptunic ceremonies were omitted.

As the planes flew toward the appointed rendezvous at Point Salinas, just north of Lima, thousands of Peruvian officials and aviation fans at the Lima-tambo airport were eagerly awaiting the visitors from the Big neighbor of the North. Where frightened civilians in other countries during the past quarter century scanned the skies with dread, these friendly people were eagerly awaiting these Ambassadors of Good Will, who were bringing not bombs but messages of Friendship. Landing at 4:25 p.m., the six planes made the record non-stop flight of 2695 miles in 15 hours and 32 minutes.

Colonel Olds, fulfilling his duty as the spokesman and leader of the flight, spoke briefly at 5:00 p.m. to the people of the United States through a nationwide radio hookup. Needless to say, the radio set in Second Wing Headquarters and those in the homes of the flyers' loved ones were turned on "full blast" to hear the gallant leader's account of the second leg of his already historic flight.

Refueling and servicing the giant airplanes required a seven-hour layover. Members of the flight, on their return to Langley Field, were eloquent in their praise of the help given by the employees of the Pan-American Grace Airways.

At 11:05 P.M., the crews of five of the "Fortresses" loaded into their planes for the take-off for their destination, Buenos Aires. Delayed on the ground with a defective propeller was Major Meloy and his crew, but he promised to get into Buenos Aires in plenty of time for the inaugural ceremonies.

Still flying two minutes apart, the quintet of B-17's headed for Santiago, where it was planned to stop of weather conditions. (Continued on Page 18)

U. S. ARMY WEATHER SERVICE  
By Sergeant Edward D. Steel, Air Corps

Formerly all weather information was compiled and distributed solely by the U. S. Weather Bureau. Although our Artillery Branches have used certain phases of meteorology, or weather, for some years, it was not until the introduction of the airplane as a combat arm that the Army became acutely conscious of the considerable importance of weather information and forecasting. Troops on the march, guns in action, etc., are not particularly concerned with ceilings, visibilities, etc., for such items do not materially affect their missions, but to the pilot of either military or commercial airplanes, such information is of prime importance, for upon it depends not only the success of his mission - but his very life.

The weather station at Langley Field, Va., was first established twenty years ago. Since that time it has been in continuous operation and working hand in hand with the Weather Bureau and the Department of Commerce. The Signal Corps originally controlled and administered the weather functions in the Army, and its work deserves the maximum commendation, for each year it materially increased the efficiency of the Army Weather Service. However, the particular needs of our Air Corps for certain weather information made it advisable that the Air Corps take over the Weather Service. Hence, since July, 1937, the Army Weather Service has been under the control of the Chief of the Air Corps.

Under the Signal Corps, observers and forecasters were trained at Fort Monmouth, New Jersey. Under the present system, observers are trained at the individual stations, and through their own study. Also, a highly efficient forecasters' school has been established at Patterson Field, Ohio, and it is known as the "Air Corps Weather School." At this school the student forecaster is given work in the theory of air mass analysis, in the use of his theory practically, and in the subjects which make a necessary background for a thorough understanding of the subject, viz: mathematics, trigonometry, physics and calculus. When he has completed this course, which normally requires five months of intensive study, he is then assigned to a weather station, where he practices the application of the rules and theories which he has learned. A good deal of practical experience is needed, even after finishing the school, for a good forecaster must not only be well grounded in theory, but he must have sufficient practical knowledge to apply his theoretical knowledge efficiently.

The tools of the forecaster are actually measurements of the elements, tem-

perature, dew-point, pressure tendencies, wind directions and speed, visibilities, upper air winds, and humidity. Four or more surface synoptic maps are constructed daily, and in addition several different types of stability diagrams are plotted. Most of this information is received by teletype and radio, and by following the developments 24 hours daily, it is possible to advise the pilots and flight commanders as to what conditions are to be expected in any or all parts of the country.

This Air Corps service differs from that required of the airline meteorologist, inasmuch as the airline meteorologist knows in advance the schedules, routes and type of airplane which follows a designated radio beacon course. Military aircraft vary widely in type and equipment, and fly without prearranged schedules in many instances. In this respect the weather requirements differ. Poor weather, although always a hazard, may not cause a cancellation of a clearance for a single airplane, whereas such weather would undoubtedly be dangerous for formation flying. Some flights can be accomplished non-stop, over the top of the overcast, if sufficient ceiling and visibility exist, or will exist, at destination. Other flights, limited by gasoline supply or inadequate blind flying instruments, must of necessity be made under the clouds. Occasionally, the pilot's experience and the available navigational facilities determine the advisability of issuing a clearance.

For long distance flights a suitable route must be chosen to assure a safe completion of the flight. As mentioned before, a flight plan for one mission may not be adaptable to another, even if the destination and time of departure are the same. Refueling stations and emergency landing field, plus an alternate route, are some of the safety factors to be considered.

During the past year, a forecaster from the weather station, who draws maps and makes forecasts while in the air, has accompanied the "Flying Fortresses" on various long range missions. In periods of flight up to 24 hours, many changes may take place in the weather situation; the flight forecaster follows these changes continuously and advises the pilot or flight commander of any developments anticipated.

Equipment tests and maneuvers generally require a base set up away from the home airport. A complete mobile weather station is part of the temporary base; this mobile station makes it possible to compile complete information first hand, rather than rely entirely upon radio or

(Continued on Page 5).

## ARGENTINE FLIGHT PROVES EXCELLENT STATE OF TRAINING IN THE GHQ AIR FORCE

In congratulating Lieut. Colonel Robert Olds and his band of 48 officers and enlisted men, when they completed their round trip journey between Langley Field, Va., and Buenos Aires, Argentina, Major General Frank M. Andrews, commander of the GHQ Air Force, expressed his gratification on the success of the flight and upon the excellent account they gave of themselves as Ambassadors of Good Will. "You have added another accomplishment to the long roll of 'Things the Army Does Besides Fight,'" the General stated.

High officials of the GHQ Air Force pointed out that the clocklike precision with which the tour of the six "Flying Fortresses" to South America and return was executed is proof of the high standard of training existing in all units of the GHQ Air Force.

"This was not a stunt flight performed by specially selected men," stated General Andrews. He went on to explain that every airplane was manned by its regularly assigned crew; that no substitution of "specially qualified" men were made, and that every "Flying Fortress" in the GHQ Air Force has a regular crew who could have done the same thing in the same creditable manner as did the six crews assigned to the task.

A noteworthy feature in connection with the execution of this flight is the fact that every airplane was placed "on its own" on every leg of the flight. It was routine procedure for airplanes to take off two minutes apart and proceed alone to an "assembly point" some thousand miles away. For example, on the Miami-Lima leg, the first assembly after leaving Miami was over the Panama Canal at Colon. Airplanes were in radio communication with each other but were approximately six miles apart, beyond visual distance.

The purpose of separating airplanes in this manner was to afford the training to every airplane crew which in formation flying is experienced only by the leading airplane. The precision and dispatch with which the appointed assemblies were invariably made bear mute evidence of the excellence of that training.

This efficiency, as proven by the South American flight completed on the afternoon of February 27th, was not arrived at overnight. When the GHQ Air Force came into being in March, 1935, with General Andrews as its first commander, one of its first objectives was the attaining of an ideal combat crew.

As General Andrews planned it, this crew would be assigned regular positions in their own airplane in exactly the same manner as a naval vessel has its Captain, its navigator, engineer, gunnery officer, etc. But tremendous obstacles had to be overcome.

Under the system then in effect, every

enlisted man in the Air Corps, with few exceptions, was required to perform guard duty and other details around an air base. When he was away from the hangar someone else stepped in to work on his plane. Sometimes enlisted men worked on a different airplane every time they reported to their hangar.

Insofar as the ships' officers were concerned, no stabilized organization existed. Airplanes were pooled, and the training of officers as team mates in the air was accomplished only through haphazard association as flying mates. For example, Captain Jones and Lieut. Smith would fly together in the morning in airplane No. 10; in the afternoon Captain Jones and someone else would fly together in No. 2.

General Andrews saw that it was necessary to change this system if efficiency was to be increased, and so he coined the term "combat team;" a term which since 1936 has been used in connection with tactical training more than any other. In that year General Andrews insisted on rigid adherence to the combat team idea: that only the regularly assigned members of a crew would fly in an airplane; that each man would be assigned a particular task, and that all flying in that airplane would be in connection with training of that crew.

Many obstacles had to be overcome to put this theory into practice. Rearrangement of the entire organization of units was necessary in order to relieve the members of combat crews of outside duties. This was strenuously opposed in the initial stages by many officers whose interests conflicted with this arrangement, however, and sometimes with what seemed to others as questionable wisdom. General Andrews, however, inflexibly stood pat on combat team training. Growing pains gradually passed, and the new organization was well on its way.

Within a year the increased efficiency of units in the maintenance of their equipment, and in the endurance, navigational skill, and marksmanship of personnel became evident through the increased performance of the airplanes, the excellence of the gunnery and bombing scores, and in the reduced accident rate despite routine flying in all sorts of weather.

The attention of the public has been attracted to the high efficiency of the army airmen by press comments from time to time on such accomplishments as surprisingly long "routine" flights, trans-continental flights in which new records have been established, and, finally, on this flight to South America.

All of these improvements and accomplishments pay great tribute to the ex-

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FIELD UNIT FOR TESTING AIRPLANE INSTRUMENTS  
By the Materiel Division Correspondent

In the past when a pilot upon landing reported faulty instrument operation, there was no recourse but to remove the instrument from the airplane and take it to a base where its operation could be checked. With the increase in the number of instruments necessary for the flying of large aircraft, it was recognized that this was a condition which needed remedying. Suggestion was made to the Materiel Division for the development of an instrument testing unit which could be brought out to the airplane in the field for the purpose of checking the instruments in the airplane without removing them.

Work on such a unit was started about two years ago. Engineers in charge of the development began working from scratch, and the present portable unit for testing airplane instruments and equipment in the field is the result.

This unit consists essentially of a cabinet approximately 30 inches long, 20 inches wide, and 32 inches high, mounted upon three wheels for portability. The equipment installed in the cabinet consists of a Type B-2A vacuum pump and tachometer drive unit operated by a combination 110-volt AC-DC motor. The vacuum pump provides for either vacuum or pressure which, distributed through suitable lines, oil separators, air tank, and control valves, permits the operator to select either suction from the intake side of the vacuum pump when checking vacuum-operated instruments, or pressure from the exhaust side of the vacuum pump when checking pressure-operated instruments. A clutch in the tachometer drive unit enables the operator to engage either the vacuum pump or tachometer mechanism. A reel of electric cable approximately 100 feet long is provided in the cabinet for plugging in the motors to either the 110-volt AC power source in the hangars or the 110-volt DC electric field power plant. A switch located on the instrument board prevents the application of the AC current to the DC motor or vice versa.

Master instruments, together with the necessary control valves, are mounted on a panel in the top of the cabinet. Individual items of test equipment consisting of a thermocouple tester, pressure gauge tester, voltmeter tester, and altimeter tester are mounted in brackets near the panel. These are easily removable for checking similar equipment in the airplane. Tachometer shafts, rubber hose, and suitable connections are contained in the lower part of the cabinet. These also are used for checking instruments in the airplane.

As at present designed, the field test unit is capable of checking for accuracy the following: Air-speed indicator, bank

and turn indicator, flight indicator (horizon), fuel pressure gauge, manifold pressure gauge, oil pressure gauge, altimeter, rate of climb indicator, tachometer (mechanical), tachometer (electrical), thermocouple indicator, turn indicator (directional gyro), pitot static line, vacuum lines, and voltmeter. Plans are at present under way to include in the cabinet facilities for testing the automatic pilot also.

The unit weighs approximately 300 pounds, and because of its compact size it will be possible to transport it from field to field by cargo airplane.

In the future, when a pilot upon landing complains that his altimeter or air-speed indicator is malfunctioning, it will no longer be necessary to remove these instruments from the airplane for checking. Instead, the field test unit will be wheeled up to the airplane and checking may be started immediately. Through this method, not only can it be learned whether or not the pilot's impressions were accurate, but in the majority of cases a possible adjustment of the instrument may be accomplished without removing it from the airplane.

It is quite obvious that such a system will definitely add to the life of the instrument by eliminating the wear and tear incident to the removal of the instrument from the airplane, the handling, packing and shipping it must undergo in order to route it to a repair base and return. The set will also be exceedingly useful for the 40-hour inspection service, as well as for any intermediate inspections deemed advisable.

Reports from stations where the field testing set has been located for service test purposes are most enthusiastic, and order for a large number for testing at a greater number of fields is contemplated.

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U. S. Army Weather Service  
(Continued from Page 3)

teletype communications from the home station. Before each mission the commander of the flight or the commander of the base confers with the meteorologist, receives an estimate of the weather situation and bases his decision on the information received.

Although man will never be able to control the elements, and to date made no steps in the synthetic duplication of any of them on a large scale, yet he has made amazing progress in the interpretation of the observed elements. Future years, with the constant research and development of instruments for observation purposes, should serve to strengthen the importance of meteorology not only to the Air Corps, but to the people as a whole.

## 26TH ATTACK SQD. RECEIVES EFFICIENCY AWARD

The annual award for the tactical squadron having the highest military efficiency during the year 1936-37 was given to the 26th Attack Squadron, which is attached to the 18th Pursuit Group and stationed at Wheeler Field, Schofield Barracks, T.H. The award is based on disciplinary record, neatness of barracks and area, appearance of personnel, efficiency of tactical missions, maintenance of aircraft, and completion of the training directive.

Major General C. D. Herron, U. S. Army, Commanding General of the Hawaiian Division, Schofield Barracks, T.H., presented the streamer to Major G. A. McHenry, Commander of the 26th Squadron, during an impressive ceremony at Wheeler Field on January 18, 1938.

In view of the high standards of training and administrative efficiency demonstrated by all the Squadrons within the Group, the 26th Squadron is extremely gratified at having been awarded the streamer.

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## FLYING BOAT FOR 19TH PURSUIT SQUADRON

The 19th Pursuit Squadron at Wheeler Field, T.H., recently received its new flying boat, known to all pilots as "The Rabbi," and the rest of the Air Corps as S-43.

This baby clipper came to Wheeler Field from Hamilton Field, Calif., on August 16th, last, at which time it was assigned to the 75th Service Squadron. On its first flight around the island, the honors went to Lieut. "Ken" Rogers, "Arch" Kelley, "Happy" Hopwood, and Staff Sgt. McCauley as its pilots and navigators. This flight occurred on December 14th, and it is reported that this ship is more than capable of fulfilling the requirements of an off-shore patrol boat to accompany the P-26's and new Attack ships.

This is the same type of Sikorsky that is being used commercially by the Inter-Island Airways with much success. For the Airways use it has been licensed to carry 22 passengers and two pilots. Thus it more than fulfills the Army's requirement for storage space. It is felt that it will prove very satisfactory in co-operating with the faster and more powerful Pursuit ships being received.

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## NAVIGATION TRAINING IN 50TH OBS. SQUADRON

Officers of the 50th Observation Squadron, stationed at Luke Field, T.H., are now in the process of becoming full fledged navigators. The practicability of trying to carry on such a school along with squadron duties and squadron training is a point yet to be proved. The Squadron, however, has a class en-

rollment of six officers, namely: Captain Homer W. Ferguson, 1st Lieuts. Ieland S. Stranathan and George F. Kehoe, Air Corps; 1st Lieut. Edmund T. Gorman, and 2nd Lieuts. James C. Cochran and Louis M. Gregory, Air Reserve.

Second Lieuts. A. D. Olson and John L. DuFrane, Jr., Air Reserve, are the instructors who are attempting to transfer the recent knowledge gained in the 18th Wing Navigation School to the Squadron School.

To date, most of the ground work in Dead Reckoning has been completed, and the first flying mission has been accomplished by each student in the class. The results look promising.

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## 23RD BOMBARDMENT SQUADRON ACTIVITIES

Since the first of the year, the 23rd Bombardment Squadron, Luke Field, T.H., has been devoting most of its flying time to bombing missions. With exclusive use of the new floating target of the 5th Composite Group, this Squadron has been able to carry on quite a bit of intensive bombing training.

Frequent mass flights to Burns Field, Kauai, for the purpose of ferrying equipment and personnel to the crew working on the C-33, have also kept the Squadron personnel busy.

The routine towing missions for the anti-aircraft batteries located at Fort Kamehameha are keeping one Keystone on the go every day. At this writing no actual firing has been done, but the batteries are soon scheduled to swing into action.

Many members of this Squadron are waiting to greet old friends in the 31st Bombardment Squadron upon its arrival in the Hawaiian Department.

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## RESERVE OFFICERS VISIT MITCHEL FIELD

Thirty-five ground arm Reserve officers were guests of the 97th Observation Squadron (Corps & Army) at Mitchel Field, N.Y., on February 5th.

The visiting Reserve officers completed a two and one-half hour tour of this Air Base, under the guidance of Squadron officers, and attended ten demonstrations and short talks on the outstanding phases of Air Corps types of work and materiel. The O-46A, B-10B, B-18 and S-43 airplanes were on display. Visitors were escorted through the hangars of the 97th Squadron (Corps & Army) and the 18th Reconnaissance Squadron (GHQ Air Force), as well as the Base Parachute Department, 97th Photo laboratory, and the Link Trainer Department.

The group consisted of Reserve officers on inactive status assigned to the First Division. The visit was in line with the desire of the War Department

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## GRADUATION OF STUDENTS FROM ADVANCED FLYING SCHOOL

On Wednesday, February 16th, Class 38-A, composed of five Regular Army officers, one foreign officer (Brazilian Army), and fifty-five Flying Cadets finished the course of instruction and were presented certificates of graduation from the Air Corps Advanced Flying School, Kelly Field, Texas.

The ceremonies of the day began with an inspection of the airplanes and crews at 8:00 a.m., following which airplanes began to take off at 9:10 a.m. Effecting rendezvous at Kelly Field No. 2, airplanes began passing in review at 9:30. The graduation review flight was composed of formations of O-25's, BT-8's, BT-9's, A-12's, A-17's and P-12's. At 10:45, the graduation exercises were held at the Post Theater, with Colonel William B. Tuttle, Engineer Reserve, delivering the address and presenting certificates to the graduates.

The student officers comprising this graduating class were Captain Clovis M. Travassos, of the Brazilian Army; 2nd Lieuts. Gordon H. Austin, Field Artillery; German P. Culver, Infantry, James R. Gunn, Jackson H. Gray and Harry R. Melton, Jr., Cavalry, U.S. Army. Lieut. Culver graduated from the U.S. Military West Point, N.Y., on June 12, 1935, and the remaining four second lieutenants on June 12th of the following year. These five officers were transferred to the Air Corps on January 24, 1938, and assigned to duty, as follows:

Lieuts. Culver, Gray and Gunn to the Philippines, Lieut. Austin to Bolling Field, D.C., and Lieut. Melton to Langley Field, Va.

All of the Flying Cadets who graduated in this class accepted commissions as second lieutenants in the Air Reserve, and were assigned to Randolph Field for temporary duty pending the receipt of orders for their departure to their new stations.

Following the graduation exercises, the students entertained the post personnel at a reception at the Officers' Mess.

The Flying Cadet graduates are enumerated below, as follows:

Garman, Ralph Sheldon	Avenal, Calif.
Kofahl, Harold Eugene	Fellowes, Calif.
Kearby, Neel Earnest	Los Angeles, Calif.
Reedy, Allen Dale	Ontario, Calif.
Pardee, Elliott Thomas	San Francisco, Calif.
Bowen, John C.	Santa Barbara, Calif.
Maupin, John C.	Santa Barbara, Calif.
Edmundson, James V.	Santa Monica, Calif.
Hays, MacDonald Herbert	Denver, Colo.
Heintz, Adam Joseph	Greeley, Colo.
Breathitt, James III	Washington, D.C.
Tibbetts, Paul Warfield, Jr.	Miami, Fla.
McPherson, Clarence Edward	Moscow, Idaho
Dick, Richard D.	Chicago, Ill.
Kummrow, Robert A.	Morrison, Ill.
Feallock, William John II	Michigan City, Ind.

Wanamaker, Martin Eugene	Barnes, Kans.
Woltz, Eugene Carl	Wichita, Kans.
Sturges, Claude C., Jr.	Shreveport, La.
Clark, William Coombs	Sangerville, Me.
Proxmire, Theodore S., Jr.	East Boston, Mass.
Ames, Richard Austin	Lynn, Mass.
Marks, Magnus B.	Minneapolis, Minn.
Martin, Kenneth Ray	Kansas City, Mo.
Fusey, Ralph Llewelyn	Kansas City, Mo.
Beverly, Ernest Haywood	Laurinburg, N.C.
Coupland, Don	Kenmore, N.Y.
Zipp, Marvin Stoll	Rockville Center, N.Y.
Watt, James Richard	Canton, Ohio
Brannon, Dale Donald	Columbus, Ohio
Wasem, Clinton Curtis	Columbus, Ohio
Mason, Robert Julian	Norman, Okla.
French, Donald James	Eugene, Ore.
Emmens, Robert Gabel	Medford, Ore.
West, Graham Warren	Portland, Ore.
Anderson, Dale L.	West Pittsburgh, Pa.
Parker, Frank C., Jr.	Norristown, Pa.
McNickle, Melvin Francis	Vermillion, S.D.
MacNicol, George Mabin	Memphis, Tenn.
Armstrong, Hal Burrage, Jr.	Austin, Texas
Ranck, Nathan Hoover	Austin, Texas
Taylor, Ray David	Brownwood, Texas
Bailey, J.C.	Dumont, Texas
Korges, Woodrow Wilson	Kingsville, Texas
McClure, Hamilton	Lubbock, Texas
Atkinson, Gwen Grover	Lufkin, Texas
Rison, Whitmell Tompkins	Chatham, Va.
Haskett, James Warren	Norfolk, Va.
Tobler, Jesse Alton	Bremerton, Wash.
Greene, George B., Jr.	Seattle, Wash.
Cowles, Ned Alexander	Tacoma, Wash.
Marcy, Joseph Coe	Yakima, Wash.
Keeffe, Harold Michael	Madison, Wis.
Konopacki, Hubert J.	Manitowoc, Wis.
Richardson, Wayne K.	Milwaukee, Wis.

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### THE MOVE TO DENVER, COLO.

After a long month's wait, the final orders for moving the Departments of Photography and Armament from Chanute Field, Rantoul, Ill., to Denver, Colo., arrived at 8:00 a.m., February 7th. Three days later, the freight and passenger trains were on the way to Denver.

Says the News Letter Correspondent: "We remarked with a smile that upon loading the freight train this time (the second within five weeks) one less freight car was needed - there's nothing like practice.

"Then, too, there was some argument as to who was happier when the trains left - the Denver-bound people or the Chanute Field garrison.

"Hardly had the excitement of the move died down when a long expected epidemic broke out - long expected because of the crowded conditions existing here for the last month. The first case of acute septic tonsillitis was reported on the afternoon of February 12th. By noon the next day, the small Post Hospital was filled.

"Captains Heine, Cameron and Olson, Medical Corps, foreseeing such an event, took strenuous action. The offices and classrooms of Hangar 12

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THE NEW MARCH CLASS AT THE PRIMARY FLYING SCHOOL

In the issue of the Air Corps News Letter of February 1, 1938, there were listed 121 students (100 candidates from civil life and 21 enlisted men of the Regular Army) who qualified for appointment as Flying Cadet and comprised the class up to that time slated to begin the course of training at the Air Corps Primary Flying School at Randolph Field, Texas, beginning March 1, 1938.

Since that time, six of the civilian candidates have for various reasons declined the Flying Cadet appointment proffered them, while 67 civilian candidates and 7 enlisted men of the Regular Army were added to the list, so that at this writing the new class numbers a total of 189 students (161 candidates from civil life and 28 enlisted men of the Regular Army). The probability is that more students will be added to the list before the class actually begins training.

Candidates previously listed who declined appointment are enumerated below, as follows:

Hornsby, Claude E., Jr.	Centerville, Ala.
McGaughey, Samuel K.	Roseburg, Ore.
Ireland, Loren E.	Salem, Ore.
Reed, Charles W.	Raymond, Wash.
Moore, Kenneth C.	Clarksburg, W. Va.
Lippucci, Fred H.	Morgantown, W. Va.

The new students added to the class are listed below, as follows:

Gray, Leon W.	Tucson, Ariz.
Torre-Bueno, Henry E.C.	Tucson, Ariz.
Golusha, Harry Leslie	Little Rock, Ark.
Edwards, Albert Benton, Jr.	Berkeley, Calif.
McCauley, Clarence V.	San Francisco, Calif.
Czajkowski, John T.	East Hartford, Conn.
Yarbrough, Eugene T.	Washington, D. C.
Gaines, Alvin M.	Atlanta, Ga.
Holbrook, Thomas H.	Commerce, Ga.
Babb, Harold T.	Dalton, Ga.
Clavelli, Oscar J.	Chicago, Ill.
Gunzburger, Paul	Chicago, Ill.
Jarek, Frank W.	Chicago, Ill.
Harrison, Franciscus R.	Danville, Ill.
Shamel, Joseph Woodrow	Urbana, Ill.
Price, Bruce Burns	Chicago, Ill.
Thornbrough, George Wayne	Oreana, Idaho
Crouch, R.E.	Bloomfield, Ky.
Barrow, Leonard J., Jr.	New Iberia, La.
McKay, Curtis Andrew	Bethesda, Md.
Reed, Elsdon Horace	Boston, Mass.
Schofield, Parker Fall	Boston, Mass.
Galasso, Louis Francis	East Boston, Mass.
Sorrenti, Joseph Elliott	Everett, Mass.
George, William S., Jr.	Jamaica Plain, Mass.
Butters, George W., Jr.	Lexington, Mass.
Laroche, Lawrence R.	Worcester, Mass.
Slaght, William H.	Detroit, Mich.
Van Auken, Robert D.	Detroit, Mich.
Beaver, John Donald	East Lansing, Mich.
Davenport, Jay Edwin	East Lansing, Mich.
Kregal, John William	St. Paul, Minn.
McKee, Seth Jefferson	Illmo, Mo.
Hagemann, Werner G., Jr.	Kansas City, Mo.
Nelles, George S.	Kansas City, Mo.
Bloszies, Raymond Fred	Omaha, Neb.
Saunders, Jack Wm.	Athens, N.Y.
Rudell, Raymond Frank	Buffalo, N.Y.

Doerr, John J.	Margaretville, N. Y.
Jensen, Dovre Christian	New York, N.Y.
Prieston, George E.	New York, N.Y.
Rouse, John Albert	Rochester, N.Y.
McLean, Frederick H.	Lenoir, N.C.
Browneville, John L.	Boxley, Ohio
Burkert, Donald D.	Columbus, Ohio
Croysdale, William E.	Columbus, Ohio
DeBolt, Arthur R.	Columbus, Ohio
Gould, Campbell H.	Columbus, Ohio
Dick, Newton R.	Tulsa, Okla.
Giannatti, James	Uniontown, Pa.
Murphy, Richard Francis	Providence, R.I.
Dean, Samuel C.	Anderson, S.C.
Sherman, Fred	Chattanooga, Tenn.
Morgan, Maurice Allen	Austin, Texas
Stobaugh, Wiley J.	Ballinger, Texas
Smith, Joseph C.	Brownsville, Texas
Crabtree, Martin Perdue	Decatur, Texas
Nelson, Boyce M.	Lubbock, Texas
Hunter, James C.	Nixon, Texas
Strickland, Eugene Lee	San Angelo, Texas
Barksdale, William S., Jr.	Randolph, Va.
Grotte, Helmer Martin	Seattle, Wash.
McDermid, Glenn A.	Seattle, Wash.
Momyer, William W.	Seattle, Wash.
Reppert, Howard Winston	Buckhannon, W. Va.
Whiteman, Harold J.	Salem, W. Va.

Flying Cadets - Enlisted Men  
Privates

Porter, Charles F.	Urbana, Ill.
53rd School Squadron, Randolph Field, Texas	
Maynard, Joe Edward	Pikeville, Ky.
A. C. Det., Schoen Field, Ft. Benj. Harrison, Ind.	
Towner, Heber F.	Santa Ana, Calif.
97th Obs. Squadron, Mitchel Field, N.Y.	
LeBourveau, Warren	Flushing, N.Y.
D.E.M.I., Governors Island, New York.	
Davie, Richard E.	Butler, Okla.
46th School Squadron, Randolph Field, Texas	
Ellison, Holden F.	Altoona, Pa.
Hq. and Hq. Squadron, Barksdale Field, La.	
Taylor, Robert W.	Newport, Tenn.
2nd Weather Sqdn., Fort Bragg, N.C.	

In the first group of selected candidates for Flying Cadet appointment, West Virginia led the various other States in the matter of representation of native sons in the new class with 21, followed by Texas with 15 and California with 11. With the addition to the class of the 74 students above enumerated, the delegation from West Virginia remains the same numerically, but by virtue of gaining 7 students in the later group, the delegation from Texas has been raised to 22. The Lone Star State has thus wrested the lead from West Virginia. California is represented by 14 students, New York and Illinois with 11 each, and Massachusetts with 9.

Among the various cities represented in the new class, Chicago has the largest delegation, with 6 students, followed by Columbus, Ohio, with four, and Seattle, Wash.; Tucson, Ariz., and Boston, Mass., with 3 each.

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Master Sergeant Carl T. Hale, Air Corps, was placed on the retired list at March Field, Calif., Feb. 28, 1938, after 30 years' service.

# A STEREOSCOPIC VIEW OF POWER PLANT DEVELOPMENT AT WRIGHT FIELD

By a Power Plant Engineer

The year 1937 found the Power Plant at the Air Corps Materiel Division busy with transition from Little Engines to Big Engines. Keeping pace with the ever-increasing demand, our test equipment went "over the hump" of 1,000 horsepower.

When our dynamometer laboratory was originally set up, a 500-horsepower engine was a big one, and engineers in charge more than doubled the capacity of the dynamometers as a leeway for expansion. To give them credit where credit is due, no one else foresaw the tremendous expansion that has taken place in the past few years.

We are now looking again into the crystal ball, but instead of multiplying our power absorption over current engine power by two, we are multiplying it by three. Current engines are in the 1,000-horsepower class. Our new dynamometers are capable of absorbing some 3,000 horsepower. This has been made possible by installation of new water brakes. Incidentally, this is the last expansion which can be accomplished in our present buildings. They are bulging at the sides now.

Increase of the power absorption characteristics is merely part of the story. Related accessories come in for their share of expense. Soundproofed test or instrument rooms adjoining the several dynamometers have occupied our electrical engineers for quite some time. Anyone who has ever experienced standing beside a 1,000-horsepower engine on the block can easily comprehend the necessity of soundproofing. Without it our operators were about ready to "go over the hill" or be placed in a nice quiet room with a southern exposure.

Concurrently with increase of power comes increase of speed, and to simulate air flow over cylinders of air (gas) cooled engines, the capacity and efficiency of our blower fans had to be more than doubled. We don't like to quote figures, but we believe we could blow your hat off. Since the above changes are fast nearing completion, our Air Corps friends are invited to pay us a visit, to see firsthand the things we humbly try to explain in writing.

Knowing full well that the pilot abhors the multiplicity of gadgets in the cockpit, we have been attempting to reduce our share of them. It seems that  $F_2$  still equals MA and KE still equals  $1/2MV^2$  or, in plain English, everything we get we have to pay for in some way. An automatic tank selector is being developed. We haven't stopped guessing about automatic mixture controls, supercharger regulators, improvements in pumps and other accessories to help the tactical pilot who, with instruments, a million or two radio switches, landing gear, flaps,

lights blinking, vibrators buzzing, needs no exercises to stimulate mental alertness while flying. Bear with us - some day our Utopia will be just a plain old throttle which may be bent forward and wrapped around another gadget put there because someone thought it would be a good idea.

Liquid-cooled development has culminated in the V-1710 Allison engine passing the type test at 1,000 horsepower. This engine is to undergo extensive tests in the XFM-1 and P-37 airplanes, and it is believed will carry its share of airplanes through the air in the future.

The R-2600 (Wright) engine has recently passed a very creditable type test at 1500 take-off horsepower. Pratt & Whitney is keeping pace with the 1830 and 2180 series.

All in all, we feel that the past year has brought the service an increase in engine performance and reliability, in keeping with our desire to give the tactical pilot his power when, how, and in the amount he desires, and to permit him to "fly through the air with the greatest of ease" as long as his gas supply holds out.

Who said "What about spark plugs?" We still admit the plug situation is a "horse on the house," but we, with the aid of the industry, are doing our best. Have you any bright ideas?

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## FUEL MIXTURE INDICATORS

Service test of the Type A-1 fuel mixture indicator has demonstrated its value, when properly installed and serviced, as a means of adjusting mixture controls to prevent engine overheating and wastage of fuel. It was recommended that an instrument for two-engine use and one for single-engine use, similar in design to the Type A-1 fuel mixture indicator but having increased scale ranges, be standardized.

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## Reserve Officers Visit Mitchel Field (Continued from Page 6)

"to establish the sound mutual understanding which will lead to intelligent tactical cooperation between ground and air officers," as well as to enable Reserve officers of all arms to keep informed of the present changes and rapid progress made in Air Corps tactical materiel and procedure.

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Effective February 1, 1938, Colonel Jacob H. Rudolph, Air Corps, who up to that time held the temporary rank of Colonel, was promoted to the permanent rank of Colonel.

## STRONG WIND STIRS UP MUCH ACTIVITY

On the afternoon of February 9th, a call for "everybody down to the hangar" was sounded. A C-33 Transport was in danger of being blown away. It had broken its moorings.

"The first view which caught our attention as we came on the field," says the News Letter Correspondent, "was one for which a cameraman would give his right arm. The C-33 was mired in the gumbo and a swarm of men were tying ropes to its wings and wheels. A wind of gale proportions mixed with rain was blowing. The gauge in the Metro station registered 52 miles when it broke. It is estimated that a sixty miles per hour wind was blowing at the time.

"Colonel H.A. Strauss, Air Corps, and Lieut. L.L. Sailor, Air Reserve, pilots, from the Rockwell Air Depot, had flown in with a cargo. When it started to rain, the C-33 was staked down. Then a wind sprang up. From the time the alert crew saw the plane break its moorings and take off until it was safe in the hangar there wasn't a dull moment. Happy smiles suffused the faces of Colonel Strauss and Major H. S. Kenyon, Commanding Officer of Moffett Field, as the big doors finally began to close on the silver ship.

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## COMMERCIAL FLYING LURES AIR RESERVE PILOT

Touching on the departure of an Air Reserve pilot from Mitchel Field, N.Y., to accept a position in commercial aviation, the News Letter Correspondent states:

"The 97th Observation Squadron (C & A) bids farewell and good wishes to 2nd Lt. R.W. Catlin, Air Reserve, who has reverted to inactive status insofar as the Army is concerned and to the obviously more enticing status of a commercial airline pilot. It is presumed the towing of an anti-aircraft target with a Douglas O-46A over Long Island is less inviting than turning a Douglas over to the "Iron Mike" from coast to coast, and, of course, the Air Corps hasn't yet adopted the hostesses as standard equipment!!!"

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Four B-18's settled down on Randolph Field, Texas, on February 17th, after experiencing bad weather during the "hop" from March Field, Calif. The Army airmen piloting these guge ships were participating in a navigation flight to St. Petersburg, Fla., and return. Included in the flight personnel were Lieuts. John T. Murtha, (commanding) Thomas R. Lynch, Harold J. Huglin and Robert D. Johnston. The flyers expected to navigate one way by day and the other by night.

## PURSUITERS COMPLETE LONG TREK BY AIR

Pilots of the 27th Pursuit Squadron, Selfridge Field, Mich., on February 10th, completed a long and arduous trek by air that carried them through fifteen States and over a distance of 4600 miles. The flight was made as a formation extended cross-country, and all expenses except airplane fuel and oil were borne by the individual pilots.

A great deal of valuable experience was gained by the members of the Squadron during the flight. Not only was flying performed in nearly every kind of weather possible, but also every kind of terrain, servicing facilities and the like was encountered. There being no mechanics on the flight, all inspection, maintenance and other such duty was performed by the officers.

An extremely interesting visit was made during the stop at Pensacola, Fla., to the United States Naval Air Training School. Naval officers representing the Commandant escorted the Army pilots through the school and explained methods of instruction and installations. The Commanding Officer and members of the Squadron have expressed their gratitude to the United States Navy and particularly to the officers stationed at Pensacola for their many courtesies.

Another very interesting halt was made at the Air Corps' aerial gunnery camp at Valparaiso, Florida. Here the Squadron was delighted to find a beautifully laid out flying field on the shores of the Gulf of Mexico. Every provision has been made for the comfort and diversion of officers on duty at Valparaiso, also for visitors during the short gunnery practice camps or who merely come to Valparaiso for the diversions offered. All the pilots expressed deep desire to try out the fishing and golf facilities at the first opportunity.

The Squadron employed on this flight the Boeing P-26 airplanes and, with two exceptions, they stood the long grind very well. A clogged strainer forced Lieut. Julian M. Bleyer down at Valparaiso on the fourth day of the trip. There was no injury to the pilot or damage to the airplane.

Lieut. James L. Bledsoe was forced to abandon his airplane about 30 miles west of San Antonio, Texas, when the engine suddenly failed and ignored all efforts to start it again. As the Squadron at that time was over terrain which precluded any possibility of setting the P-26 down, the pilot was forced to resort to his parachute at a low altitude and landed (as is the custom in Texas) in the usual mesquite tree. The demolished plane was some 200 yards distant.

Lieut. Bledsoe was soon picked up by a sheep herder and taken to a ranch. Later the sheep herder drove him to Kerville. Lieut. Osborn flew up from Kelly Field and, after ferrying Lieut.

Bledsoe to Duncan Field, Texas, where a Selfridge Field transport plane, which was returning from California, provided him with means of transportation back to his home station. Subsequent analysis showed that the motor failure was due to the engine "throwing" the fuel injector blower.

The following radio was subsequently received at Selfridge Field from Brigadier General Gerald C. Brant, Commanding General of the Second Wing, GHQ Air Force:

"Desire to commend Major Taylor and other officers of your Group who participated in recently completed unit navigation flight. The accomplishment of this flight of over five thousand miles with but one change in the flight schedule clearly indicates the high standard of pilot technique of the First Pursuit Group."

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#### NEW CLASS AT AIR CORPS WEATHER SCHOOL

The second class of the Air Corps Weather School, located at Patterson Field, Fairfield, Ohio, reported for duty on February 1st. Twenty-six students from stations located in all parts of the United States congregated to take advantage of this training. In the functioning of the Air Corps, accurate and efficient weather service has become of increasing importance. Especially has this become apparent with the advent of modern long range aircraft of large size and high landing speeds.

The first class of the new school completed its work on January 28th. Of the original group of 25 students, all but five, who were relieved for various reasons, completed the course. Of the graduates, Sergeant Ernest J. Fawbush, of Barksdale Field, La., finished with the highest scholastic record. He was closely followed by Sergeant Henry A. Mooney, of Fort Bliss, Texas. The averages were computed from the grades received in four subjects: Mathematics, Meteorology, Physics and Weather Forecasting. Members of the first class have already received orders covering their assignments to important Air Corps centers where they will assume duties as weather forecasters of the Army.

Under the direction of Lieut. Colonel J.H. Houghton, Commanding Officer of Patterson Field and Commandant of the Weather School, Captain Don R. McNeal, Signal Corps, is in direct charge of classes and instruction. He is assisted by Technical Sergeant Bernheisl, Staff Sergeant Hubbard, Staff Sergeant Laurin, Staff Sergeant Franz and Sergeant Yatteau.

The following students assembled on February 1st for instruction in the current class, which will cover a period of five months:

Technical Sergeants Julian P. Orem,

Patterson Field, Ohio; Harry F. Gordon, Fort Bragg, N.C.; Diram Arakelian, Barksdale Field, La.; and John S. Phillips, Kelly Field, Texas.

Staff Sergeants: Herman J. Pryber, Patterson Field, Ohio; Robert M. Glenn, Bolling Field, D.C.; William Farrell, Scott Field, Ill.

Sergeants: Charles F. Miller, Fort Leavenworth, Kansas; Edward D. Steel, Langley Field, Va.; John H. Butler, Chanute Field, Ill.; Daniel Adams, Fort Benning, Ga.; Danny E. Neff, Patterson Field, Ohio; Harry W. Larsen, March Field, Calif.

Corporals: Morris W. Aberman, Mitchell Field, N.Y.; Norman L. Tyler, Barksdale Field, La.; Hugh P. Fredin, Fort Clark, Texas; Daniel E. Boynton, Bolling Field, D.C.

Privates, 1st Class: Thomas F. Kelly, Maxwell Field, Ala.; Frank Arietta, Tucson Airport, Ariz.; Wallace Brewer, Lordsburg Airdrome, Texas; Robert I. Dunlop, Randolph Field, Texas; Hubert G. Seeker, Patterson Field, Ohio; Homer Hawes, Ford H. Leichel and Walter W. Westall, Hamilton Field, Calif., and Clayton D. Sherwood, Fort D.A. Russell, Texas.

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#### WILD GEESE DISPUTE PLANE'S RIGHT OF WAY

According to the March Field Correspondent, the story of the brave little tailor, who killed seven flies with one blow, was repeated with some variations recently when Major L.C. Mallory, Commanding Officer of the 73rd Attack Squadron, reduced the wild geese population by five - all in one full swoop.

While Major Mallory was on a tactical mission near Lake Elsinore, Calif., six geese, frightened by the sound of his low-flying airplane, rose directly in its path and, honking angrily, charged in dispute of his right-of-way. In the resultant clash between the metal behemoth and the aerial "Light Brigade," one bird found its way into the oil radiator - and stayed there; one hit the left landing light and the passing light, shattering them and crumpling the wing in that vicinity; another smashed into the fairing over the right oleo leg, which was retracted into its recess and which was later extended only with great difficulty; the fourth attacked the fairing around the main gas strainer, and the fifth delivered an effective blow on the leading edge of the right wing, crushing the skin and formers back for six inches. The sixth bird, surveying the situation calmly, avoided injury by charging in the opposite direction.

Major Mallory, feeling not at all like the brave little tailor who advertised his feat with a placard in his window, wheeled away from the scene of his triumph and flew home through a swirling cloud of feathers.

STAFF SERGEANTS QUALIFIED FOR APPOINTMENT AS TECHNICAL SERGEANTS, AIR CORPS  
Effective January 1, 1938

*1	Pust, Joseph E.	68	Rubby, Louis	135	Caris, John A.
*2	Mullinix, Shockley D.	69	Laquatra, Lee	136	Chovenitz, Frank J.
*3	Cuthbertson, Preston A.	70	Aldrich, Guy A.	137	Weeks, Alvin C.
4	Parmentier, Lloyd	71	Wetzorke, Bruno	138	Dobbs, Mack H.
5	Hoagland, William	72	Boyles, George D.	139	Jolly, Arthur
6	Jones, George S.	73	Gurley, Bert E.	140	Meeks, John D.
7	Cross, Charles M.	74	Norich, Albert I.	141	McKown, Floyd K.
8	Smith, Lawrence	75	Worthen, Roy E.	142	Dooney, John J.
9	Malkemus, George D.	76	Smith, Anthony	143	Walsh, Bernard A.
10	Boudreaux, Henry D.	77	Hygh, Relliford	144	McGhee, Lester L.
11	Monroy, Phillip P.	78	Reilly, Clarence	145	Phinney, Howard M.
12	Jernigan, William H.	79	Richardson, Homer L.	146	Ward, Leland S.
13	Yucius, Tony	80	Moore, John H.	147	Gregg, Emmett L.
14	Tucker, James R.	81	Tuffly, Edward W.	148	Norris, Walter W.
15	Fagan, Luther W.	82	Dossett, Elbert	149	Newland, Gus V.
16	Willet, Ray R.	83	Boyles, James H.	150	Hagan, George M.
17	Greene, Robert H.	84	Saren, Jack	151	Warren, Henry M.
18	Williams, Leonard	85	Cheatham, Charles W.	152	Shellhorn, Edward
19	Antrim, Roland M.	86	Fields, Wiley C.	153	Terrell, Harry A.
20	Horton, Dewey	87	Kidd, Harvey C.	154	Ray, Floyd F.
21	Hurst, Frank	88	Lovett, George W.	155	Lawson, Lane
22	Paseman, Edwin	89	Winfrey, Oliver A.	156	Harth, George J.
23	Wolfe, Jack	90	Calcagno, Frank A.	157	Brock, Norris
24	Darcy, Lawrence J.	91	Ward, Walter M.	158	Charbough, Michael E.
25	Steine, David	92	Hampton, Jack	159	Visbal, Germain A.
26	Kramberg, Joseph	93	Washburn, Emory E.	160	Novak, Louis W.
27	Barker, Arthur C.	94	Senter, Herman F.	161	Goulla, Jack
28	Mehnert, William	95	Jensen, Oluf T.	162	Gutierrez, Arnoldo
29	Skelton, Edward F.	96	Gorman, Andrew J.	163	Martin, Paul H.
30	Hicks, Harry	97	Benevides, Joseph M.	164	Hodges, Herbert P.
31	Sloan, Miles B.	98	Frberg, George W.	165	DeFord, Lyman
32	Carter, Lloyd	99	Eanes, Louis V.	166	Smith, Sigsbee J.
33	Blesh, Earl S.	100	Ross, Delno W.	167	Falk, John A.
34	Brucher, Martin	101	Mondt, Howard	168	Flores, Alberto
35	Fisher, Elmer H.	102	Simmons, Joel A.	169	Vidmar, Frank
36	Masterson, John A.	103	Wheeles, John A.	170	Delaney, Samuel H.
37	Gardick, Charles	104	Eldridge, Russell	171	Castlemaine, Earl W.
38	Benson, Harold P.	105	Leonard, Dale F.	172	Chestnutt, Herman L.
39	Nipper, Eli B.	106	Lazor, Thomas	173	Morrison, Jay P.
40	Dearborn, James E.	107	Kannolt, Henry P.	174	Tetu, Dona E.
41	Armstrong, Chester A.	108	Hansen, Henry P.	175	Armbrusto, Otto
42	McClellan, Edwin J.	109	Schultz, Steve J.	176	Beckham, Reuben S.
43	Whitaker, Gerald G.	110	Gardugue, Gabriel	177	West, Glass
44	Dambroso, Tony	111	Hammack, Robert W.	178	West, Henry L.
45	Marshall, John A.	112	Bathey, George E.	179	Peluso, Tony J.
46	Shelton, Luther	113	Rogers, Sam F.	180	Martin, Troy V.
47	Davis, Golden R.	114	Yaeger, Adolph C.	181	Bryan, Hugh
48	Bennett, Paul D.	115	Martini, Henry	182	Weltz, William M.
49	Mueller, Courtney K.	116	Carr, George W.	183	Simpson, Johnnie S.
50	Fredericks, Joseph M.	117	Langston, Wilbur E.	184	Mishmash, Charles J.
51	Sequine, Cecil C.	118	Mickey, Everett	185	McLish, William B.
52	Hymes, Samuel	119	Criss, Karl W.	186	Townsend, Joel H.
53	Silva, Manuel	120	Huffman, Ernest J.	187	Milliard, Peter L.
54	Flower, Abraham	121	Burton, Jack	188	Williamson, Henry
55	Henry, William F.	122	Torney, Thomas P.	189	Hall, Bolton
56	Yocum, Johnny V.	123	Fields, Clarence D.	190	Bishop, Chalmers N.
57	Carlow, Harold F.	124	MacDermott, William K.	191	Kolb, Peter, Jr.
58	Platt, Graham	125	Dwyer, Charles L.	192	Michael, Edward
59	Jones, Thomas A.	126	Schuette, Alfred A.	193	Mobley, Emmett A.
60	Deming, John B.	127	Anderson, Chauncey L.	194	Collins, Jacob
61	Kieviet, Anthony	128	Weiss, Joseph	195	Hunsberger, Horace K.
62	Pruitt, Cecil	129	Riviere, Jean E.	196	Bernatchez, Antonin P.
63	Barnhart, Lawrence E.	130	Witwicki, Kazimir	197	Kaplak, Andy
64	Martin, Morris	131	Reilly, Patrick D.	198	Laza, Joseph C.
65	Simpson, Dewey H.	132	Alexander, Nick	199	Podraza, Walter H.
66	Hoppe, Helmar B.	133	Peterson, Cayus P.	200	Pond, Everett L.
67	Barkhurst, Frank M.	134	Hoekstra, Robert	201	Turner, Harry

\*Appointed to grade of Technical Sergeant since January 1, 1938

202 Fajnik, Nickolas	219 Winter, David	235 Mooney, James P.
203 Amning, Richard S.	220 Mulkey, Lloyd	236 Cornell, Harry B.
204 Hope, Daniel	221 Koblitz, Monroe J.	237 MacKenzie, John H.
205 Nielson, Jean	222 Knowles, James R.	238 Irwin, Charles H.
206 Hinck, Reuben	223 Summers, Robert F.	239 Killian, Wiley
207 Carnes, Charles A.	224 Weeks, Edward	240 Leonard, Frederick J.
208 Oprechak, John	225 Garcia, Adelmo W.	241 Gates, William R.
209 Prince, Kerman	226 Fields, Edward B.	242 Thomas, Dale E.
210 Kelly, Bernard F.	227 Brockhausen, Fred C.	243 Salmon, Henry P.
211 Edmondson, Albert B.	228 Burt, Albert B.	244 Caraway, Rayford A.
212 Browning, Earl H.	229 Kirkpatrick, Everett	245 McQuillan, William P.
213 Powers, Barron C.	230 Roberts, Linah L., Jr.	246 Scott, Orval W.
214 Barnhill, Jesse J.	231 Farrell, Herbert W.	247 Payne, Lemuel T.
215 Allison, Roy E.	232 Gilinsky, James L.	248 Hraback, Joe S.
216 Hollis, Claud D.	233 Lynch, Eugene F.	249 Fowler, Byron L.
217 Shelley, Verl A.	234 Hamsher, Chester L.	250 Benson, Harry A.
218 Iily, John		

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The Move to Denver, Colo.  
(Continued from Page 7)

were prepared for further cases; a civilian nurse was hired and 1st Lieut. Jarvis, Medical Reserve, was immediately called in and additional medical supplies were obtained. Three days later the epidemic was over and, best of all, the attack was confined to the post alone.

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**RESERVE OFFICER KILLED IN AIR COLLISION**

Second Lieutenant Richard Dale McCloskey, Air Reserve, was killed at Kelly Field, Texas, on the morning of February 11th, as the result of an airplane collision in mid-air. Lieut. McCloskey was flying in a Pursuit formation of P-12 type airplanes. The flight, which was a training mission for instructing, was practicing Pursuit maneuvers about a mile southeast of Kelly Field. Captain Burton M. Hovey, Jr., was the flight commander, and Lieut. Marvin F. Stalder was the element leader of the second element. In executing an in place turn in string formation, Lieut. McCloskey's plane, which was No. 3 in the string, collided with Lieut. Stalder's plane. The propeller of the latter's plane cut through the fuselage of Lieut. McCloskey's plane. Lieut. Stalder was able to make a dead stick landing with his plane without injury to himself.

Lieut. McCloskey, a student of Class 25-B, graduated from the Air Corps Advanced Flying School, Kelly Field, on June 17, 1936, specializing in Pursuit Aviation. Upon graduation he was assigned to Selfridge Field, Mt. Clemens, Mich., for one year as a flying cadet, and later received his commission in the Air Reserve. He was born on June 16, 1911, at Lock Haven, Pa. He graduated from Franklin and Marshall College in 1934.

Lieut. McCloskey is survived by his wife and Mrs. Margaret Drisken, his mother, and Vaughan McCloskey, his brother. Funeral services were conducted at the Post Chapel at Fort Sam Houston, Texas, and interment was at the National Cemetery at that station.

The deep sympathy of the Air Corps is extended to the bereaved relatives and friends of the deceased officer.

**REESTABLISHMENT OF BOMBARDMENT TRAINING**

At the Advanced Flying School at Kelly Field, Texas, beginning February 23rd with the incoming class which graduated from the Primary Flying School, Randolph Field, Texas, Bombardment training was reestablished, and the following-named Air Corps officers were assigned to the Bombardment Section: Major John V. Hart, Chief of Section; 1st Lieuts. Delmar T. Spivey, Roy D. Butler and Roger J. Browne, Instructors.

The 101 students of Class 38-B, recently graduated from Randolph Field, comprising 2 officers of the Regular Army, 6 foreign officers and 93 Flying Cadets, were scheduled to be assigned to the specialized sections of the Advanced Flying School, as follows:

Attack: 3 foreign officers and 32 Flying Cadets.

Bombardment: 10 Flying Cadets.

Observation: 2 Regular officers, 2 foreign officers and 16 Flying Cadets.

Pursuit: 1 foreign officer, 35 Flying Cadets.

Actual flying training for the new class at the Advanced Flying School was scheduled to begin on March 1st.

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**MARCH FIELD PILOTS ON EXTENDED NAVIGATION FLIGHT**

Major Lucas V. Beau, Post Adjutant, March Field, Calif., recently returned to his home station following an extended x-country flight with Major Earl S. Hoag, 1st Wing, as co-pilot, in a C-33 Transport, for the purpose of ferrying twelve enlisted men from March Field to Fort Monmouth, N.J., for training at the Army Signal School.

On the return flight, the two March Field officers landed at Maxwell Field, Ala., where they received telegraphic permission from Brigadier Delos C. Emmons, of the 1st Wing, HQ Air Force, to proceed with members of the Air Corps Board to Barksdale Field, La., to witness an Air Corps tactical demonstration in which B-18 airplanes from March Field participated.

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Contribution of material to the News Letter from France and Albrook Fields, Panama Canal Zone, will be greatly appreciated. News from the "Zone" is always of interest.

## SOME FACTS ON THE AIR CORPS TRAINING CENTER

The address delivered by Colonel Wm. B. Tuttle, Engineer Reserve, U.S. Army, during the exercises incident to the graduation of the students of the Advanced Flying School, Kelly Field, Texas, on February 16, 1938, is quoted below, as follows:

"Colonel Krogstad, ladies and gentlemen, and graduates:

"I am going to talk particularly to the graduates and tell them something about the history of the Air Corps Training Center. The facilities for training which the graduates of today have had the advantage of did not just happen by chance. They are the result of careful study and planning by officers of the Regular Army, supplemented by financial support and many months of endeavor by the citizens of San Antonio, and by the earnest support of a few far-seeing members of Congress.

"The history of the military flying fields in and around San Antonio began with the construction of one small frame hangar in the area now occupied by the 2nd Division at Fort Sam Houston, and no development of any consequence was made until the beginning of the World War.

"After the beginning of the World War, the land now occupied by Duncan Field was taken under option by a committee from the San Antonio Chamber of Commerce, acting for the government, and later the land now occupied by Kelly Field was added, the whole area then being known as Kelly Field.

"Kelly Field was at first mainly a concentration camp for personnel. There were very poor facilities for housing and the place was crowded with recruits, and with officers with little or no experience. As many as 40,000 men were said to have been in camp at the maximum. A few experienced Regular Army officers, assisted by the temporary officers assigned to the camp, gradually worked system and discipline into the organization, and the development of a real field began.

"The plans at this time contemplated an Air Corps Training Center, including the construction of two additional fields in the vicinity of Kelly Field, one of them to the southwest of San Antonio and the other south of South San Antonio; and representatives of the San Antonio Chamber of Commerce again undertook the duty of obtaining the necessary options for the United States Government.

"The necessary options had practically all been obtained when a commission of foreign officers who were familiar with the flying training in Europe was brought to the United States on a tour of inspection and recommendation. These officers upon being advised as to the plans for the three-unit training center in the vicinity of South San Antonio immediately stated that the plan was not a good

one for the reason that the fields contemplated were too close together and that the congestion in the air which would result would bring about an unnecessarily large number of accidents. Instead, these officers recommended the procurement of at least one other flying field some distance from Kelly Field.

"Accordingly, the two additional sites near South San Antonio were given up, and again representatives of the Chamber of Commerce, acting for the United States Government, were given the task of securing another field. It was stipulated that this field must be fairly close to San Antonio, on a good highway, with railroad facilities, electric service, and a good water supply; and accordingly the area, which later became known as Brooks Field, was secured. Temporary wooden quarters, buildings, and hangars were built up on both Kelly Field and Brooks Field, and what is now known as Kelly Field was separated from Duncan Field, where the warehouses were established.

"Conditions then remained practically unchanged until in 1926, when Colonel C.C. Culver, Commanding Officer of Kelly Field, and Major Ralph Royce, Commanding Officer of Brooks Field, acting under Major General Mason M. Patrick, then Chief of the Air Corps, recommended additional facilities, and a bill was introduced by Congressman Frank W. James, proposing the expenditure of \$1,856,000 for the construction of a new primary flying field. This bill passed the House, but was eliminated before a Senate Committee because of the opposition of certain Senators who took the position that no appropriation for such construction should be made unless the government had land available on which to build.

"Brigadier General Frank P. Lahm took command at Kelly Field on September 1, 1926, and organized the Air Corps Training Center, uniting Kelly Field and Brooks Field under one command. Very soon thereafter he advised the Chairman and the Vice Chairman of the Military Affairs Committee of the Chamber of Commerce that a large primary flying field would be located somewhere in the United States, and that if it was to be located in the vicinity of San Antonio it would be necessary for the citizens to provide approximately 2,000 acres of land for this purpose.

"A little later, Brigadier General James E. Fechet, then Assistant Chief of the Air Corps, stated that the Army regarded the vicinity of San Antonio as the most favorable location for the new primary flying field, but that while Congress was apparently willing to appropriate the funds necessary for the construction of such a field no appropriation for the purchase of land could be

secured.

"In April, 1927, a board of officers from the Air Corps Training Center was appointed to locate a desirable site for a new primary flying field in this vicinity; and on May 1, 1927, an engineer representing the Military Affairs Committee of the Chamber of Commerce was also placed on this work.

"In May, 1927, following a dinner given by the Chamber of Commerce to a large number of visiting military authorities, there was a meeting at the Plaza Hotel at which there were present Hon. Trubee Davison, Assistant Secretary of War; Major General Mason M. Patrick, Chief of the Air Corps; Brigadier General Frank P. Lahm; Senator Morris Sheppard; Congressman Harry M. Wurzbach, representative from this district; R.W. Morrison, President of the Chamber of Commerce; Colonel W.B. Tuttle, Chairman of the Military Affairs Committee of the Chamber of Commerce; and L.B. Clegg, Vice Chairman of the Military Affairs Committee of the Chamber of Commerce. At this meeting it was stated that while the government would like, on account of military and climatic reasons, to have the new primary training field located in the vicinity of San Antonio, it would be impossible to locate the field in this vicinity unless a suitable tract of land was made available without cost to the government.

"Following this meeting, the search for a suitable tract of land continued. It was required that approximately 2,000 acres be secured at a distance of between 5 and 10 miles from the outer city limits of San Antonio, and that this land should be on or near a railroad; that it should be on or near at least one good highway, and that it should be possible to secure water, electric light and power, gas, and transportation facilities without undue cost.

"More than 20 possible sites were suggested, and each of these sites was inspected, first by an engineer acting for the Military Affairs Committee of the Chamber of Commerce, and then by officers from the Air Corps Training Center.

"The Military Affairs Committee of the Chamber of Commerce was advised that the Air Corps had selected several possible sites for the proposed flying field; and that the first choice of the Air Corps was a tract known as 'Calf Hill,' about five miles east of the city limits of San Antonio; and the second choice a tract of land near Elmendorf, about ten miles southeast of the city limits of San Antonio.

"In the latter part of October, 1927, General Lahm stated that an area more suitable than the 'Calf Hill' tract had been located by the Air Corps officers near the town of Schertz. The Military Affairs Committee of the Chamber of Commerce then sent an engineer to look over this site, and E.J. Altgelt and John B.

Carrington were given the task of securing the necessary options. The area was mostly very level and well developed agricultural land, and it was found that most of the owners of the 24 farms involved would not sell except at very high figures, and many of them at first refused to sell at all. The Committee was informed that Congressman James would require definite assurance by December 31, 1927, that the site near Schertz would be available, and great effort was necessary to obtain the necessary options in the required time. Mr. Altgelt and Mr. Carrington were greatly assisted in this work by Franz C. Groos, who was made custodian of the funds with which the options were obtained, and by other citizens of San Antonio.

"In order to provide funds for the taking of the necessary options and provide for expenses incident to the acquiring of the land, the business men of San Antonio formed a corporation under the name of the San Antonio Airport Company, largely through the efforts of Porter A. Whaley, Manager of the Chamber of Commerce. A total of 182 firms and individuals subscribed to the stock of this corporation, and a total of \$50,000 was paid in. This corporation was not operated for profit, and the proceeds subscribed finally became practically donations.

"It was evident that it would be impossible to raise upwards of one-half million dollars, which would be required to complete the purchase, in time to meet the demand of Congressman James that assurance be given by December 31, 1927, that the land on the Cibolo near Schertz would be made available. Judge R.L. Ball headed a committee to investigate the possibility of the city assisting in the financing; and the Mayor of San Antonio, Hon. C.M. Chambers, and the City Commissioners, Hon. Phil Wright, Hon. Ray Lambert, Hon. Paul E. Steffler and Hon. Frank Bushick, met the emergency by deciding that the city would borrow sufficient money to complete the purchase. On December 19, 1927, the City Commission passed an ordinance authorizing such action. A party from the City Engineer's office, headed by Thomas H. Coghill, was sent out to make a survey of the property. The County Judge and the County Commissioners agreed to close a road which led across the tract desired by the Air Corps, and assisted in other ways.

"In the interim between the purchase of the land from its original owners and its purchase by the city and acceptance by the United States, there was a time when a group of citizens of San Antonio stood individually responsible for the entire amount of \$546,000. These individuals were L.B. Clegg, L.J. Hart, E.J. Altgelt and R.J. Boyle.

On August 21, 1928, the San Antonio Airport Company was advised by a letter

from Captain Dorris A. Hanes of the Quartermaster Corps that the title to the land donated to the use of the government as a flying field had been approved by the Attorney General; and that the Acting Secretary of War had accepted this gift on August 18, 1928; and that the fee simple title to the entire area was then vested in the United States. It was also stated that the Quartermaster General desired that an expression of appreciation be made for this generous donation.

"The land for Randolph Field now having been provided, Congressman James and Congressman Wurzbach successfully continued their efforts to secure the necessary appropriations to carry on construction work, and Senator Sheppard and Senator Connally also lent their assistance; and the Quartermaster Corps and the Air Corps used every effort to expedite the detailed plans for the construction of Randolph Field. The actual amount of land taken over by the government for Randolph Field was 2,368 acres.

"The development of Randolph Field, which began on October 11, 1928, under Captain A.W. Parker, Constructing Quartermaster, was rapidly pushed forward; and that institution stands for itself today, a thing of beauty and of great practical worth.

"Duncan Field, with its shops, has been rejuvenated, and the move to rebuild Kelly Field is on the way.

"A bill sponsored by Mr. Maverick is now before Congress which will provide means for closing the old Laredo road which now runs through Kelly Field, and which is hazardous both to flying and to travelers.

"San Antonio and its citizens are proud of the Air Training Center which they have helped to create; and proud of you, the graduates of the Training Center. For them I extend to you graduates our congratulations for the work you have done in attaining this well merited degree, and appreciation for your patriotism and your effort in performing this work."

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#### TRAINING CENTER GRADS ASSIGNED TO FIELDS

Under Special Orders of the War Department, recently issued, the Flying Cadets who graduated from the Air Corps Advanced Flying School on February 16, 1938, and who were commissioned second lieutenants in the Air Reserve, are directed to proceed on or about March 4, 1938, to the Air Corps stations indicated, viz:

To March Field, Calif.: J.C. Bailey, John Clinton Bowen, James Valentine Edmundson, Robert Gabel Emmens, Adam Joseph Heintz, Clarence Edward McPherson, Joseph Coe Marcy, Robert Julian Mason, Elliott Thomas Pardee, Allen Dale Reedy, Claude C. Sturges, Jr., Ray David Taylor, Graham Warren West.

To Barksdale Field, La.: Richard Dowdy Callaway, Ralph Sheldon Garman, Harold Eugene Kofahl, Whitmel Tompkins Rison.

To Langley Field, Va.: Richard Austin Ames, Ernest Haywood Beverly, William Coombs Clark, Don Coupland, George Benjamin Greene, Jr., Frank Claveloux Parker, Jr., Dale Leroy Anderson, Marvin Stoll Zipp.

To Selfridge Field, Mich.: Hal Gurrage Armstrong, Jr.; Gwen Grover Atkinson, Dale Donald Brannon, James Breathitt, 3d, Ned Alexander Cowles, William John Feallock, II, MacDonald Herbert Hays, Neel Earnest Kearby, Woodrow Wilson Korges, George Mabin MacNicol, Hamilton McClure, Magnus Buddy Marks, Kenneth Ray Martin, Theodore Stanley Proxmire, Jr., Ralph Llewelyn Pusey, Clinton Curtis Wasem, James Richard Watt, Melvin Francis McNickle.

To Fort Knox, Ky.: Richard Dellinger Dick.

To Brooks Field, Texas: Donald James French.

To Fort Benning, Ga.: James Warren Haskett, Paul Warfield Tibbets, Jr.

To Moffett Field, Calif.: Robert Norton Maupin.

To Fort Bragg, N.C.: Nathan Hoover Ranck.

To Fort Lewis, Wash.: Jesse Alton Tobler.

To Fort Sill, Okla.: Martin Eugene Wanamaker.

To Fort Riley, Kansas: Harold Micheal Keeffe, Hubert John Konopacki, Robert Albert Kummrow, Wayne Kimball Richardson, Eugene Carl Woltz.

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#### DFC AWARDED LIEUT. ELLIS

At a formal review at Randolph Field, Texas, at 9:00 a.m., February 12th, the Distinguished Flying Cross was awarded to 2nd Lieut. D'Ross Ellis, Air Reserve. The review included Air Corps officers, student officers, flying cadets, and all enlisted men stationed at the field. The presentation was made by Major General Herbert J. Brees, Commanding General of the 8th Corps Area.

Lieut. Ellis was awarded the medal for heroism in landing a damaged plane after the pilot, Lieut. Robert S. Fisher, had fallen to his death. The accident occurred during a flight from Hensley Field, Dallas, Texas, to Oklahoma City, Okla., on April 24, 1937.

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Tests to determine the requirements for tugs or tractors suitable for towing large airplanes were recently conducted at Langley Field, Va. Five manufacturers submitted a total of nine different vehicles, both wheeled and track laying. Specifications for the equipment will be prepared by the Air Corps Materiel Division in the near future.

## STILL MORE STUDENTS FOR THE TRAINING CENTER

On page 8 of this issue of the News Letter it is stated that the March, 1938, class at the Air Corps Primary Flying School, Randolph Field, Texas, totals 189 students (161 candidates from civil life and 28 enlisted men of the Regular Army).

In the words of a well known motion picture detective of Oriental ancestry, we must add "Correction, please," for since this page was written a few days ago 66 additional candidates have qualified for a Flying Cadet appointment, so that as this is being written the score stands at 255 (225 candidates from civil life and 30 enlisted men of the Regular Army). The 66 additional qualified candidates, soon to begin flying training at Randolph Field, are enumerated below, as follows:

### Civilian Candidates

Chaffin, Harold N.	Fort Smith, Ark.
Williams, Robert Bennett	Fort Smith, Ark.
Altman, Frederic Gans	Little Rock, Ark.
Terry, David D., Jr.	Little Rock, Ark.
Fletcher, Thomas, Jr.	Scott, Ark.
Breckinridge, John P.	State College, Ark.
Holsteen, Theodore Frederick	Hollywood, Calif.
Berry, James D.	Washington, D.C.
Breindel, George Joseph	Washington, D.C.
Norrod, Albert Burice, Jr.	Washington, D.C.
Fallister, Francis J.	Washington, D.C.
Allen, Frank	Chicago, Ill.
Cellini, Oliver G.	Chicago, Ill.
Morse, Harold Henry	Chicago, Ill.
Neely, Clarence Arthur	Chicago, Ill.
Barthelmess, Karl Theodore	Dixon, Ill.
Wiltjer, Clarence Peter	Urbana, Ill.
Peffer, David McNair	West Lafayette, Ind.
Beightol, Willis E.	Webster City, Iowa
Humfeld, Harold E.	Wichita, Kans.
Lombardo, Michael	College Park, Md.
Barnett, James Alex	Detroit, Mich.
Sass, Edward John, Jr.	Battle Creek, Mich.
Compton, Keith Karl	St. Joseph, Mo.
Spencer, Truman Augustus, Jr.	Roswell, N. M.
Woyke, Max Eric	Brooklyn, N. Y.
Van der Zee, John N.	Berea, Ohio
Spurgeon, Raymond Robert	Cincinnati, Ohio
McNeal, Thomas Carl	Cleveland, Ohio
Narecki, Frank H.	Cleveland, Ohio
Newman, Neil A.	Cleveland, Ohio
Granbo, Frederick C.	Cleveland Heights, Ohio
Rowland, Robert Richard	Lodi, Ohio
Pasjanon, Arthur Walter	Warren, Ohio
Jackson, J. Garrett	Altus, Okla.
Kennedy, James Young	Sayre, Okla.
Schwab, James Russell	Tonkawa, Okla.
Baseler, Robert Lee	Ardmore, Pa.
Celtman, John T.	Charlevoix, Pa.
Worley, Earl W.	Littlestown, Pa.
Harmel, John C.	Lenmon, S.D.
Snelser, Harold Caldwell	Nashville, Tenn.
Locke, Cecil James, Jr.	Austin, Texas
Pulliam, Harney Lee Van	Austin, Texas
Havey, Charles Hubert	Austin, Texas
Ruggles, Charles Edward	Austin, Texas
Faulkner, Cecil L.	Bellevue, Texas
Hubbard, William Edward	College Station, Texas
Henry, John Bailey, Jr.	Charlotte, Texas
Banks, Wilson H.	Dallas, Texas
Collins, Charles Monroe	Dallas, Texas

Jackson, Urban Blake	Corpus Christi, Texas
Easley, Samuel James	Fort Worth, Texas
Jenkins, Jack Simmons	Lubbock, Texas
Dunn, Frank Lowry	San Antonio, Texas
Gimble, Sidney B., Jr.	San Antonio, Texas
Krough, Louis Henry, Jr.	San Antonio, Texas
Ezzell, Ben Q.	San Benito, Texas
Tinker, Clarence L., Jr.	Arlington, Va.
Moore, Presley William	Staunton, Va.
Gustafson, Ray William	Seattle, Wash.
Lyons, Robert William	Tacoma, Wash.
Wood, Curtis Edward	Huntington, W. Va.
Udelhofen, Charles	Cassville, Wis.

### Enlisted Men

Wright, Adolph M.	Louisville, Ky.
12th Obs. Squadron, Goodman Field,	Ky.
Wawrukiewicz, Waldemar A.	Chicago, Ill.
Medical Dept., Station Hospital, Selfridge	
Field, Mt. Clemens, Mich.	

A revision is in order in connection with the figures given in the previous article regarding State representation of native sons in the new class. Texas has forged far ahead of all other States with her delegation of 38 students, a record number, followed by West Virginia with 22; Illinois, 21; Ohio, 16; California, 15; New York, 13 and Michigan, 10.

As to the various cities represented in the class, Chicago, the leader, increased her delegation to 11 students, followed by Cleveland, Ohio, and Washington, D.C., with six each; Austin, Texas, with five; San Antonio and Lubbock, Texas; Columbus, Ohio, and Detroit, Mich., with four each; and Dallas, Texas; Boston, Mass.; Atlanta, Ga.; Tucson, Arizona; Little Rock, Ark.; and Seattle, Wash., with three each.

Since the dead line for the acceptance of students for the March class was set for March 9th, it would seem that the roster is due for another revision when the gong finally sounds for full speed ahead.

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### BOMBING DEMONSTRATION BY 96TH SQUADRON

The 96th Bombardment Squadron of Langley Field, Va., performed a demonstration mission on February 5th for the students of the Air Corps Tactical School on the bombing range at Barksdale Field, La.

Three B-17 Bombardment planes from this Squadron and one attached from the 20th Bombardment Squadron performed this bombing mission - demonstrating a method of attack on an outlined target, using various types of bombs and fuzes.

The weather on the day of the demonstration was unusually poor, necessitating the dropping of these demolition bombs at a minimum altitude of 3,500 feet. The bombers and pilots, however, put on an excellent demonstration of "crashing thru" with an exhibition of hitting the "bull's-eye" at an altitude from which the pilots of this Squadron had never before dropped demolition bombs. Several low order detonations with the large bombs did not give the students the necessary blast data required, but the critical eye of the Air Corps Tactical School authorities pronounced the demonstration a success even under the poor weather conditions.

The Argentine Flight  
(Continued from Page 2).

looked too inauspicious. Turning left at Santiago, they climbed to an altitude of 21,000 feet for safe passage over the legendary treachery of the Andes. One comfort the flyers enjoyed as they cruised over those jagged peaks was the radio communication they were able to maintain with their flight leader, Colonel Olds.

Contact with Lima and thus with the friends at home was lost as the Colonel's plane dropped down the continental slope on the other side of the Andes. The radio could not penetrate those mountains, and contact with the world was not reestablished until relays through Buenos Aires were arranged.

Assembling again near the Argentine capital, Colonel Olds landed his plane at the Buenos Aires airport, slightly more than 12 hours after he left Lima. Again Colonel Olds addressed the anxious public back home and again the faces at Langley Field were wreathed in smiles as Colonel Olds praised the skill and fortitude of his officers and men. The planes he commanded were the largest and heaviest which have ever crossed the Andes. They were welcomed by United States Ambassador Weddell and high dignitaries of the Argentine Republic.

Where was Major Meloy during all this flying? After all night work on the defective propeller, the famous Border Rat soared out of Lima at 6:20 a.m., seven hours and 15 minutes after the departure of his companions.

For two, - three, - four hours he held straight to the course recently taken by his companions, and then for four more hours there was no message. What had happened to Meloy? Had he turned south to go into Santiago, or had he held his course, which it was observed, pointed straight at his destination, Buenos Aires? There was again much anxiety and much discussion at the Langley Field plotting board. Meloy's course - if he chose to charge on unswervingly for Buenos Aires - would carry him over the highest and most rugged peaks of the Andes, far from chartered airways and civilization. Even the map in that area was labeled "Unexplored."

Finally, at 2:00 p.m., the relay system from Buenos Aires began to function and the position of Meloy was reported - straight on the course and east of the Andes! Loud were the cheers that went up from the relieved and jubilant friends.

In record-breaking time he neared Buenos Aires. But here he ran straight into that devil of the Cordillera, the "pontero" or Andean tornado, which was blanketing the area around Buenos Aires.

Major Meloy said it appeared to be a combination of sandstorm and an electric storm, and that the turbulence of the air approached cyclonic violence. Turn-

ing his B-17 aside, he flew around the edge of the pontero for an hour and a half until, finally, he was advised by Pan-American that he could now get into El Palomar Field.

Shattering all records, in spite of his delayed landing, Major Meloy dropped his "Flying Fortress" into El Palomar Field, Buenos Aires, 11 hours and 5 minutes after his Peruvian take-off. On landing at the Argentine airdrome, Major Meloy heaped lavish praise on the officials of the Pan-American-Grace Airways for the excellent cooperation they gave him in his record hop. He particularly commended Mr. Harold H. Harris, the manager of Pan-American's South American trade at Buenos Aires, and Mr. Kirkland, the Lima manager. He stated that both of these men were former Army Air Corps pilots of long experience.

Nothing was too good for the Good Will Flyers during their Argentine stay. Enlisted men were quartered and rationed without charge at the noncommissioned officers' barracks in Buenos Aires. They reported that their money was useless in the Argentine capital as well as in other cities visited. Officers were dined by the United States Ambassador, Alexander W. Weddell, and Mrs. Weddell.

The climax of the 6,000-mile jaunt came with the appearance of the six airplanes over Buenos Aires on Sunday during the inaugural ceremonies. Their mission accomplished, the 49 men landed and took part in the Argentine gala day.

Taking another day off to rest and recuperate from their strenuous schedule, the personnel of the six Bombers prepared to leave El Palomar Field Tuesday morning. Five of the Bombers made the take-off at 7:10 a.m., but the sixth, commanded by Captain Archibald Y. Smith, was delayed by a minor mishap to one wheel which, while the plane was being rolled away from a gas pit, broke through the thin concrete cover of the pit. Captain Smith finally took off at 12:45 p.m.

The first five B-17's landed at Los Cerrillos airdrome, Santiago, Chile, at 12:05 p.m., completing the first leg of the leisurely journey home. Captain Smith landed at Santiago at 4:45 p.m., and remained overnight. Leaving Santiago on Wednesday morning at 11:25 o'clock, Smith arrived in Arica, Chile, at 5:10 p.m. Engine trouble caused him a night's delay. He rejoined the flight Thursday at Lima, Peru, after an uneventful "hop" from Arica. At Santiago, Col. Olds made a short broadcast, recounting the progress of the flight up to that point.

Reluctantly the flight left Santiago on Wednesday morning at 8:00 o'clock, landing at Lima at 5:05 p.m., after another "uneventful" trip. The residents of Lima took advantage of the return visit further to demonstrate the meaning of real "southern" hospitality.

On Friday, February 25th, Colonel Olds turned his little armada toward the Panama Canal.

Nine hours after the departure from Los Cerrillos airdrome, the six B-17's, this time flying intact into their rendezvous, landed at Albrook Field. As the planes had had over 40 hours of flying time chalked up, it was deemed advisable on Saturday to fly them to France Field, seat of the Panama Air Depot, where extensive facilities were at hand to service them for the long air trip, planned non-stop, to Langley Field.

It is important to note that both of the Panama fields were entirely adequate for long range operations of B-17's.

At six o'clock Sunday morning on the ramp at France Field, the Atlantic side air base, even the engines sang happily as the crews made ready for the final "hop" to Langley Field and their homes. Still with the idea of giving maximum training to all, Colonel Olds directed the usual two-minute intervals between planes, and named Norfolk, Va., as the assembly point.

Waiting in the cold raw air of a Virginia Peninsula February, five thousand soldiers and civilians, including many reporters and cameramen, waited, their eyes scouring the skies for the return of their friends and relatives.

Was that a flock of birds off there a few miles, flying north for an early spring? No, it was the proud flight of "Flying Fortresses" loafing in from Panama in another record-establishing flight. Ten hours and 45 minutes between the Army's largest continental air base and its vitally important air base at France Field in Panama!

Bronzed and happy, they crawled out of the B-17's, to be greeted by Major General Frank M. Andrews, Commanding General of the General Headquarters Air Force, with a sheaf of telegrams and radio messages in his hands. He read to the assembled pilots and mechanics the personal greetings of the Honorable Harry H. Woodring, Secretary of War, and General Malin Craig, Army Chief of Staff. To these messages of praise, he added his own congratulations and commendations.

In the Senate, Senator Robert McReynolds, of North Carolina, and Senator Millard Tydings, of Maryland, lauded these men and their leader, Col. Olds, and suggested Distinguished Flying Crosses go to the 49 airmen.

Crosses and honors are fine business, of course, but this writer believes that the greatest reward of these men is the knowledge that they have completed what the Senators described as the Greatest Flight in History.

Immediately upon being apprised of the return of the Pan-American Good-Will Flight to Langley Field, the Chief of the Air Corps dispatched the following

telegram to the Commanding General of the GHQ Air Force at that station:

"Have just learned of the landing of the B-17 flight from Panama after a record performance stop My congratulations to the General Headquarters Air Force for this successful demonstration of the efficiency of its organization and the high state of training and skill of its personnel stop The whole Air Corps owes a debt of gratitude to your men for this striking demonstration of the speed and mobility of air power stop It will have a wholesome effect throughout the Corps stop Please convey the following message to Colonel Olds, commander of the flight quote The whole Air Corps has watched the progress of your flight from beginning to end with the keenest interest stop It now congratulates you and your personnel for a truly magnificent performance stop You and your men have performed a difficult, tiring and trying task in an efficient and modest way stop You deserve fully what you now have comma the admiration and gratitude of the whole Corps."

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#### CODE INSTRUCTION AT RANDOLPH FIELD

The Academic Department of the Primary Flying School, Randolph Field, Texas, advanced a step in the method of code instruction. During the past two months, six Boehms Automatic Code Transmitters were installed under the direction of Lieut. Joel E. Mallory and Staff Sergeant North B. Bardell. This ingenious system of transmitters is capable of sending six different code speeds in three classrooms at the same time. The speed of transmission varies from six to seventy-five words per minute. The present installation accommodates 352 students.

The advantages of this new apparatus are chiefly the reduction of instructors necessary to accommodate large classes, and the elimination of the human element in transmission. Under the present system, three instructors, an operator and two assistants are doing the work that formerly required nine instructors. No two code operators transmit alike. Any change of instructors, particularly at speeds greater than eight words per minute, causes a temporary retard in the progress of the student. With the present installation, this factor is greatly eliminated.

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Under Special Orders of the War Department, recently issued, Colonel Frank D. Lackland, Air Corps, is relieved from assignment and duty at Wright Field, Ohio, and assigned to duty as Commandant of the Air Corps Advanced Flying School at Kelly Field, Texas. At Wright Field Col. Lackland occupied the position of Chief of the Field Service Section.

**THE SINGLE SHEAR WEB WING**  
By the Materiel Division Correspondent

The single shear web wing is one which possesses a single-spar which takes the bending and shear loads formerly taken by two or more spars in the old type of construction. The single shear wing employs the leading edge as a box for absorbing the torsion loads. The Materiel Division, Wright Field, has static tested two wings of this type, one constructed of duralumin and one of stainless steel. Although the weights and planform are the same, the stainless steel wing appeared to be stronger and to possess greater torsional stiffness than the duralumin. After the minor repairs customarily made during static testing, the steel wing satisfactorily supported the design loads required.

The duralumin wing failed under static test, the failure occurring below design load requirements. It is now being repaired and reinforced by the contractor, and will be re-tested when returned to the Materiel Division. Reinforcements will add somewhat to the original weight, which will place it at a weight disadvantage when compared with the stainless steel wing.

An additional advantage of the steel wing is that it may be spot welded, giving a smooth surface and obviating the need of rivets. Although not yet in practice, fuel tanks could be constructed integrally with the stainless steel wing, permitting almost unlimited fuel capacity.

Although still in the experimental stage of development, a considerable amount of research work is being done on spot welding of aluminum alloys. Complete dependence for carrying large loads is not at present being placed on spot welding of this material. However, it is being used considerably in the fabrication of non-structural members.

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**THE ARGENTINE FLIGHT**  
(Continued from Page 4)

cellent training of the GHQ Air Force, and they pay tribute as well to the wisdom of its commander in insisting that the integrity of the combat team be preserved in spite of all difficulties.

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Featuring the cover page of this issue of the News Letter is a photograph of Lieut. Colonel Robert Olds, Air Corps, as he is about to enter his B-17 airplane just prior to the take-off for the long aerial journey to Buenos Aires, Argentina.

This epoch-making flight was the second one to the capital of Argentina in the history of the Air Corps, the first one being made early in 1927, when the initial "Pan-American Flight" comprised five

Loening Amphibian airplanes, under the command of Colonel Herbert A. Dargue, Air Corps. An unfortunate collision in the air, February 26, 1927, resulted in the death of two members of the flight, Captain Clinton F. Woolsey and 1st Lieut. John W. Benton. The eight remaining members of this first "Good Will" Flight are, happily, still actively connected with the Army Air Corps, and they are, in addition to Colonel Dargue, Lieut. Colonels Ira C. Eaker and Arthur B. McDaniel, Majors Leonard D. Weddington, Ennis C. Whitehead, Charles McK. Robinson and Muir S. Fairchild. At that time Colonel Dargue held the rank of Major; Lieut. Colonels Eaker and McDaniel the rank of Captain, and the remaining officers the rank of 1st Lieutenant.

The five amphibian planes left San Antonio, Texas, on December 20, 1926; followed the east coast of Mexico, crossed the Isthmus of Salina Cruz and proceeded to Panama with stops in Honduras and Nicaragua. From Colon, Panama, the flight went to Colombia, returned to the Canal Zone and flew along the west coast of South America as far as Valdivia, Chile, where it crossed the Andes and reached the Atlantic side at Bahia Blanca, Argentina. Following the east coast, the planes flew to Buenos Aires and made a 1400-mile round trip up the Parana River to Asuncion, Paraguay. Next came Brazil, the Guianas and Venezuela. At Trinidad, the flight left the mainland and made a series of "hops" which covered the Lesser Antilles, Porto Rico, the Dominican Republic, Haiti and Cuba.

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A 13-page color-picture story of March Field, Calif., is soon to appear in a nationally-known magazine. For several weeks, Cy LaTour, well known free lance photographer, was at March Field wandering around in search of unusual material. As a result, he has worked out a splendid photographic representation of March Field, which parallels the most desirable type of information obtainable.

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The Information Division, Office of the Chief of the Air Corps, has just received 500 copies in mimeograph form of a lecture given by Mr. Melvin N. Gough, of the Langley Memorial Aeronautical Laboratory, Langley Field, Va., on "The Handling Characteristics of Modern Airplanes from the Pilot's Standpoint."

This lecture was recently given before members of the U.S.S. YORKTOWN Squadrons VB-5 and VB-6. The pamphlet is very clearly reproduced and contains quite a number of charts. Copies of this pamphlet will be sent to those making application therefor as long as the supply lasts.

## NOTES FROM AIR CORPS FIELDS

### March Field, Calif., February 19.

On January 27th, Sergeant Axel F. Egerblade, 4th Platoon, 10th Ordnance Service Company, stationed at this field, was placed on the retired list. Born in Sweden in 1880, he first entered the military service of the United States in June, 1906. He served with the Field Artillery, Coast Artillery and the Ordnance Department, and all of his ten honorable discharges bear the notation: 'Character Excellent.' His was a long service marked by loyalty, honesty, fidelity and attention to duty.

On February 14th, members of the 4th Air Base Squadron and their guests enjoyed a splendid squadron party that began with dinner, following which there was a basketball game at the Post Gym between the Air Base #2 Team, March Field champions, and the Air Base #1 Team. Despite their championship, the No. 2's were defeated 45 to 20. After the game, Chaplain Martin, in behalf of Colonel Pirie, Post Commander, presented the gold trophy to Squadron Commander, Lieut. Colonel O'Neill, who in turn presented it to Sergeant Wimberly, No. 2 coach. Each member of the championship team was then presented with a gold basketball by Chaplain Martin. Immediately after the ceremony, there was a floor show, consisting of seven acts. The rest of the evening was given over to dancing, with a Los Angeles orchestra furnishing the music.

In a new Douglas DC-3, its broad wings carrying the markings of the Czechoslovakian Government, Colonel and Mrs. Pirie with their daughter recently flew to San Antonio, Texas. The plane, which was on its way for delivery to Prague, Czechoslovakia, was piloted by Carl Cover, ex-Army flyer, once stationed at Langley Field. Colonel Pirie returned to March Field in a plane piloted by Lieut. Boyd Hubbard, Jr.

The 34th Attack Squadron announces the addition of two new officers, 2nd Lieuts. Anthony G. Hunter and Joseph S. Wakefield, Air Reserve. Lieut. Hunter, whose home is in Kansas City, recently completed the refresher course at the Training Center, and was formerly on duty with the C.C.C. at Fort Leavenworth for two years. He has been active with the Kansas City Reserve Unit since 1931. Lieut. Wakefield, from California's Reserve at San Diego, just completed the course at the Air Corps Training Center.

The first breath of spring has taken a firm hold insofar as matrimony is concerned. Second Lieut. George L. Robinson and Miss Dorothy Folsom, of Riverside, are now Mr. and Mrs. Lt. Eugene B. Fletcher and Miss Buleah Martin, of San Diego, were slated to say "I do" on the evening of February 19th.

### Mitchel Field, N.Y., February 15th.

Cross-country activities of the 97th Observation Squadron (C & A) are now extending beyond the normal range of Corps and Army and have blossomed into full-fledged "extendeds." First Lieut. P.E. Gabel, Air Corps, and 2nd Lieut. M.E. Thomas, Air Reserve, hopped down to Florida recently for the purpose of training in air navigation. They picked up the navigation on the return trip while trying to locate Pope

Field. First Lieut. S.P. Wright with Pvt. 1st Cl. T.F. Kinsey made a neat eight-day trip to Texas and return. Second Lieuts. A.G. Witter and S.G. Harvey, Air Reserve, departed February 9th for Long Beach, Calif., and intermediate points.

Captain Charles W. Gettys, 62nd Coast Artillery (AA), Fort Totten, N.Y., was attached to the Squadron for flying for the month of February. Captain Gettys is well known to the Squadron pilots, having performed in numerous missions with the 97th during the past season. We anticipate several friendly arguments will now ensue as to the relative importance of two branches of the service.

Another old-timer, Captain Donald K. Mumma, Air Reserve, was attached to the 97th for ground training during his two-week period of active duty this month.

### Moffett Field, Calif., February 14th.

Pilots have been getting acquainted with the flying characteristics of two new old airplanes, a C-8A and a C-24, which were recently transferred from March Field. All are eagerly waiting the arrival of the first O-47, eight of which are to be delivered this fiscal year.

Staff Sgt. Alonzo Payne, 82nd Observation Squadron, is a 'Chisler' when he is not doing anything else. With him chiseling is a hobby.

We saw a collection of his works at the hospital the other morning. Our opinion is that it is mighty fine work. His unfinished subject, a relief head of President Roosevelt, is striking in likeness.

### Randolph Field, Texas, February 19th.

This field was honored with a visit on February 11th by Gene Tunney, former heavyweight champion, and a party of his friends from San Antonio. Mr. Tunney and his party spent an interesting three or four hours inspecting the post. Lunch was served at the 46th School Squadron.

The Randolph Field Dramatic Club is undergoing the strenuous period of rehearsal in the shaping of their new production "First Year," by Frank Craven. Already the play shows promise of lively, light entertainment and should enjoy the same measure of success as previous presentations of the club.

### Luke Field, T.H., February 1st.

23rd Bombardment Squadron: Many members of this Squadron are waiting to greet old friends in the 31st Bombardment Squadron when that organization arrives in the Hawaiian Department.

65th Service Squadron: An informal dinner in honor of Sergeant Peter Macaskey, Retired, was given in the Squadron mess. Having completed 30 years' service, Sergeant Macaskey retired on December 31, 1937, and now resides at Kahuku, Oahu, T.H. First Sergeant J.A. Holt was Master of Ceremonies and handled the situation perfectly.

Many members of this organization, having felt the tremors of an earthquake for the first time, expressed their reactions and thoughts during the quake on January 22nd. It seems

that they agree on one point - all are in favor of being excused at the time of the next quake. The Noncommissioned officers, members of the Noncommissioned Officers' Club and their guests were enjoying their dance in the Post Gymnasium at the time the tremors shook the field. Many of these "Non-Coms" have been jokingly accused of doing the "Big Apple" too seriously. I have been told that all agreed that this dance was the best given by the Club.

N.C.O.'s Club. Under the sponsorship of Col. M.F. Harmon, Post Commander, and Major A.F. Vaughan, Post Chaplain, Luke Field noncommissioned officers have recently organized a new club in anticipation of moving to Hickam Field with a working organization. Officers elected include: 1st Sergeant Jewell A. Holt, 65th Squadron, President; Staff Sergeant T.W. Thompson, 23d Squadron, Vice President; Technical Sergeant J. Vidal, Q.M. Corps, Secretary-Treasurer, and a Board of Governors composed of one member from each Squadron and Detachment - Sergeant M.J. Harmon, 4th Squadron; Tech. Sgt. F. Laurence, 23rd Squadron; Corp. R.H. Cox, 50th Squadron; Sgt. J.P. Williams, 65th Squadron; Staff Sgt. L.W. Light, 72nd; Sgt. G. Allen, Hqrs. Detachment; Staff Sgt. H. Kahn, QM Detachment, and Staff Sgt. G.W. Shirley, Medical Detachment, and a total membership of over 100.

Recently a club dance, the first of a series of what promises to be a successful season of entertainment for the benefit of the club members and their guests, was held in the Post Gymnasium, with such a degree of success that members and guests are waiting in anticipation for the next. Excellent music was furnished by the Fleet Air Base Orchestra. Guests included Major John I. Moore, Post Executive, as official representative of Colonel Harmon; Chaplain Vaughan; Major N.R. Laughinghouse, Commanding Officer, 65th Service Squadron; Lieut. Dean C. Strother, Post Athletic Officer and Basketball coach, and Mrs. Strother.

A clubhouse has been obtained on the post and is undergoing the necessary remodeling. Members expect to be "at home" in the very near future.

#### Wheeler Field, T.H.

While engaged in dive bombing during quarterly test at Wheeler Field, T.H., January 7th, 1st Lieut. Paul D. Bunker, Jr., Air Corps, was killed when an explosion at approximately 600 feet set fire to his ship and disengaged a wing. Lieut. Bunker probably was killed instantly, since there was no apparent attempt to extricate himself from the ship. The airplane was a P-12E type.

At the time of his death, Lieut. Bunker was Commanding Officer of the 6th Pursuit Squadron, assigned to the 18th Pursuit Group at Wheeler Field, Schofield Barracks, T.H. Lieut. Bunker graduated from West Point June 10, 1932, and has been in the Air Corps since February, 1934.

Lieut. Bunker is survived by his wife and daughter, who were residing with him at Wheeler Field, and by his parents, Colonel and Mrs. Paul D. Bunker, and a younger brother and sister.

#### San Antonio Air Depot, Duncan Field, Texas.

Mr. Carl Cover, Vice President of the Douglas

Aircraft Company, Santa Monica, Calif., with Colonel Frank D. Lackland, Chief of the Field Service Section, Air Corps, Materiel Division, Wright Field, as passenger, paid a few hours' visit to this Depot on February 1st, en route in a private Douglas DC-3 plane being ferried from the factory to the east for shipment to Czechoslovakia.

Captain H.S. Vandenberg and Lieut. D.I. Moler visited this Depot by air on February 1st. The former returned to Maxwell Field via Randolph Field, and the latter ferried an overhauled P-12E plane back to Maxwell Field on the 2nd.

Captain A.Y. Smith, of Langley Field, with Lieuts. Freeman and Cochrane, Sgt. Martin and Private Junior, of that station, and Mr. Zerber of the Middletown Air Depot, ferried a B-17 from Langley Field to this Depot, February 1st, for various installations therein, returning to Langley Field on February 9th.

Lieut. A.J. Pierce, Air Reserve, with Sgt. Leach, of Hamilton Field, Calif., ferrying a B-12 from that station to Maxwell Field, Ala., arrived here February 6th for minor repairs to their plane.

Temporary repairs to the Hamilton Field B-18 airplane at Denver, Colo., which was damaged December 23rd on attempted take-off, were completed February 6th by a force of mechanics from the Engineering Shops of this Depot. Major E.D. Ferrin and Lieut. P.S. Blair, as passengers in a Randolph C-14 transport, piloted by Captain W.S. Lee, proceeded on February 7th to Denver and flight-tested the B-18 and ferried it back to this Depot on the 9th for further repairs.

Lieut. Max H. Warren, Post Operations Officer and Adjutant of the 3rd Transport Squadron, departed February 13th by air for the Materiel Division, Wright Field, to sit as a member of the Board of Officers convened thereat to evaluate transport cargo airplanes on Circular-Proposal.

Lieut. J. Will Campbell, Air Reserve, made an authorized navigation training flight to Miami, Fla., and return, January 27th to February 6th. On arrival at Miami, engine change was found to be necessary in his O-46A plane, and another engine was shipped to that point by the Middletown Air Depot.

During the month of January the Engineering Department of this Depot overhauled 16 planes and 29 engines and repaired 43 planes and 23 engines.

Private William Chiako was transferred to the 3rd Transport Squadron, February 1st, from Kelly Field, bringing the Squadron up to its authorized strength of 52. Private E.M. Roberts of the 3rd Transport Squadron left January 24th by air for the Air Corps Technical School, Chanute Field, to take the Radio Mechanics and Operators' course.

#### Selfridge Field, Mich., February 18th.

First Lieut. Paul B. Wurtsmith was named to command the Hqrs. and Hqrs. Squadron of the 1st Pursuit Group, GHQ Air Force. He has been a member of the 94th Pursuit Squadron of this Group since his return from the Philippines in March, 1937. He previously served at Selfridge Field in 1929-30, and at March Field, Calif.,

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for several years as a flying instructor when the Primary Flying School was in operation at that station.

Barksdale Field, La., February 24th.

20th Pursuit Group: Lieut. Colonel Ross G. Hoyt, pilot, and Pvt. Lyndon B. Van Hook, crew chief, departed February 19th for Langley Field, Va., where Colonel Hoyt was slated for a conference, returning to Barksdale Field upon completion of same.

Having lost six more P-26A's, the Group is standing short on equipment. These planes are now at the San Antonio Air Depot awaiting shipment to other Air Corps stations. Since the Group has very little flying, due to the loss of these airplanes, activities are being concentrated on repainting and cleaning hangars and buildings on hangar line.

55th Pursuit Squadron: I believe we all agree, here in the 55th, that "it can always be worse." With the making of each of these reports, it was felt that the final blow had fallen and that we were as low as we could get. When the Squadron airplanes fell from ten to seven, we felt bad, but when more were ordered away and we had only five to our name, some of us felt it couldn't be worse. Now we know differently. Our total strength is three, and we all know how very much worse it can be.

In spite of our troubles, the Squadron has been very happy to welcome 2nd Lieuts. Robert L. Grove, Walter A. Hazelwood, A.P. Tacon and E.B. Cassady, Air Reserve, since our last report in the News Letter. All of these pilots have now completed a thorough familiarization course and are now prepared to join our gunnery group for the same practice.

77th Pursuit Squadron: The residents of the Bachelor Officers' Quarters have thrown away all alarm clocks. There is no need for them now that the Pursuiters take off for early morning gunnery at 6:40 daily. With the number of available planes greatly reduced, gunnery for all squadrons is scheduled through Group Operations. In this way practice is made available to all pilots of the Group who have not fired for record.

Second Lieut. H.S. Martindale, Air Reserve, reported for duty to the 77th Squadron the latter part of January. He recently completed the refresher course for Reserve pilots at Kelly Field.

All junior officers in the Squadron have been attending the Group School for navigation; once again struggling through the maze of double drifts and mid latitudes under the direction of 1st Lieut. Thayer S. Olds.

Second Lieuts. Learned, Rohrbough and Russell are concentrating on preparation for the permanent commission exams to be given in the near future.

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Colonel Roy M. Jones, Air Corps, has been relieved from assignment and duty at Kelly Field, Texas, and assigned to duty in the Office of the Assistant Secretary of War, Washington, D.C.

## KEEPING FIT

Moffett Field The Post Basketball team is going great in local San Jose League, with three wins and two losses. The team is providing some thrilling evenings of entertainment to members of the Post. Recent games with March Field and Letterman General Hospital have been lost by one point margins and were undecided until the last few seconds of play.



Randolph Field The high soaring Ramblers, representatives of Randolph Field on the basketball court in the Army League, reached the climax of their sensational comeback in the league recently. After a mediocre beginning, the post quintet began to push the Second Medical Regiment of Fort Sam Houston, the pace-setters, for the lead. A 36-26 victory over the 9th Infantry Manchus and a 53-28 trouncing forced upon the 15th Field Artillery Sparkies during the past week have insured the Ramblers a tie in the first half league standing.

Luke Field The end of the first round of the Sector-Navy Basketball circuit finds former West Point star 1st Lieut. Dean C. Strother coaching the "Luke Field Fliers" and they are sharing the top of the heap with "Little Island" neighbors, the Fleet Air Base, with their bombsight set on the Department Championship. Both teams registered a seven on the right side of the column with one in the red. And confidence is soaring high for Luke, whose only defeat was at the hands of those same Naval Airmen and the next game is to be played on home ground. The Fliers "varsity" squad, headed by veteran Sgt. T.R. "Ted" Sadler, consists of Sgt. "Pingo" Boyd, Corp. "Art" Logan, Pfc. "Skip" Severn and "Stinky" Carter, with a string of well qualified men to relieve them.

The Sector-Navy League, composed of five Army, two Navy and one Marine team, is a two-way circuit, as the leading Army team of the downtown Sector plays the winner of the Schofield Sector for the Department Championship. Then, to top off the season, the two top teams in each league compete with the two leading contenders from the Senior A.A.U. League, and representatives from the other islands for the Inter-Island Championship.

Chamute Field The 10th Air Base Squadron basketball team, which has changed its name to that of the Post Team, although the personnel remains the same, continued its long winning streak by taking over three more opponents on successive nights during the week ending February 19th to chalk up twenty straight wins without a loss. State Normal gave the boys a scare and the game was not decided until the last half minute when Gilroy, high point man for the squad, flipped in a backhand over the head shot for the winning points. Final

score, Chanute Field 27 - Illinois State Normal B Team, 26, not to mention several severe cases of heart failure and nervous shock.

Seven of the nine wins scored by the Peppy Post cagers, nine of whom are 10th Air Base men out of the eleven-man squad, were at the expense of other Post teams until the Post squad was selected and began to travel hither and yon about the State to meet other teams. The latest victory was over the Mansfield Independents, who received a trouncing to the tune of 70 to 32. Mansfield presented a fine, fast outfit and gave the invaders an interesting and spirited challenge for the first quarter, but faded when the boys from the Air Corps turned on one of their powerful drives to end the game in a scoring rout.

The team is now in the same spot that a champion of the ring or turf or any sport winds up in when he has vanquished the best of competition. While it is a trifle difficult for the Post team to find suitable opponents they may do a series of re-matches with some of the fives who have given them most contention and who might care to have another shot at the Chanute quintet.

**Langley Field** The lively movement of local basketball hit a new high recently at the Langley Field "Tidewater Palestra" when the powerhouse gang from Fort Belvoir defeated Lieut. Ames' Black and Red warriors from Fort Monroe, 33 to 29, to definitely clinch the Third Corps Area southern division championship before a crowd of 1,500 enthusiastic spectators.

**Fort Knox Kentucky** We might tell you about operating an advanced airdrome forty miles from a base in a base without anything to base it on. Our field is unusable during the winter, so our airplanes are maintained at Bowman Field, Louisville, and pilots and mechanics commute daily. The pilots are interested in changing the form 1's so that they might get a little credit for automobile-taxi-time. It takes three hours taxiing to get less than two hours in the air.

Notwithstanding all this and the opinion that we perform more cooperative missions than any other C & A Observation Squadron, we would rather talk athletics. It seems to be the timely subject and we have more right to talk than a lot of you.

We arrived here last June some sixty strong, and reluctantly permitted two men to join the spare-parts baseball team. Immediately the team started climbing the ladder, and if the season had not been nearly over there might have been serious competition.

In August one of our men won the post singles tennis championship.

In October, seven of our men, 8% of our strength, turned out for the post football team, and there never was a moment in any game when at least two 12th Squadron men were not on the field. If the rest of the post had turned out in proportion, the football squad would have been 200 men. The Fort Knox team made the best showing it ever made and tied for the Corps Area championship which beyond question would have been won were it not for the absence of

two of the 12th Squadron men.

Oh, yes, Basketball! This is the basketball season and this is the basketball place. Your correspondent believes that Fort Knox has the best teams in the army. Nevertheless, with a new organization, with forty men unknown to each other a few weeks before the opening of the season, we dared to enter a team against these proud hoopsters. Yet our boys fought their way into the semi-finals and third place among 26 teams.

We would like a game with any Air Corps team. To avoid becoming over confident, we undertake things we know less than nothing about. We put out an enlisted men's bowling team and an officers' bowling team. The former is nearer the bottom than the top, and the latter is right on the bottom. However, they both started improving as soon as they learned the pin boys almost never set up pins in the gutters.

### B A S E B A L L

**Chanute Field** The 10th Air Base Squadron Baseball Scouts are out on the trail of material for this year's team, and when the familiar cry of "Play Ball" is heard again it is thought that the Squadron will give a much better account of itself than in previous years.

**Randolph Field** The Athletic and Recreation Department is devoting its attention to the improvement of baseball and tennis for the spring and summer season. At Grater Field, it is re-sodding and re-claying the diamond after the Detroit plan. The clay tennis courts, comparable to any courts in the country, are being built to relieve the strain on the two concrete courts now available to the post personnel.

**Luke Field** The 72nd Bombardment Squadron baseball team is rounding out in great shape. It is too early yet in the season for predictions, but we are hopeful for a great year. With such old timers as Murphy, Brewster, Reece, Schofer, Poole, Severn and Morgan, and the addition of some excellent prospects in North, Brieger, Campbell and Graham, Coach J.A. Thomas should have a title contender. The loss of War Hoss Kallio from the mound staff is a severe one, and we shall find it hard to replace him.

On the night of January 24th, the athletic trophies for Post Inter-Squadron athletics were presented prior to the scheduled post basketball game. The 4th Observation Squadron received practically every major trophy presented and jointly received the plaudits of the Commanding Officer of the Post. The trophies presented were as follows:

Atterbury-Mills Trophy, for athletic supremacy, won by 4th Squadron.

Kuntz-Moses Trophy, for excellence in Inter-Squadron Basketball, Swimming and Volleyball, won by 4th Squadron and 72nd Squadron, tied for first place.

Signer Trophy, Mile Relay, won by 23rd Squadron.

Inter-Squadron Basketball Trophy, won by 4th Squadron.

Squadron.

Inter-Squadron Handball Trophy, won by 4th Squadron.

Inter-Squadron Volleyball Trophy, won by 4th Squadron.

Inter-Squadron Tennis Trophy, won by 4th Squadron.

Inter-Squadron Baseball Trophy, won by 50th Squadron.

Inter-Squadron Swimming Trophy, won by 72nd Squadron.

Inter-Squadron Indoor Baseball Trophy, Gold League, won by 72nd Squadron.

Inter-Squadron Track and Field Meet, won by 23rd Squadron.

Luke Field Tennis Singles, Winner's Trophy, won by Lieut. Thatcher.

Luke Field Tennis Singles, Runner-Up Trophy, won by Captain Streeter.

The athletic supremacy won by the 4th Squadron exemplifies the splendid spirit of cooperation and team work existing throughout the unit and serves as a shining example of the spirit of the entire 5th Composite Group, not only in athletics but in line duties. It is believed that the splendid commendations received will long serve as a goal for the other Squadrons.

### BOWLING

Randolph Field The bowling alleys are at present bustling with the activity of the winter season. Continued large afternoon and evening attendance indicates the appeal of the sport to the personnel of the post. Particularly noticeable is the surprising number of women who make daily appearances. High scores at this date include Colonel Brooks, high triple, 648, and high average, 197; Lieut. Spicer's high single of 268, and Lieut. Schmid who sets the pace in the Officers' League with a percentage of .590. The 47th School Squadron with a percentage of .583 leads the Enlisted Men's League. Randolph Field represents bowling in the Tri-County League, Class A bowling, with the Randolph Field Officers, Randolph Field Gold, and Randolph Field Blue. At present, the Randolph Field Officers occupy the top rung in the League. The high percentage of .778 which they enjoy testifies to the superior calibre of bowling practiced at this field.

Lately, Captain McNaughton tied Lieut. Spicer's high score of 268, and Lieut. Lindquist eclipsed Col. Brooks's high triple set of 648 with a mark of 690. Colonel Brooks boosted his high average to 198. Interest in post bowling activities has spread to the student officers to such a degree that a league comprised of six five-men teams has been organized. The League will continue to operate until July 1, at which time appropriate prizes will be awarded.

Langley Field After suffering a triple defeat recently at the hands of the "Pelicans" of the 3rd Observation Squadron, the Administrative Keglers of the 1st Air Base Squadron regained their important win stride by scoring impressive victories over the Material Section of the 1st Air Base Squadron, 10th Ordnance Service Company, 21st Reconnaissance Squadron and the 96th Bombardment Squadron, respectively.

The "Artisan" outfit also became an active

aggregation within the past few weeks, clamping down on the opposition, in 13 out of the last 15 starts to gain a  $4\frac{1}{2}$  game advantage over the "Sketchmen," third place notchers in the league ladder.

Hqrs. and Hqrs. Squadron, 8th Pursuit Group, took sole possession of the mid-division by scoring a total pinfall of 2676 against the 33rd Pursuit Squadron.

With a new 967 pin fall, the Operations Section gained third place in the high team game division, while the 96th Bombardment Squadron took control of sixth place with a score of 960.

The big race for front honors in the team average column is still being headed by the Operations Section, 1st Air Base Squadron, with a percentage of .834-9.

The name of Cox glared brilliantly in the spot light recently when he topped the maples for 265 in a game against the 36th Pursuiters to capture the lead in the individual high game. The old record of 258, formerly held by Al O'Rourke, was also threatened when Fullam came through with a score equalling the two-month old record.

In the League standing, three teams from the Air Base Squadron occupy the first three positions; Administration, 44 wins, 7 losses; Operations, 35 wins, 10 losses; and Material, 32 wins, 16 losses. Then follow 2nd Bombardment, 2nd Wing, GHQ, 8th Pursuit Group, 21st Reconnaissance, 36th Pursuit, 3rd Observation, 20th, 96th, 49th Bombardment and 33rd Pursuit Squadrons, and the 10th Ordnance Service Company.

Sommers, O'Rourke and Cox lead in high individual sets with 650, 630 and 627, respectively. In high individual games, Cox leads with 265, followed by O'Rourke and Fullam with 258; Robinson, 257; W. Smith, 249; Sommers, 245 and Huddock, 243.

Administration, Air Base Squadron, has high team set with 2701, and has also rolled sets of 2645, 2660, 2682 and 2693. The 8th Pursuit Group has rolled a 2676 set and 2nd Bombardment, 2661.

The 2nd Wing team tops the high team game with 1006, followed by Administration, Air Base Squadron, with 995, and Operations, Air Base Squadron with 967.

Chanute Field The leading Post bowler, 1st Lieut. Gordon A. Blake, both in individual average and in high series scoring, will be lost to the sport for the remainder of the season. He is at Hot Springs recovering from an infection of the arm.

The Officers' Team is firmly entrenched in the lead as competition enters the home stretch, boasting a .771 average in winning 37 and losing 11 games to date. Tenth Air Base Squadron and Hqrs. Squadron are tied for second place with .605 apiece, followed by 2nd School and 1st School Sqdns. and Spare Parts.

Those bowling a 600 series or over have been 1st Lieut. Blake, First Sgt. Ferguson and Private Stablefeldt. This trio has been the only one to accomplish this feat so far in the progress of the competition. Lieut. Blake has rolled an average of 178 to lead in individual scoring among the officers.

TECHNICAL INFORMATION AND ENGINEERING NEWS  
Air Corps Materiel Division

Manifold Pressure Gauges:

Ten Type D-3 manifold pressure gauges have been procured and are being sent out for service test. This gauge is interchangeable with the type D-1, in regard to mounting dimensions, except for a slight increase in case depth. The internal construction, however, is radically different. Manifold pressure is led from the external fitting through a capillary damping tube into a sealed chamber which is separate from the case. This chamber is likewise sealed from the instrument mechanism by a diaphragm through which changes in pressure move the mechanism. The mechanism is mounted inside an evacuated chamber and indications are brought to the dial by means of a pair of magnets. Principal advantages over present standard types are leakage through case, therefore no possibility of gasoline entering the instrument; the mechanism is protected from corrosion; the instrument case is not sealed.

Photographic paper:

A 3-year aging test has been completed on types of photographic paper used by the Air Corps. Results of this test show that this paper, when stored under Air Corps refrigeration conditions, deteriorates at a much lower rate than when stored on supply room shelves.

Inter-Aircraft Control Lamp Assembly:

A request has been made for standardization of the Type C-2 inter-aircraft control lamp assembly. This lamp assembly is used for light signalling between aircraft, and supersedes the Type C-1 lamp assembly. It is similar to the Type C-1, except that illuminated sights, a "tell-tale" light lens, and a prefocused base lamp are provided.

WAR DEPARTMENT ORDERS  
Changes of Station

To Hamilton Field, Calif.: Colonel John F. Curry from duty as a member of the War Department General Staff, Washington, D.C.

To Chanute Field, Ill.: Colonel Davenport Johnson, from Hamilton Field, Calif., for duty as Assistant Commandant of the Air Corps Technical School.

Air Reserve Officers assigned to active duty  
Second Lieutenants

To Randolph Field, Texas: Thomas Anderson Davis, Kansas City, Mo., to February 20, 1941; Charles R. Johnson, Dallas, Texas, to February 14, 1941.

To March Field, Calif.: Philo O. Rasmussen, of Sacramento, Calif., to February 20, 1941; Sven Harold Ecklund, Los Angeles, Calif., to February 17, 1941.

To Moffett Field, Calif.: Charles Erskine Coverley, Palo Alto, Calif., to February 24, 1941.

To Selfridge Field, Mich.: Charles Wright Alverson, Cleveland, Ohio, to February 20, 1941.

To Langley Field, Va.: Ralph Lowell Wassell

of Williamsport, Pa., to March 1, 1941.

To Post Field, Fort Sill, Okla.: Frank Bailey Stuart, San Antonio, Texas, to February 24, 1941.

Retirement

First Lieut. Byram A. Bunch, February 28, 1938, for disability incident to the service. Relieved from duty with the Air Corps.

Second Lieut. John M. Cromelin, Corps of Engineers, from assignment and duty at the Primary Flying School, Randolph Field, Texas, and assigned to duty as Assistant to the District Engineer, San Francisco, Calif.

Orders Revoked

Assignment of Major Donald Stitt, of Chanute Field, Ill., to duty as student in the 1938-39 course at the Air Corps Tactical School at Maxwell Field, Ala.

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ASSIGNMENTS TO THE INDUSTRIAL WAR COLLEGE

Under Special Orders of the War Department, recently issued, the following-named Air Corps officers are assigned to duty as students at the Army Industrial College, 1938-1939 course, Washington, D.C., and will report not later than September 10, 1938, to the Director of the Army Industrial College for duty:

Majors Howard Z. Bogert, Fred S. Borum, Emile T. Kennedy, Rudolph W. Propst, Captains Laurence C. Craigie and Clarence S. Irvine, from Wright Field, Dayton, Ohio.

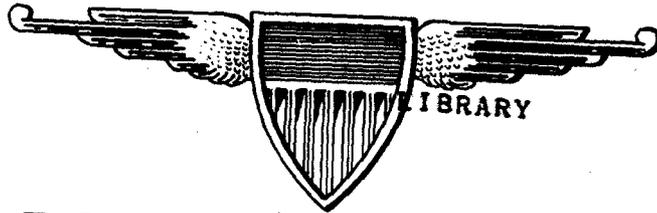
Majors Alfred W. Marriner and Clifford C. Nutt, students at the Air Corps Tactical School at Maxwell Field, Ala.

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YEAR BOOK FOR MARCH FIELD

Soon to make its appearance at March Field, Riverside, Calif., will be a leather-bound "Memory Book," which will contain individual pictures of each officer and each enlisted man. The book will be divided into sections, each section being occupied by an organization. Besides the individual pictures, there will be interesting shots of the field, of the various sports, and the usual airplane pictures. This book, which will include histories of each organization and of the field, is the first ever to be published there.

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# AIR CORPS NEWSLETTER



JACK HORN

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Information Division  
Air Corps

March 15, 1938

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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19TH WING CONCENTRATION FLIGHT TO GUATEMALA CITY  
By the Albrook Field Correspondent

In accordance with authority contained in War Department Training Directive, the 19th Wing, Air Corps, Panama Canal Department, under the command of Brigadier General George H. Brett, Air Corps, departed from Albrook Field and France Field, Canal Zone, on February 7, 1938, on an extended navigation and Wing concentration flight to Guatemala City, Guatemala. A total of 80 officers and 70 enlisted men made this flight in various types of airplanes.

Early on Monday morning, February 7th, the Sikorsky Amphibian Y10A-8, piloted by General Brett, with a total of six officers and 3 enlisted men, took off for Guatemala City. On the same morning, A-17's and P-12's departed from Albrook Field, via David, Republic of Panama, for Managua, Nicaragua, and remained there overnight. Flying in his command plane, the Sikorsky Amphibian, General Brett preceded the entire flight into Guatemala City.

On Monday night, while at Managua, the Attack and Pursuit pilots attended a reception given at the President's Palace by General Samoza, President of Nicaragua, which was followed by a reception given by the American Minister at his home.

Early Tuesday morning, February 8th, the Pursuit and Attack left Managua, while B-10 Bombardment planes departed from France Field on a non-stop flight to Guatemala. The massed flight was scheduled to arrive at Escuintla, Republic of Guatemala, for a rendezvous with the Sikorsky Amphibian and to proceed from there to Guatemala City, arriving at 10:30 a.m.

Upon the arrival of General Brett, he was greeted by the entire Cabinet, dressed in formal attire; the American Minister and his staff; the Minister of War, General Jose Reyes; and several high ranking officers of the Army and National Police. The Guard of Honor, composed of the Cadets of the Politecnica School (West Point of Guatemala) lined the entrance of the Airport Administration Building, standing at attention and presenting arms. The Brigadier General salute was fired by a detachment of artillery and the National Anthem of the United States and of Guatemala were played by a military band. Simultaneously,

the national colors of both countries were raised on parallel flag poles. The entire spectacle was very impressive due to the smart and neat appearance of the Guatemalan Cadets and the colorful display of various flags, banners, etc.

On the following morning, General Brett, accompanied by his staff, made formal calls on General Jorge Ubico, President of Guatemala; the Minister of War, General Jose Reyes; and the Minister of Foreign Relations, Senor Carlos Salazar.

Following these calls, the senior officers of the flight proceeded to Antigua the ruins of the ancient capital of Guatemala, by automobile, where General Brett, received by the Governor of the Department, witnessed a review of two units of native Indian soldiers. High ranking Army and Civil officials and the American Minister and his staff accompanied the party. Luncheon was served at the Ancient Hostelry, where music was furnished by a military band and a native Marimba orchestra.

On the evening of this same day, the American Minister entertained the officers and numerous high ranking Guatemalans, both military, diplomatic and civil, with a party at the American Legation. Conspicuous in the spacious rooms were numerous floral pieces sent by Guatemalan Army units and members of the Foreign and Diplomatic Missions resident in the Capital.

On Thursday morning, February 10th, the entire Wing was lined up for inspection by the President at the National Airport. President Ubico took the salute from the Wing and rode around the airplanes which presented an impressive sight. After the inspection, the Presidential party proceeded slowly to the Campo del Marte (Field of Mars) about three miles from the airport, in order to witness the aerial review which was being presented by the 19th Wing in honor of the President. Proceeding slowly across the reviewing grounds, the party passed the military troops in highly colored uniforms who stood at salute.

Thousands of spectators lined the field, which is a tremendous parade ground at the Politecnica School. Shortly thereafter, the Wing arrived for its

aerial review, led by one element of A-17's flown by the Wing Staff, and consisting of P-12's, A-17's and B-10's in that order. The entire Wing passed by in formation twice and the review was ended by a short demonstration of acrobatics performed by two Pursuiters.

The troops of the Guatemala City garrison passed in review, including a troop of Cavalry, the Cadets of the Politecnica School, and Infantry, Pack Artillery, and Machine Gun units. Following the review, the President and General Brett departed and passed the troops who were lined up at the salute. That evening the officers of the 19th Wing entertained the officers and officials of the American Legation and the Guatemalan Government at the Palace Hotel in token of their appreciation of the cordiality shown by the Guatemalans. That night the officers attended a banquet of some three hundred covers given by the Government in the name of the President. This was truly a sumptuous affair and one which was thoroughly enjoyed. The Secretary of State delivered an extremely cordial address in Spanish which was translated by the El Jefe del Protocolo as follows:

"Mr. General:

General Staff and Officers:

The visit with which the Nineteenth Squadron of military airplands of the United States of America has honored us is a motive of particular gratification for the President of the Republic, for its Government and for the people of Guatemala; the high honor has been conferred upon me by the Chief Executive of the Nation, and which I fulfill with special pleasure, to make known in his name said sentiments, and I beg of General Brett and of his distinguished officers to graciously accept this public and sincere manifestation of gratitude with which we receive your visit. We appreciate in all its importance this very significant token of courtesy with which the Government of the United States is pleased, once more, to convey in an expressive and comprehensive manner the sentiments of loyal friendship which unites it to the Government of Guatemala, an ever increasing and never interrupted amity which has always existed throughout our history.

This demonstration of sympathy tendered to General Ubico and to his Government, also constitutes a proof of that noble Pan-American attitude which with greatness of mind was proclaimed in the recent conference held at Buenos Aires, declaring its solidarity with the rest of the Continent, on the same ideal of pacific brotherhood, of a love of justice and a devoutness to the cause of democracy; precepts on which the policy of Guatemala are firmly based and in the performance of which the United States will always find her close at her side. Your airplanes come to us as messengers

of peace and they bring us, not horrors, destruction and death, but a beautiful message of good will. Their wings vibrate with the same spirit of international understanding which at present, more than ever, animates the Great Republic of the North, your beloved and glorious country. We have nothing to fear of its strength and everything to expect from its friendship. Permit me to raise my glass, which I do with all my heart, to drink to the health, in the name of the President of the Republic and of his collaborators in the Government, of His Excellency President Roosevelt, and to you Mr. General and Officers, gallant exponents of the North American Army, and to your noble country which, on occasions like the present, becomes even greater, for it sends to a neighboring and fraternal nation machines of war converted into heralds of peace and confraternity."

This was responded to by General Brett in English, the translation being made by the El Jefe del Protocolo, as follows:

"Mr. Minister.

I am delighted to receive from your lips and under these very pleasant and agreeable surroundings the expression of gratification which the President of Guatemala has been so kind as to convey to us on the occasion of this visit which the 19th Wing of the United States Army Air Corps has had the honor and the pleasure to make to your beautiful country. As so well expressed by Your Excellency, the aspirations and desires of the people of the United States for the continuance and extension of the friendship now happily prevailing between the United States and the other Governments of Central and South America constitute the basis of the Pan-American spirit as enunciated by President Roosevelt at the opening of the recent Inter-American Conference for the Maintenance of Peace at Buenos Aires. It is our hope that this visit of the entire United States Army Air Corps forces assigned to the protection of the Panama Canal will serve as a concrete demonstration of our belief that this spirit of friendship and peace is today a vital and active principle in the international relations of this continent. I wish to emphasize the fact that this is the first time in the history of the United States Air Corps that a force of this size and character has left its post of duty to make a visit of courtesy to a foreign government, and I am particularly pleased and gratified that circumstances have rendered it possible that this visit be made to your most fascinating and ever-hospitable country. Speaking for myself and for the personnel under my command, I wish to assure Your Excellency that the pleasure and anticipation with which we looked forward to this flight have been vastly exceeded in the realization of

friendliness, welcome and hospitality of which we have been the recipients. The review which I have witnessed this morning of the armed forces of this Government was particularly impressive and I compliment Your Excellency on the smart appearance, the evidence of thorough training, and the completeness of equipment which I noted on the part of the units of the Guatemalan Army passing before me. It is my hope that our air force in the Canal Zone will have the pleasure of receiving a return visit from the aerial forces of the Government of Guatemala. With this hope in mind I am happy to offer a toast in the name of our Commander-in-Chief, President Roosevelt, to His Excellency, President Ubico, who has honored us with his presence this morning; to the Government over which he presides; and to you, yourself, Mr. Minister; and to the people of this charming Republic."

This brought to a close the delightful ceremonies of the banquet and also of the short stay of the 19th Wing in Guatemala City.

During the stay in Guatemala, President Ubico placed the facilities of Guatemala's West Point at the disposal of the enlisted personnel on the flight. Their sleeping quarters and all meals were furnished at the expense of the Guatemalan Government. Room orderlies were provided and the meals and accommodations were excellent.

Early Friday morning, February 11th, the entire flight departed from Guatemala City, the Sikorsky Amphibian and the Bombardment planes to fly non-stop to Albrook and France Fields, while the Attack and Pursuit ships left for San Jose, Costa Rica, to spend the night in that city.

Present at the airport to say good-bye were the 81-year old Minister of War, General Reyes; the American Minister and his staff; several high ranking Army officers; the Naval Attache; the Commandant of the Military Academy; the Secretary of State and the El Jefe del Protocolo.

On Friday evening the American Minister at San Jose held a reception in honor of the pilots remaining there. On Saturday morning, the Attack and Pursuit airplanes departed from San Jose for Albrook Field.

The entire flight was made without mishap or accident, and General Brett was well pleased with the successful results which were largely due to the excellence in maintenance and care of aircraft and equipment. By 3:30 p.m. Saturday afternoon, all airplanes were safe at their home stations, and the personnel who flew in them were left with pleasant memories of this splendid cross-country "hop."

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## NEW CLASS REPORTS AT KELLY FIELD

One hundred and one students of Class 38B (3 Regular Army officers, 6 foreign officers and 93 Flying Cadets) reported to the Commandant of the Air Corps Advanced Flying School, Kelly Field, Texas, on February 23rd, for duty and training, and were assigned to sections for specialized flying training, as follows:

### Attack Section

Captain Felix Cabanas (Mexican Army),  
2nd Lieut. Ramon M. Zosa (Philippine Army), and Flying Cadets -

L.C. Adams, Jr.	A.E. Hebert	E.H. Petri
H.P. Bacot	R.F. Herder	W.R. Purinton
H. Billings	D.C. Hoevet	C.E. Putnam
F.E. Brenner	D.M. Jones	R.F. Rush
J.D. Bridges	R.M. Krummes	C.F. Smith
K.E. Brister, Jr.	F.A. Kurtz	R.T. Swenson
J.K. Carr	J.R. Loveless	W.E. Taylor
W.J. Cummings	V. McCauley	M.E. Walseth
L.G. Drafts	J.D. Madre	D.T. Ward
J.H. Grinnin	J.H. Moore	W.R. Yancey
W.E. Hampton	G.P. Overing	

### Bombardment Section Flying Cadets

F.T. Crimmins, Jr.	J.W. Pollard
J.J. Kerwin	F.D. Shoemaker
C.H. Martin	D.H. Skiles
R.E. Northcutt	J. Stagner
R.W. Philbrick	H.J. Watkins

### Observation Section

Major L.A. Lawson, Air Corps,  
1st Lieut. J.E. Barzynski, Infantry,  
2nd Lieuts. A.O. Cruz and I.J. Paredes,  
Philippine Army, and Flying Cadets -

R.C. Bagby	R.G. LaBaw	G.D. Shannon
R.J. Brown	E.B. Miller	F. Stewart
D. Chalmers	K.L. Polifka	V.L. Stintzi
H.E. Hammers	E.H. Reed	C.H. Stockdale
C.E. Higbee	J.E. Scroggins,	B.B. Taylor
E.L. Hormell	Jr.	

### Pursuit Section

Lieut. Manob Suriya (Siamese Army),  
2nd Lieut. Eustacio D. Orobio, Philippine Army, and Flying Cadets -

J.R. Ambrose	O.W. Lunde
P.R. Arnold	L.C. Lydon
R. Arnold, Jr.	G.M. McNeese
M.H. Ashkins	F.H. MacNaughton
J.E. Bowen	S.H. Marett
W.A. Bowie	G.L. Meyers
W.A. Champagne	W.B. Putnam
L.W. Chick, Jr.	E.M. Ramage
R.C. Chilton	J.P. Randolph
P.C. Droz	P.C. Sakowski
E.H. Dunham	H.J. Shipley
R.P. Fulcher	R.R. Stewart
T.E. Gurnett	J.W. Strickland
F.B. James	B.D. Wagner
E.W. Keating	D.W. Wallace
D.L. Lewis	C.L. Wells
R.M. Loe	S.T. Wenrick

J. Woolams

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## TWINS REUNITED

Eighteen recent graduates of the Air Corps training Center have just reported for duty with the 1st Pursuit Group at Selfridge Field, Mt. Clemens, Mich., bringing the total number of pilots there to about 110, the highest figure in years.

Probably the most enthusiastic of the group of new arrivals, declares the News Letter Correspondent, is Lieut. Melvin McNickle of Poland, South Dakota. Not only has he realized an ambition of some years' standing in having won his "Wings," but he is reunited with his twin brother, Lieut. Marvin McNickle, after an absence of four months - an interminable length of time for the two who had never previously been separated since their birth.

Already these twins have succeeded in hopelessly confusing their acquaintances at Selfridge Field, ranging from the Post Commander to the mechanics on the airplanes. Apparently this is just in line with what they have been doing all their lives. Naturally, they attended school together, finally being graduated from the University of South Dakota, each with an A.B. degree. They belong to the same fraternity, Beta Theta Phi. They attended classes for each other when the occasion arose, and their activities were so closely paralleled that, should one of them choose to be absent, the other could always come to the bat for him with no one the wiser. For instance, they played varsity football for two years at South Dakota. Marvin (or Melvin) was a ball-carrying back, and Melvin (or Marvin) was a blocking back. They were on the varsity track team for three years, each specializing in sprints, and if what they say is true their times in any event never varied more than one-tenth of a second. They decided to make flying their career, journeying together to Fort Leavenworth, Kansas, for their examination and passing it the same day.

But then minor disaster struck! Melvin was rushed to the hospital for an appendicitis operation, and for the first time in their lives the brothers were confronted with the decision to separate or not to separate? Marvin took the bit in his teeth and departed for Randolph Field, and Melvin was forced to wait four months until the start of the following class.

Now both are wearing wings; they are members together of the famous 94th Pursuit Squadron. They live, eat, and fly together. Their one disappointment is that Pursuit airplanes are built to accommodate only one pilot.

"After spending some time with them," continues the News Letter Correspondent, "this reporter admitted to the twins that he still couldn't tell them apart. Whereupon Melvin (or possibly it was Marvin) lowered his voice and admitted

the difference: One is, and one is not, equipped with an appendix!"

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## GHQ AIR FORCE MANEUVERS IN FLORIDA

Citizens of the State of Florida will witness one of the most important maneuvers ever held by America's defensive air units when the Second Wing of the General Headquarters Air Force concentrates in the central part of the State during the latter part of March.

It was explained by staff officers of the Wing that the maneuvers are to be held in Florida because of the special qualifications of the areas to be used. The high command of the Wing will seek to determine whether a large unit of the GHQ Air Force can sustain itself and operate efficiently in an area hundreds of miles from the permanent bases of the Air Force. The answer to this question is of vital interest to those who are making intensive efforts to perfect the air defenses of the people of the United States.

It was further stated that the present organization of the combat units for air defense is largely experimental. It is the aim of all concerned to perfect an organization that can concentrate a part or all of its strength in any area of the United States on a few hours' notice and sustain itself in that area without dependence on distant sources of supply.

To facilitate this concentration of material and supplies, an advance Air Base has been set up at Jacksonville. The Airport of this city will be the focus of all assistance received from outside sources during the maneuvers. After supplies reach Jacksonville they will be furnished as needed to various squadrons in the field at Tampa, Orlando, Sarasota and Lakeland.

Colonel H.B. Clagett, air base commander at Selfridge Field, Mich., will command the Second Wing, GHQ Air Force, in the annual field exercises to be held in the central Florida area. Approximately 190 officers, 150 airplanes and 1,000 enlisted men will participate in these exercises. The headquarters of the Second Wing will be located in Tampa.

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The station assignments of the following-named 2nd Lieutenants, Air Reserve, who graduated from the Advanced Flying School, Kelly Field, Texas, on February 16th, last, have been changed, and they are now assigned to stations, as follows:

Second Lieuts. Hal Burrage Armstrong, Jr. and Gwen Grover Atkinson to Barksdale Field, La.; Harold Eugene Kofahl to Selfridge Field, Mich.; Marvin Stoll Zipp to Fort Benning, Ga., and James Warren Haskett to Langley Field, Va.

## GIVE THE AIRCRAFT INSTRUMENT A CHANCE

By an Equipment Branch Engineer  
Air Corps Materiel Division

I am an aircraft instrument. Much or little may depend on me, according to how well I work and how much confidence my user places in me. Some pilots swear by me, others swear at me.

As an instrument I date back to the time I was assembled from a great many individual parts, each of which was inspected carefully before being used in my assembly.

After proper adjustment and calibration I was put in a case and given tests at my maker's plant. Being part of a Government order, I was then wrapped and sealed in a carton and shipped to Wright Field.

In due time I was taken out of the carton and put through a rigid inspection in accordance with my governing specifications by the Instrument Inspection Unit.

As I am a good instrument, I passed this inspection, and was stamped with the official acceptance stamp. I was again sealed in a carton and sent to stock, after which I was sent to an aircraft manufacturer's plant and installed on an instrument board of a new airplane. (This suited me better than to have been sent to an Air Corps Depot to be used as a replacement on an older airplane.)

As soon as the airplane upon which I was installed was completed and ready to fly, it was up to me to do my stuff. But, please Mr. Pilot, don't expect too much of me unless I am properly taken care of. I won't tell you what I am, but should I be an altimeter, I won't be reliable unless I am properly set; should I be an air-speed indicator, see that my fittings are kept tight and that my head (pitot tube) doesn't get bumped or covered with ice; should I be a compass, keep me away from steel parts and electric currents, for they surely do have a strong attraction for my poor heart (magnets); should I be a gyro instrument, keep my heart (gyro) in the proper spin or I may lie to you; should I be --- but this is not a guessing game. Whatever I am, my likes and dislikes are covered by a T.O. Read up on me sometime.

Treat me right and I'll stand by you. I won't let you down. I'm no parachute. But if I should get sick or break a leg, be careful how you write my obituary. Try and tell just what was the matter with me or how I acted so that my doctor (the particular instrument engineer at Wright Field who knows my peculiarities) may properly diagnose the trouble and suggest a remedy.

And above all, during my lifetime when condemning my faults, please give me credit for my good points as well.

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## PLANE REPAIRED UNDER ADVERSE CONDITIONS

"Early in December," says the News Letter Correspondent of the Hawaiian Air Depot, Luke Field, T.H., "the Flying Apartment House (C-33 to you) slid instead of rolled to a stop on the runway at Burns Field on the island of Kauai, about 100 miles west of Oahu. Although the pilot and co-ditto walked away from the landing (which constitutes a good landing), the damage was such that it was necessary for this Depot to establish a base in order to repair the ship. Mr. Heidlebaugh, Aero Repair Foreman, was placed in charge of the newly formed so-called Branch Depot, with Messrs. Schaupp and Leighton as assistants, and soon corralled a WPA steam shovel, several hundred railroad ties, a chain hoist, and various other items which the natural resources of the land provided. With the assistance of a maintenance crew from Luke Field, the extensive damage was repaired in good time, considering the difficulties encountered.

A resume of the daily radio progress reports read like a page from Admiral Byrd's Antarctic Diary. Continual drifting sand whipped by a high wind made working conditions miserable. The crew wore goggles to protect their eyes from being sand-blasted out of their sockets. When the wind died down heavy rains set in, but the work progressed under makeshift shelter. Heat treated rivets were packed in ice and forwarded by airplane as needed. Frequent airplane shipments of acetylene and oxygen bottles for welding purposes, as well as compressed air for the riveting guns, were made.

The result of this extensive repair of a new large type airplane under particularly adverse conditions is gratifying, considering the fact that Burns Field is only an auxiliary landing field, with no hangar or shop facilities, and is more or less isolated."

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## NAVIGATION TRAINING AT LUKE FIELD

The navigation class conducted by the 50th Observation Squadron, Luke Field, T.H., is still in progress and has now developed from an academic stage to a practical one. Frequent hops have been made by dead reckoning from Luke Field to Hanamanica, which is situated on the south point of the Island of Maui, and from Luke Field to Ninini Point on the Island of Kauai. "It is believed," says the News Letter Correspondent, "that under the able instruction of Lieut. Abraham D. Olson, the squadron will be well qualified in navigators upon completion of the class."

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## TRANSPORT SQUADRON ACTIVITIES

The Third Transport Squadron at the San Antonio Air Depot, Duncan Field, Texas, temporarily augmented with the loan of one C-33 Transport and crew from each of the other Air Depots - Fairfield, Middletown and Rockwell - has been a regular hive of activity this winter with the increased load of interdepot air freight transportation, resembling a railway freight division terminal. The additional crews and planes were loaned in the early part of January and, although it was necessary to change engines in two of the five C-33's during that month and the flying weather was good for only a limited number of days, there was a total of 445 hours flown, with a total of approximately 179,000 pounds of freight and 76 passengers hauled on these interdepot trips during the month of January. The total mileage was approximately 65,000, or nearly 1,100 miles per trip.

The C-33 loaned by the Fairfield Air Depot, with its crew consisting of Master Sergeant C.B. Guile, Technical Sergeant D.M. Swisher and Corporal C.F. Stracke, was ordered back to the Fairfield Air Depot on February 9th.

On a routine freight flight from the San Antonio Air Depot to Denver, Colo., and the Fairfield Air Depot, and return, January 10-13, with Staff Sergeant F.O. Tyler, pilot; Lieut. J. Will Campbell, co-pilot, and with such cargo as to allow carrying a capacity load of fuel, the flight from Denver to Fairfield, approximately 1090 miles, was made non-stop. This appears to be the longest non-stop C-33 flight made by the San Antonio Depot personnel.

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## SAFETY ORGANIZATIONS AT AIR CORPS FIELDS

A Safety Committee has been appointed at the San Antonio Air Depot, Duncan Field, Texas, pursuant to instructions of the Chief of the Air Corps that a safety organization be established at each Air Corps station, and the further instructions of the Chief of the Materiel Division, Air Corps, in reference to Air Corps Depots. This is in furtherance of the aims of the Federal Interdepartmental Safety Council, a representative agency organized at the specific request of the President for the purpose of advancing safety education.

Major C.F. Horton, Air Corps, was appointed Safety Director of the San Antonio Air Depot to act as Chairman of the Safety Committee and to represent the Commanding Officer in safety matters, the remainder of the Committee consisting of a key employee from each of the main divisions of the Depot's activities.

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## THE POWER PLANT ENGINEER REPORTS

Extensive engine silencer or exhaust silencer tests are nearing completion at the Air Corps Materiel Division, Wright Field, Ohio, with a view toward determining a method of test or yardstick from which to measure subsequent articles produced.

The Wright R-1820-53 engine to be used in the second lot of Douglas Bombers is now winding up on the torque stand, approaching a completion of the 150-hour grueling type test. Nearby is the R-1820-51 for the Boeing B-17B airplanes. It will follow close upon the heels of the -53 engine.

The Pratt & Whitney R-1830-17 engine to be used in P-36 contract is in the later stages of the type test. It is now being torn down for inspection.

Recent unsatisfactory reports show a decided improvement in information submitted. This is greatly appreciated by the Engineering Staff at the Materiel Division, inasmuch as information furnished results in a substantial saving of time involved in tracing down the various prospects of failure, not to mention the arrival at a more likely conclusion in the case of each failure. A few extra sentences on an unsatisfactory report clarifying the conditions at the time of the unsatisfactory condition, or the use of the airplane or engine on preceding flights, invariably is of great help in establishing reasons for failure.

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## 31ST BOMB. SQUADRON AT HICKAM FIELD

The 23rd Bombardment Squadron of Luke Field, T.H., joined with the rest of the 5th Composite Group in welcoming the 31st Bombardment Squadron to the Hawaiian Department. Many members of the 23rd greeted old friends and classmates when the 31st docked in Honolulu on February 8th. After doing their bit towards helping the newcomers to become settled, the 23rd got down to hard work to accomplish as much possible before turning their airplanes over to the 31st to enable the personnel of that outfit to get in some familiarization flights.

According to the Honolulu ADVERTISER, the 31st has gone under canvas at the new Hickam Field. With their new barracks at this field scheduled to be completed next January, the Squadron personnel are now housed in large tents with wooden sides and floors on an extension of the hangar line. Thirty of these tents were required to house this outfit.

The Squadron includes 30 officers and 180 enlisted men. It was stationed at Hamilton Field, Calif., since December, 1934, and prior to that time, going back to April, 1931, when it was reconstituted on the active list, it was stationed at March Field, Calif.

AUTOMATIC SIGNAL CONTROL FOR GROUND TRAINER  
By Sergeant C. W. Muller  
Instrument and Navigation Laboratory, Wright Field

During the past two years two methods of automatic control of radio range signals on the Link Trainer have been developed at the Materiel Division with the purpose in mind of relieving the instructor of the manual control for both volume and zone signal. Anyone who has observed an instructor during an orientation problem will readily agree that he is continuously using both hands for variation of the volume and some signal controls, if he follows the path of the recorder closely.

These controls, if actual flying conditions are to be simulated, must be changed gradually and continuously and, although the maps used in the problems are marked off in concentric circles to correspond with the volume control settings, it will be found that an instructor does not give the same volume or same signal for one problem as for another with the recorder in the same position for both problems. Also, the fact that the procedure is routine may induce some errors into the problem due to carelessness.

Another source of error is brought about by a bystander questioning the instructor about the problem while he is manipulating the signal controls. During this time it may happen that the signals are changing rapidly, depending upon the position of the recorder, and the instructor has missed a definite change of signal or volume. Lost time cannot be made up by moving the controls rapidly to correspond to the new position of the recorder, and the result usually is a bewildered student in the hooded trainer, and an unsolved orientation problem.

Automatic control of the volume and zone signals would eliminate errors from these sources and allow the instructor more time in which to broadcast weather reports, take notes on the course flown by the student, and communicate with the student.

The two methods devised for achieving this automatic control are a mechanical method and a radio method. The mechanical method is simpler, but the radio method is regarded as more clearly approaching the ideal solution of the problem.

The mechanical control consists of a guide arm supported from the end of the table and free to rotate over the recorder, with the cone of silence as the center. A pin attached to the top of the recorder runs in this guide arm, and as the recorder moves along any path except one directly towards the cone of silence, this pin moves the guide arm to the left or right. At the center of the guide arm and above it are gear sectors cut out to correspond to the angle of the

zones for a given range. These sectors mesh, one at a time, with gears which rotate twice the speed of the sectors. These gears actuate another sector gear through a crank arrangement, similar to a connecting rod and crank throw on a crankshaft, and rotate the signal potentiometer to an "A", "On Course" or "N" signal position, the degree and direction of rotation being dependent upon the position of the recorder. The volume is controlled by a string attached to the pin on the recorder, and running through the hollow guide arm center to the volume control pulley.

As the recorder nears the cone of silence the volume increases. This increase is due to the movement of the spring-controlled volume control arm as the string winds itself around the volume control pulley. At the cone of silence the recorder wheel opens a contact under the table which cuts off the filament supply to the range signal tubes, and after passing through the cone of silence the circuit is closed. A change of gears and gear sectors is all that is necessary to adapt this control to any type of range simulated in the problem.

The automatic miniature radio range method consists of a low power modulated transmitter which can be tuned to the exact frequency of the range to be simulated. This transmitter is modulated at the correct audio frequency, and a keying device for the signals is included. Transmission lines from the keying device feed an antenna array under the trainer table.

This array at present consists of four antennas, 12 inches long and 90 degrees apart, with the inner ends  $\frac{1}{4}$ -inch apart. Diametrically opposed antennas are fed with the same zone signal and there is a definite cone of silence at the center of the array. The antennas are bent down at the outer ends to give the correct build-up in volume as the recorder approaches the station.

A small shielded pick-up wire on the recorder which is connected with the input of a standard E-4AF radio compass is installed in the Link Trainer. The student operates the radio controls as he would in an airplane and receives the correct zone signal determined by the position of the pick-up antenna on the recorder. In order to make full use of the compass installations, a modified recorder is being built with a small compass loop and vertical antenna directly over the recorder wheel.

These automatic controls open the door to many interesting problems which may be solved in a ground trainer. A complete cross-country table is being fab-

ricated with several miniature radio ranges laid out on it, each range transmitting on some fixed frequency between 200 and 400 kilocycles. A method has been devised whereby the instructor can either cut off the range and broadcast the weather on the same frequency or broadcast the weather over the range signal.

Another problem which has received attention is the automatic control of the instrument landing signals for ground instruction in the Air Corps method of instrument landing. At present the set-up for signal control consists of two low-power modulated transmitters, one on 201 kc. and the other on 219 kc., feeding small loop antennas under the table. These fixed antennas are spaced the correct distance from the landing field. Before this method can become standardized, additional experimental work is required on the type of antennas to be used under the table to give the most sensitive direction indication. When this method has been developed to the stage where it is practical and reliable, the solution of an instrument landing problem will rest solely with the student, the instructor acting only as an observer.

For instrument landing problems the modified recorder will be used. Synchronous motors with lower reduction gearing have been ordered for the recorder in order to make the instrument landing pattern larger and increase the distance between the two antennas. These new motors should place the inner and outer station antennas about eight inches apart.

All of these improvements, when standardized and placed in ground trainers, should lead to increased usefulness of trainers, a greater sense of responsibility on the part of the student regarding the solution of his particular problem, radio operating practice for him, and decreased dependence upon the instructor for correct signals. It is hoped that when experimental work has been completed, full use will be made of these radio methods of signal control in future ground trainers.

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#### BOMBARDMENT TRAINING AT KELLY FIELD

The Bombardment Section of the Advanced Flying School, Kelly Field, Texas, has been reconstituted, beginning with the present class which began training on March 1st. Major John V. Hart, Air Corps, was detailed Chief of the Bombardment Section, and he is assisted by 1st Lieuts. Delmar T. Spivey, Roger J. Browne and Roy D. Butler, who are at present conducting a class of ten students, all Flying Cadets.

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#### CHANGES IN PERSONNEL AT KELLY FIELD

When flying started at the Advanced Flying School, Kelly Field, Texas, on March 1st, for Class 38-B, the following shifts in officer personnel were accomplished:

Major John V. Hart was relieved as Chief of the Pursuit Section and detailed as Chief of the Bombardment Section.

Captain Burton M. Hovey, Jr., was relieved as Flying Instructor, Pursuit Section, and detailed as Chief of the Pursuit Section.

First Lieut. Edgar R. Todd was relieved as Flying Instructor, Observation Section, and assigned to the 64th School Squadron to assume the duties of Squadron Engineering and Operations Officer.

First Lieut. Delmar T. Spivey was relieved from assignment to the 12th Air Base Squadron and assigned as Flying Instructor of the Bombardment Section.

First Lieut. Roger J. Browne was relieved as Flying Instructor, Pursuit Section, and assigned as Flying Instructor, Bombardment Section.

First Lieut. William G. Bowyer was relieved from assignment to the 64th School Squadron and assigned to Headquarters, Kelly Field.

First Lieut. John H. Bundy was relieved from assignment to Headquarters, Kelly Field, and from attachment to the Detachment of the 7th Signal Service Company, and assigned to Headquarters of the Air Corps Advanced Flying School and detailed as Flying Instructor, Pursuit Section.

First Lieut. Roy D. Butler was relieved as Flying Instructor, Pursuit Section, and detailed as Flying Instructor, Bombardment Section.

First Lieut. Charles F. Densford was relieved from assignment to Headquarters and Headquarters Squadron and assigned to Headquarters of the Air Corps Advanced Flying School and detailed as Flying Instructor, Observation Section.

First Lieut. Daniel S. Campbell was relieved from assignment to the 61st School Squadron, assigned to Headquarters, Advanced Flying School, and detailed as Flying Instructor, Pursuit Section.

First Lieut. Charles A. Clark, Jr., was relieved from assignment to the 62d School Squadron and assigned to Headquarters and Headquarters Squadron.

First Lieut. David N. Crickette was relieved as Flying Instructor, Pursuit Section, and reassigned as Flying Instructor, Attack Section.

First Lieut. Robin B. Epler was relieved from assignment to the 63rd School Squadron, assigned to Headquarters, Advanced Flying School, and detailed as Flying Instructor, Observation Section.

First Lieut. Chester L. Sluder, Air Reserve, was relieved from assignment and duty as Flying Instructor, Observation Section, and reassigned to duty as Flying Instructor, Pursuit Section.

## SAN ANTONIO AIR DEPOT A BUSY PLACE

The Depot Supply Department of the San Antonio Air Depot, Duncan Field, Texas, which is at all times busy in its functions of supplying stations in this Control Area, but which is usually too modest to talk about itself, according to the News Letter Correspondent, set a new high in the amount of freight which it handled during the month of January, 1938. Freight moved by air through this department totalled 152,167 pounds, this including 69,231 pounds of incoming freight and 82,946

All Arkansas National Guard Air Corps supplies have been transferred from the Fairfield Air Depot to the San Antonio Air Depot; also the branch of the Air Corps Technical School at Denver, Colo., is now being supplied by this Depot.

A loading dock is being constructed at the Operations hangar for the purpose of expediting freight. Through freight can be transferred without having to go to the Depot Supply Department proper. Loads for transport scheduled for arrival over the week-end or holidays will be held in this "freight depot" and loading and unloading can be accomplished with a minimum of effort and personnel and without delay of trip.

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## BOARD OF OFFICERS VISITS COLLEGES

Lieut. Colonel Coleridge L. Beaven, Medical Corps; Major Isaiah Davies and 1st Lieut. Robert F. Fulton, Air Corps, were designated as a board of officers to visit colleges in the States of Texas, Arizona, New Mexico, Colorado, Kansas, Oklahoma, Arkansas, Missouri, Iowa, Nebraska, North and South Dakota, and Minnesota, for the purpose of accepting qualified candidates for flying training at the Army Air Corps Training Center at Randolph Field, near San Antonio, Texas.

These officers, traveling in two BT-9 airplanes, left Randolph Field on February 14th, and were scheduled to travel through the above-named States for about two months, visiting the following-named educational institutions:

Rice, Houston; Baylor, Waco, and S.M.U., Dallas, in Texas.

Oklahoma University, Norman, Okla.  
Arizona University, Tucson, Arizona.  
New Mexico University, Albuquerque, N.M.  
Denver University, Colorado School of Mines, and University of Colorado, all at Denver, Colo.

Kansas A. & M. College, Manhattan, Kans  
University of Missouri, Columbia, and  
Washington University, St. Louis, in Missouri.

University of Iowa, Iowa City, Iowa.  
University of Minnesota, St. Paul, Minn.  
North Dakota Agricultural College,  
Fargo, N.D.

University of Nebraska, Lincoln, Neb.  
University of Arkansas, Fayetteville,  
Arkansas.

## 20TH PURSUIT GROUP IN DEMONSTRATION

As their part in the tactical demonstration held at Barksdale Field, La., in February for the students of the Air Corps Tactical School, of Maxwell Field, La., the 20th Pursuit Group furnished nine P-26A airplanes for a mass gunnery demonstration. This tactical maneuver has been one of the important parts of the training during the past year. Normally, three flights of six planes each, (three 3-ship elements comprising a flight) fire on a flight of silhouette targets representing a flight of Bombardment airplanes.

In the diving attack, the flights are echeloned down and well up under the flight ahead so that ejected cartridges will not strike planes in the rear of the formation. Within the element the wingman does not aim but guides on the element leader, depending on him for effectiveness of fire.

Due to the fact that boresighting plays such an important part in the firing of the guns mounted on a P-26A airplane and the range at which fire is delivered is so great, phenomenal results have not as yet been accomplished. "We hope," says the News Letter Correspondent, "the new airplanes with guns mounted close to the sights will give much better results."

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Things one should know about automobile insurance. These are of especial interest to service personnel.

1. Automobile Insurance covers civil action only.  
It does not cover criminal action.
2. The Department of Justice will defend service personnel involved in an automobile accident, if at the time of the accident travel was being performed under competent War Department Orders. They demand, however, that they have exclusive defense of the case.
3. Service personnel involved in accidents while traveling under competent War Department orders have the privilege of requesting trial by Federal Courts.

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## TECHNICAL SERGEANT ELIGIBLE LIST

In the issue of the News Letter of March 1, 1938, listing on pages 12 and 13 Staff Sergeants of the Air Corps eligible for promotion to Technical Sergeant, only the first 250 names on that list were published. For the information of all concerned, the total number of Staff Sergeants on the eligible list is 840.

STUDY OF MARCH FIELD SITE 20 YEARS AGO  
By the News Letter Correspondent

Two decades ago investigations leading to the establishment of a primary aviation training base at what is now known as March Field were closed in Riverside by a special government commission headed by Major B.F. Castle, Signal Corps.

Just prior to the establishment of March Field as a training base, statements to various southern California papers that "North Island will remain the only permanent Army Air Base on the Pacific Coast" were declared to be false, and reasons were cited to show why the March Field site would be an advantageous location.

On January 16, 1918, the Riverside, Calif. PRESS stated: "A splendid level tract of 460 acres, including a well which yields 30 inches of domestic water, has been offered to the government by the Riverside Chamber of Commerce through the Los Angeles chamber, with a guarantee of three years rent free and an option to purchase at not more than \$100 per acre. The property is principally owned by the Hendricks estate.

"Not only are rainfall, aerial and general climatic conditions ideal in this location for such training school as contemplated, but the tract is surrounded by thousands of acres with scarcely a tree, mound or wire to interfere with safe landing in case the aviators are forced to come down at any other spot than the field itself."

An investigation report reads in part: "This Alessandro site is superior to any other (officials had been considering the selection of a site near Taft, California) because 30 per cent more flying could be done there than in any other section of the country. Wind velocity, with an average that varies only between 20 and 25 miles per hour, is regarded as ideal for student aviation purposes, and the almost complete absence of fog and a minimum of rainfall adds greatly to its desirability."

It is interesting to note the result of the far-sightedness of those investigations which took place 20 years ago and led to March Field's eventual and present modern status. For instance, had a less practical site been chosen, it would be of little import today either as a training center or an air base. The ease with which the landing mat may be extended, and the hard unyielding quality of the earth permits access to March Field for airplanes of any size or weight. Its close proximity to Los Angeles, metropolitan area, and the country's airplane manufacturing center, gives it strategic value in time of war. It can readily be enlarged enough to handle two or more war-strength Groups.

AIR CORPS STATION HAS RADIO SCOUT CAR

"Not to be outdone by municipal and State police forces with their radio scout cars," says the Barksdale Field Correspondent, "Barksdale Field can now boast of such an addition to its all-ready super efficient security guard.

"This scout car, with a radio receiver tuned in on WYL, the Airdrome Control Station, cruises over the post from darkness until daylight and, should it be desired at any particular place, a call to the Airdrome Control Station will bring it there 'Johnnie on the spot.' There is also a radio receiver installed at the guard house to receive all messages broadcast to the scout car and, should the occasion demand, additional guards could be dispatched from the guard house without delay.

"To the best of the writer's knowledge this is the only car of this type in use at an Air Corps station. However, to avoid any controversy, the writer admits that his knowledge of such things is very limited."

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VISITING AIRCRAFT CREW AT BOLLING FIELD

During the calendar year 1937, the Visiting Ship Hangar Crew at Bolling Field, D.C., established what they consider should be a record for the handling of visiting aircraft.

The crew is under the leadership of 2nd Lieut. Harvey W. Regan, Air Reserve, and Technical Sergeant Robert B. Norris, and consists of four noncommissioned officers and eleven privates assigned to the crew from the Base Headquarters and 14th Air Base Squadron.

During the past year they have handled a total of 2,985 transient airplanes, without accident to aircraft or injury to personnel. The crew has handled practically every type of airplane operated by the Air Corps and piloted by most of the highest ranking Air Corps officers with passengers such as Government officials, Members of Congress and ranking officers of other branches.

On numerous occasions individuals have voiced their appreciation of the efficiency of the visiting Hangar Crew and, says the News Letter Correspondent, "the record of 1937 we believe establishes a record for the handling of individual transient airplanes."

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Lieut. Colonel Oliver P. Echols, of Wright Field, Ohio; Lieut. Colonel Edmund W. Hill, Hqrs. 6th Corps Area, Chicago, Ill., and Major John E. Upston, Langley Field, are under orders to report for duty as students at the Army War College next September to pursue the 1938-1939 course.

## GENERAL BRANT DEPARTS FOR NEW POST

Prior to departing for Chamute Field, Rantoul, Ill., where he will assume charge of the Air Corps Technical School, Brigadier General Gerald C. Brant, Commanding Officer of the Second Wing, GHQ Air Force, was bidden farewell by the commissioned and enlisted personnel at Langley Field, Va., on the morning of March 1st.

In leaving, General Brant expressed his pleasure at having been assigned to this post for the past twelve months and stated that he was sorry to leave.

General Brant came to Langley Field in March, 1937, succeeding Brigadier General Henry C. Pratt, who was transferred to Maxwell Field, Ala.

Succeeding General Brant will be Colonel Arnold Norman Krogstad, Air Corps, who was nominated by the President for the rank of Brigadier General. Colonel Krogstad is expected to arrive at Langley Field in the near future from Kelly Field, Texas, where he has been on duty as Commandant of the Advanced Flying School.

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## SOLDIER'S MEDAL PRESENTED LIEUT. BULGER

At a colorful and impressive ceremony held on February 26th at Langley Field, Va., 1st Lieut. Joseph A. Bulger, Air Corps, of the Headquarters and Headquarters Squadron, 8th Pursuit Group, was presented the Soldier's Medal and citation, for distinguished valor in rescuing a little girl from drowning in the waters of Chesapeake Bay last May. Lieut. Bulger was a guest aboard a cabin cruiser from which the child was thrown overboard when a swinging door became unlatched in rough water. Fully clothed, he plunged into the waves and kept the child afloat until they could be rescued.

In presenting the medal, Major General Frank M. Andrews, Commanding General of the GHQ Air Force, stated:

"Lieut. Bulger, it is my privilege and pleasure, as commander of the GHQ Air Force, to present you this Soldier's Medal. May I congratulate you and express to you the gratification of the GHQ Air Force for the example of courage and heroism you have afforded us.

"The history and traditions of military organizations are created and continued only through the accomplishments of its members. Individual acts of courage, such as displayed by you in risking your life to save that of another, serve to build up that history and tradition.

"The GHQ Air Force is indebted to you for your contribution to its tradition for courage and loyalty to high ideal."

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## ACTIVITIES OF THE 18TH PURSUIT GROUP By the News Letter Correspondent

Obtaining a head start on the annual Hawaiian Department Maneuvers, the 18th Pursuit Group, Wheeler Field, T.H., spent the week-end of January 14th in the field at Haleiwa. Clearing the air-drome on Friday morning, the Group journeyed to the camp site, where tents were pitched and preparations were made for a quiet week-end on the beach.

A field problem was completed during the afternoon, and an inspection was held by the Group Commander on Saturday morning. All Squadrons were back at Wheeler Field before noon on Saturday, none the worse for their night in the guava bushes.

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Considering that the Group flies five days and three nights a week during twelve months of the year, one accident for the current flying month can be regarded as an insignificant blot against an otherwise perfect record. The accident referred to occurred on February 7th, when two P-12E's, piloted by Lieuts. Frutchey and Rindom came to blows in mid-air, 4,000 feet above Fort Shafter. Lieut. Rindom elected to disregard the slight damage to his ship, and flew it safely to Wheeler Field, where he made a spectacular landing. Lieut. Frutchey, however, was forced over the side when he saw bits of his upper wing disappearing in the slipstream. With the exception of a few minor scratches, received when he landed in a tree, Lieut. Frutchey was unhurt.

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Another probable accident of indeterminate extent was averted by the cool headedness of Staff Sergeant McCauley. "Mac" was flying the newly acquired S-43 Amphibian, carrying twelve passengers, when one wheel of the retractable landing gear stuck in the "down" position and refused to be budged. Although the other wheel could be lowered, sufficient pressure to uphold the impact on landing could not be applied. After circling the field several times, and disregarding the radio advice to abandon the ship, Sergeant McCauley forced the obstinate landing gear up by pouring a tank of drinking water into the olio. With the gear up, a water landing was made at Pearl Harbor with no damage to the ship.

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Fifty students, comprising an equal number of officers and noncommissioned officers of the Group, were recently graduated from the Chemical Warfare School. This type of education, instituted in the Group last year, is under the supervision of the Department Chemical Warfare Officer and is considered an indispensable phase of military training. Diplomas were presented to the graduates by the Wing Commander, Brigadier General Barton K. Yount.

PRIMARY FLYING CLASS REACHES RECORD PROPORTIONS

Since the previous issue of the News Letter, listing students entering the March, 1938, class at the Primary Flying School, Randolph Field, Texas, 77 additional candidates have been selected for Flying Cadet appointment, while nine of those previously selected declined appointment, so that as far as it is possible to determine at this writing, the new class now consists of the record number of 321 students, numerically the largest class of students ever to begin training in the history of the Air Corps Training Center.

The nine candidates, who for various reasons declined appointment, are:

Galasso, Louis Francis	East Boston, Mass.
George, William C., Jr.	Jamaica Plain, Mass.
Cassell, Raymond W.	Baxter Springs, Kans.
Mallinson, Hiram R.	New York, N.Y.
Grambo, Frederick C.	Cleveland Heights, Ohio
Easley, Samuel James	Fort Worth, Texas
Flowers, Noel Q.	Silverdale, Wash.
Guyton, John A.	Newell, W. Va.
McQuaid, Lynn, Jr.	Salem, W. Va.

The 77 additional candidates selected since the last list was published in the News Letter are enumerated below, as follows:

Hardin, Donald William	Chatchee, Ala.
Pond, James Woodrow	Fayetteville, Ark.
Carpenter, Harry Jack	Berkeley, Calif.
Lawford, William A.	Fresno, Calif.
Aylworth, Lowell P.	San Francisco, Calif.
Medley, Russell C.	Visalia, Calif.
Driver, Malcolm McKay	Washington, D.C.
Holt, Harry Joseph	Washington, D.C.
McLain, John Edward	Washington, D.C.
Paletz, S. Arthur	Washington, D.C.
Pallister, Francis James	Washington, D.C.
Walther, John Henry	Washington, D.C.
Brown, Edward Dean	Atlanta, Ga.
Turner, Sullins Preston	Atlanta, Ga.
Carmack, John Edgar	Decatur, Ga.
Rose, Charles W.	Galesburg, Ill.
Dechaene, Andre Jacques	Champaign, Ill.
Petry, Robert G.	Champaign, Ill.
LaChapelle, Lawrence V.	Chicago, Ill.
McIlvoy, Jack Claud	Chicago, Ill.
Merritt, Frederick Ross	Chicago, Ill.
Moore, Paul L.G.	Chicago, Ill.
Pierce, Galen Potter	Chicago, Ill.
Retzloff, Albert F.	Chicago, Ill.
Schwind, Burton Eugene	Chicago, Ill.
Setchell, James Frederick	Chicago, Ill.
Shelton, Glen E.	Chicago, Ill.
Waller, William, III	Chicago, Ill.
Jack, Norbert J.	Harvey, Ill.
Smith, Donald Herrick	Chicago, Ill.
Bleightol, Willis Eugene	Webster City, Iowa
Coyle, Lawrence	Coffeyville, Kans.
Mayden, James D.	Junction City, Kans.
Hooks, Ferrell Douglas	Bowling Green, Ky.
Howard, James Alva	Bowling Green, Ky.
Fields, James Robert	Lexington, Ky.
Pritchard, Robert Lee	Lexington, Ky.
Thompson, Edgar LeRoy	Lexington, Ky.
Collins, Smith W.	Bradford, Mass.
Sutcliffe, Thomas Henry	Fort Devens, Mass.
Erickson, John Hawley	Gloucester, Mass.
McNerney, Francis J.	Westfield, Mass.

Navickas, Alphonsus F.	Worcester, Mass.
Romberg, Edgar Allen	Lincoln, Neb.
Piper, Thomas Joseph	Omaha, Neb.
Campbell, Jack McNeil	Albuquerque, N.M.
Birchard, Glen R.	Bay City, Mich.
Clancy, Lawrence, 3d	Oswego, N.Y.
Wassell, Harry B.	Rye, N.Y.
Pitts, Arthur Willis	Akron, Ohio
Harsberger, William Lee	Cincinnati, Ohio
Tucker, Theodore W.	Columbus, Ohio
Bane, Donald R.	Norman, Okla.
Kelly, Samuel E.	Norman, Okla.
Storm, Leonard B.	Norman, Okla.
Von Tungen, Herbert A.	Norman, Okla.
Brewer, Paul M., Jr.	Oklahoma City, Okla.
Coats, Thomas R.	Oklahoma City, Okla.
Summers, Thomas B.	Weatherford, Okla.
Oeltmann, John Theodore	Charleroi, Pa.
Hill, Francis Joseph, 3d	Philadelphia, Pa.
Fendrich, Charles Nelson	Steelton, Pa.
Camp, Marshall Pyron	Arlington, Texas
LaBorde, Arthur Joseph	El Paso, Texas
Sheehan, James E.	Friona, Texas
Duke, Frank Robert	Livingston, Texas
Glober, George Edward	San Angelo, Texas
King, Preston	San Marcos, Texas
Titus, Calvin P., Jr.	San Antonio, Texas
Berger, Martin	Burlington, Vt.
Garrett, Skidmore N.	Richmond, Va.
Mathewson, Philip L.	Richmond, Va.
Galer, Frederick Gerard	Seattle, Wash.
Watson, Harry John	Wellsburg, W. Va.
Merrill, Kenneth E.	Eau Claire, Wis.
Wrigglesworth, William J.	Eau Claire, Wis.
Busch, Chester C.	Kenosha, Wis.

There are more native Texans in the new class than ever before represented that or any other State in any one of the previous entering classes in the history of the Air Corps Training Center. The Lone Star State has a delegation of 44 students. Illinois is the runner-up with 36 students, followed by West Virginia with 21; California, 19; Ohio, 18; Oklahoma, 15; New York, 14; Massachusetts, 12, and Michigan, 11. All other States have representations of less than ten.

Chicago is far in the lead in the matter of cities represented in the March class. With a delegation of 22 students, the mid-western metropolis has established a new record and one which will probably not be equalled for years to come. Washington, the capital of the nation, is next in line with 12 students, followed by Cleveland, Ohio; Austin and San Antonio, Texas; Columbus, Ohio, and Atlanta, Ga., with 5 each; Lubbock, Texas; Seattle, Wash.; San Francisco, Calif., and Norman, Okla., with 4 each; and Dallas, Texas; Tucson, Arizona; Little Rock, Ark.; Lexington, Ky.; Oklahoma City, Okla., and Champaign, Ill., with 3 each.

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The unique cover for this issue is the joint effort of Pvt. 1st Cl. John L. Horn, 97th Obs. Squadron, Mitchel Field, N.Y., and Mr. Frank Dunnington, of the Information Division, OCAC. Private Horn is responsible for the centerpiece, which must have been a rather difficult and tedious task, requiring patience, care and considerable skill on the typewriter. Mr. Dunnington, who designed many News Letter covers in the past, is responsible for the attractive lettering and ornamental work. Gracias to both.

**GROUND PLANNING IS VITAL IN AIR FORCE OPERATIONS**  
- A plane in the air is worth ten on the ground -

Armies used to move on their stomachs. They still move on their stomachs - when they are not moving on their typewriters. The typewriter has become a new military weapon, which is another way of saying that a vast amount of minute planning, in advance, has become more vital in modern military operations than ever before. This is particularly true of flying operations. During the period March 12 to 30th, the 2nd Wing, a unit of the GHQ Air Force, will concentrate in the central Florida area in annual Field Exercises. But everyone of the 1100 officers and men, and the 125 combat planes and transports about to engage in those maneuvers would do better to remain at their home station, except for one thing - a plan; an elaborate plan that covers everything from the 'spotting' at dispersed airdromes of 253,000 gallons of aviation gasoline to the supplying of bedding straw. One is as important as the other. An airplane won't fly without gas. And a soldier won't work long or efficiently - without sleep.

From the Army viewpoint, the flying operations of military aircraft in the field require planning of unprecedented extent. An air force does not pick up its beds and walk. The air force is handicapped if its bed hasn't been made for it - in advance. All of this is something new - something which does not naturally come to mind. One thinks of the airplane as swift and mobile - contemptuous of mountains, deserts, distance and time. It is. But only after multitudinous preparations have preceded its take-off and await its arrival at the end of the flight.

The forthcoming exercises in the central Florida area would culminate in the wildest confusion if the Air Base Quartermaster, back at Langley Field, Va., did not arrange for the trucks, bridge tolls, and ferry tickets to move the non-flying personnel and those who cannot be transported by air into the training area, if such items as ice, water, electric lighting, lumber for construction, and laundry were not attended to. His plans for ground facilities must be faultless.

The same confusion would result if the Ordnance Officer failed to supply the thousands of bombs and the ammunition for the flying missions, and if these munitions were not dispatched to the right airdromes at the right times by the Quartermaster; if the Signal Officer failed to conduct a survey to insure that each airdrome was equipped with electric power of the right frequency, voltage, and capacity for the proper setting up of communication facilities; and if, in the absence of any of these,

he failed to install the necessary items and have them operating before the first airplane landed; if the Supply Officer did not coordinate the above agencies so that the Operations Officer and the Personnel Officer could rely on gasoline and food and shelter awaiting the hundreds of men and the many aircraft at the various points along their itinerary and at their destinations - all in accordance with the prepared schedule for airplane movements and missions; if the Air Force Meteorologist failed to designate the facilities required for the accurate weather forecasting at the various airdromes, without which flying operations would be seriously curtailed or extremely hazardous; if the Air Force Surgeon failed to visualize the entire exercise from the viewpoint of health, sanitary conditions at all centers of activity, the care of the sick and injured, and the provisions of crash ambulances and first aid stations to cover emergencies.

Yes, the confusion would be hopeless unless the staff officers charged with threshing out the component parts of the Air Exercise plan pooled their brains in the closest kind of mental teamwork. And this is exactly what they do. They have to - for two reasons: first, speed is vital in air planning and, after all, the present exercises give only a mild test of the planning that will be required for air defense under threat of war.

The mobility of a 250-mile-an-hour Bomber is useless if the ground plans for its operation have not been perfected before it takes off.

Second, as appears from all of the foregoing, effective air planning is at once a huge task and a tiny task; huge because of the helplessness of the air arm without auxiliaries; tiny because the minutest details must be anticipated.

It is the old story of the horseshoe nail losing the battle - only magnified by the complexity of this newest of military weapons. Those connected in any way with the operations of military aircraft have only one course to follow. They must be right.

It will be readily seen that, in order efficiently to carry out all of the above, training in Staff work must be thorough and continuous. This training is, therefore, one of the objectives of the present exercise.

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Captain Oscar L. Beal and 1st Lieut. John H. Davies, Air Corps, have been relieved from their present assignment and duty at Langley Field, Va., and assigned to duty at Chanute Field, Rantoul, Ill.

ACTIVITIES AT THE PRIMARY FLYING SCHOOL  
By the Randolph Field Correspondent

On Saturday evening, February 19th, the upper class of Flying Cadets observed socially the close of their cadet days at Randolph Field. The graduate Flying Cadets tendered a dance in honor of the recognition of the Class of 38-C, which became the new upper class.

For those who graduated, the event was their Graduation Dance. It also marked the end of "Dodo" days for the new upper class. Some 200 Flying Cadets mingled for the first time in the relaxing spirit of "make merry," the theme of the dance. The dance was held in the Cadet Mess, which was beautifully decorated for the occasion. With the background of "soft lights and sweet music," the dance was an overwhelming success. Music was furnished by a popular local orchestra.

Among those present were Lieut. Col. and Mrs. John B. Brooks, Lieut. Colonel and Mrs. Albert M. Guidera, Captain and Mrs. Kenneth P. McNaughton and Lieut. and Mrs. Randolph L. Wood.

#### Recognition Parade

The class of 38-C was formally recognized as upper classmen, following a parade and presentation of commissions and warrants by Lieut. Colonel John B. Brooks, Commandant of the Air Corps Primary Flying School, on Saturday, February 19th. This occasion marked the end of primary and basic training for the graduating class, and promised fulfillment of visions of Kelly Field and "Wings." For the new class it meant recognition. It signified, officially, that they, as fledglings, had passed successfully the rigorous grind of study and flying training of the primary stage, as well as of four months of harassing, restriction and denial. The uncertainty of primary stage became a memory of the past. Basic Stage beckoned to them, and dreams of Kelly Field and eventual "Wings" became more tangible.

Of the 175 Flying Cadets who started the class in October, 1937, 101 remained to advance to the Basic Stage to become the new upper class and to assume the responsibilities and duties of the Flying Cadet School Detachment.

#### The New Class - The Class of 39-A

The largest class of Flying Cadets in the history of the Air Corps Primary Flying School commenced training on March 1st. There are 296 Flying Cadets enrolled to date, with more expected. Almost every State in the Union is represented by one or more Flying Cadets. All of these Cadets have passed the rigid physical and mental examinations required of those desirous of entering the Primary Flying School. These Cadets will undergo still another physical examination at the Randolph Field Hospital.

For the next two weeks, the new Flying

Cadets will be put through the customary intensive Infantry drill by the upper class of Flying Cadets, the Class of 38-C, supervised by tactical officers. The rudiments of military drill will be covered during the first week. Platoon and company drill will be undertaken in the second week. The newcomers will at the same time be initiated to the customs of the Flying Cadets and to the service as a whole. The requirements of the upper class as to training, bearing and general demeanor will, at the end of the two-week training period, be of such calibre that the discipline of the new Cadets will receive the approbation of the severest critics.

On March 14th, the new class will be march to the flying line. There they will meet their instructors and will view that part of the field where their most important work will take place. At the same time their classes in ground school will begin - classes in aerodynamics, theory of engines, mathematics, and radio. From this time on, their weekly schedule will comprise flying, ground school, a weekly parade and inspection on Saturday, and calisthenics and athletics.

To every new Flying Cadet at Randolph Field, arrival at the field marked the realization of many years of hopeful desires of becoming military pilots and officers. Their efforts to attain their goal will be intense, thorough, and sincere. The history of past classes has proven that a certain percentage will not finish the course of training at the Primary and Advanced Flying Schools. These men will, however, carry away with them memories of associations with one of the finest group of young men in the country.

#### Foreign Visitors

On February 26th, Randolph Field was visited by Major Roland de Utassy, Hungarian Military Attache. Major Utassy arrived in the United States from England. His visit was one of a number scheduled by him on a tour of the Army's activities in the east and south.

Lieut. General Friedrich von Boetticher, Military and Air Attache to the German Embassy, visited Randolph Field on March 5th. He is visiting several other Army posts throughout the south while on a motor tour to Mexico City.

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Colonel Roy C. Kirtland, Air Corps, Inspector General's Department, arrived at Kelly Field, Texas, February 25th, to conduct his annual inspection of the Air Corps Advanced Flying School. From March 1st to 3rd, he inspected the San Antonio Air Depot, Duncan Field, Texas.

## NOTES FROM AIR CORPS FIELDS

### Kelly Field, San Antonio, Texas, March 7th.

Colonel Roy M. Jones, Air Corps, departed from this station on March 4th for his new assignment and duties in the Office of the Assistant Secretary of War, Washington, D.C. Colonel Jones reported for duty at Kelly Field on Aug. 17, 1936, from the Air Corps Training Center, Randolph Field, Texas. While at Kelly Field, Colonel Jones was Station Administrative Inspector and Executive Officer.

With the receipt of orders from the Office of the Chief of the Air Corps on March 1st, promoting 1st Sergeant Arthur C. Foster to the grade of Master Sergeant, Headquarters and Headquarters Squadron was favored with many other promotions, as shown below: Staff Sergeant LaVern A. Fee, the present Post Sergeant Major, who came to Kelly Field in 1926 as a recruit and progressed from Private, Private 1st Class, and Sergeant, in various clerical capacities, finally receiving the assignment of Sergeant Major, was promoted to the grade of 1st Sergeant, which was vacated by the promotion of Master Sergeant Foster. All of 1st Sergeant Fee's service has been with the Advanced Flying School organization, he being on duty at Post Headquarters. Other promotions included Sergeant James E. Ellis to Staff Sergeant; Corporal Fred L. Maurer to Sergeant; Private, Spec. 1st Cl. Eugene B. Ledbetter to Corporal. As a result of the promotion of the above-named noncommissioned officers, the following-named men were advanced to Specialist ratings as indicated:

Privates Owen J. Gilmartin to Spec. 1st Cl.; Elmer W. Ernest to Spec. 2nd Cl.; Clifford B. Borth to Spec. 3d Cl.; Samuel B. McCrum to Spec. 4th Cl., and Alanson W. Moore to Spec. 6th Class. Private Robert L. Bidwell was appointed to Private, 1st Cl.

Master Sergeant Foster, who is at present on furlough, is looking forward to his forthcoming retirement in about six months. Due to the great increase of grades and ratings, cigars were being passed out profusely, and all members of Hq. and Hq. Squadron hope to see again real soon such wholesale promotions as have just occurred, which have helped the old morale so much.

64th School Squadron: This organization is at present equipped with the following type airplanes: Two B-18's, four B-4A's, two O-35's, and two B-17's, which are maintained for use in the Bombardment Section.

First Lieut. Edgar R. Todd assumed the duties of Squadron Engineering and Operations Officer, effective March 1, 1936, relieving 1st Lieut. William G. Bowyer, who was transferred to Hqrs. Kelly Field for duty as Post E. & R. Officer, Post Police and Prison Officer, Post and Technical Library Officer, and Summary Court Officer. The organization regrets the loss of this officer, and it is hoped he will find his new duties as pleasant as we tried to make them for him while he was with our organization.

Staff Sergeant Russell H. Miller was transferred to the 63rd School Squadron on February 10th and was replaced in this organization by Staff Sgt. Max Parnes, formerly of the 63rd School

Squadron. This organization was inspected by Colonel Roy C. Kirtland, of the Inspector General's Department, during the week of March 1st.

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Colonel H.H.C. Richards and Major Karl S. Axtater, from the Information and Supply Div., Office Chief of the Air Corps, were at Kelly Field on March 1st. Both officers flew here from Washington, and they renewed old acquaintances.

Second Lieuts. Jackson H. Gray and James Rutland Gunn departed from this field on March 3rd on leave of absence of one month and 12 days, upon the expiration of which they are to sail from San Francisco, on or about April 19th, for the Philippine Department for duty with the Air Corps. These officers graduated from the Advanced Flying School on February 16th, both specializing in Observation Aviation. Lieut. Gray, after graduation, was assigned temporarily to the 61st School Squadron, and Lieut. Gunn to the 62nd School Squadron.

### Randolph Field, Texas, March 10, 1938.

Recognition Week-end was concluded with the customary "G-I Church." The entertainment was furnished by members of the lower class. It has been observed that the show would have given serious competition to some of the famous Ziegfield Follies. In fact, it was our belief that the gorgeous, glamorous, shapely bits of femininity in the chorus far exceeded any creatures in Ziegfield's wildest dreams.

All the instructors at the field were invited by their students. The post authorities were also invited. Among those present were Lieut. Colonels Lyons, Guidera, Harrison and Major Hewitt.

After a delicious Mexican dinner was served, the show was presented to an enthusiastic audience. Although somewhat handicapped by stage facilities, the curtain (tablecloths hung on a line) opened to present a varied program which evidenced a wealth of talent.

Several skits of a humorous nature, a chalk talk, a fake ventriloquist act, a sleight of hand exhibition, a trumpet solo, several monologues, a quartette, and the before-mentioned chorus of gorgeous cadets composed the program. All in all, the show was pronounced one of the most successful "G-I Churches" ever to have been presented here.

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A banquet held in honor of the football squad revived memories of the sensational 1937 edition of the Randolph Field Ramblers. Considering that the big team suffered no defeats during the past season, the squad and coaches have just cause to feel proud of their success. Forty sweaters and forty plaques were awarded to the members of the team. The banquet was tendered at the Flying Cadet Mess. Lieut. Colonel John B. Brooks, Commandant of the Primary Flying School and Post Commander, was the chief speaker. Also present were Lieut. Colonel Albert M. Guidera, Head Football Coach, and Lieut. E.M. Day, Assistant Football Coach.

Final arrangements have been made for the conduct and schedule of the Inter-Squadron Baseball

League. March 21st will mark the renewal of an activity which embraces a huge majority of the post personnel. Six teams will participate in the scrappy battle to capture and hold the top rung. Amid this keen rivalry, the teams will during the entire season enjoy the support of post fans who exhibit unusual concern and enthusiasm for their teams. The schedule runs the teams through two rounds, with a play-off at the end for the post championship. The season will end on April 23rd.

#### San Antonio Air Depot, Texas, March 5th.

Major Karl S. Axtater, of the Office of the Chief of the Air Corps, on a visit by air to the Air Corps stations in this vicinity, called at the Depot on March 1st and conferred with the Commanding Officer on construction and other matters.

Lieut. G.E. Pierce, of Hamilton Field, Calif., enroute in an OA-4A plane from Hamilton Field to Barksdale Field, was a visitor at this Depot for several days from February 19th for repairs to his plane.

#### Luke Field, T.H., February 16, 1938.

50th Observation Squadron: On February 14th, the Squadron bid 'Aloha' to Staff Sgt. Albert H.G. Hinkle. Sergeant Hinkle sailed this date on the 'Republic' enroute to his new station at Barksdale Field, La. Sgt. Hinkle will be missed by both the organization and the Post, for during the period he served at this station he proved himself an outstanding mechanic while employed on the line, and later as an instructor in aircraft engines at the Post School.

72nd Bombardment Squadron: With the entire post supporting the Luke Field Fliers, it appears the team will reward their following with the Sector-Navy Championship. With three games remaining on the schedule, we expect the aces to finish with their one game advantage. However, it is not a good policy to underrate an opponent, especially in basketball. The teams in the loop this year are all of high caliber, and the remaining games will be hard fought. If our boys play the brand of ball they are capable of, we can be assured of first place.

A word should be said here for the manner in which the Fliers coach, 1st Lieut. Dean C. Strother, has brought the team along. Were it not for a trick knee, the Lieutenant would be a welcome addition and improvement to the team, as workouts in practice sessions have proven.

Second Lieut. F.C. Johnson, Air Reserve, left on the February 14th transport for March Field, Calif. Sergeant F.F. Bullock also returned to his old love, Kelly Field. Private Myers returned on the last boat for discharge, as did Corporal Bly, who is going in business for himself. The entire Squadron joins in wishing the above mentioned personnel 'Aloha' and best wishes for success in the future.

65th Service Squadron: Staff Sergeant Edwin L. McNary, after almost qualifying as a \*'Kameaina' in the land of poi, pineapple and grass skirts by staying six years, has decided to return to a colder climate. He has been transferred to Langley Field and will sail on the March 16th transport. Even money that the lure \*old-timer in the Islands.

and fond memories of the Islands are too much for Mac to resist, and that the boat will bring him back before his thirty years are up.

A member of the 65th who broke into the lime-light recently was Private 1st Cl. Warren H. Cole, operator of one of the Luke Field school busses. While on one of his regularly scheduled runs, he discovered a fire in one of the Hawaiian Electric Company's trucks and, using the fire extinguisher from his truck, he extinguished the fire before the Honolulu Fire Department could get to the blaze. Private 1st Class Cole received a nice letter from the Commanding Officer, Luke Field, commending him for this piece of work.

The members of the Squadron who went as a repair crew to work on the C-33 (our Tin Goose) which was down at Burns Field, Kauai, reported they would enjoy the permanent detail at the field. The C-33, after having been repaired, was returned to Luke Field in flight.

#### 12th Obs. Squadron, Fort Knox, Ky., March 10th.

The 12th Obs. Squadron (less Flight C) is losing a rare man and congratulating the Philippine Department. Its loss is their gain. Master Sergeant Robert Duke joined the 12th in January, 1926, as a buck private, and traveled through all the grades, particularly 1st Sergeant, where all but the Gold Bricks were anxious to see him tarry a while. Sergeant Duke has done the unusual, but he is an unusual man.

Five men (6% of the organization) tried for a Flying Cadet appointment; all had the necessary education, but only one passed the physical - Private 1st Cl. Adolf M. Wright - who left for the current class with the wishes of his outfit.

Private 1st Cl. McCown just completed his West Point preparatory schooling, and if he doesn't enter the Academy it will be his first defeat.

The Squadron is hoping to get itself together in one piece next month and move its airplanes from Louisville to where its personnel are when it returns from gunnery at Valparaiso the end of April. Since December, each pilot has piled up three hours taxiing for each hour in the air. But the form 1's don't have any column for it.

The Squadron welcomes Lieut. Richard D. Dick, who just joined the outfit from the Air Corps Training Center.

#### Moffett Field, Calif., February 25th.

Majors Clarence E. Lober and Guy E. Gale, from Fort Lewis, Wash., flew in and stayed overnight. Major Lober is on his way to Lakehurst, where he will assist in the assembly of the TC-13.

Second Lieut. F.A. Hunish, from Fort Knox, Ky., came visiting in an O-43A on February 14th.

First Lieut. H.H. Bassett, Air Corps, Regional Weather Officer, came through and stayed overnight on a periodic inspection, Feb. 15th.

Captains W.B. Wilson and W.F. Patient, Medical Corps, have been working at top speed these last two weeks giving physical examinations to the 'would-be' cadets for the Flying School at Randolph Field. Two of our number, Privates H.M. Harmon and B. Veatch, successfully passed their exams and proceeded to join the

### March class of flying cadets.

The fledgling Officers' Club, founded by Major Brown, President, and Lieut. Alan, Secretary, has become a hungry pelican. They use nothing but red ink in the ledger, but the club is doing just fine.

The N.C.O. Club found a way to entice the members to meet'n. It nicked the treasury forty bucks for eats and entertainment, but they had a swell crowd.

The enlisted men's dance will be held on March 18th. These dances are very popular with the lassies in the neighboring communities.

The Canteen is installing a short order counter. This new tactical unit will operate to a high frequency and hungry wave.

This field is very popular with the junior airplane model builders. These embryo pilots have made a proving ground of the field for their powered model planes and gliders. During a regular Sunday meet it is not unusual to see several hundred cars parked close by.

The Post Basketball team journeyed to Monterey on February 16th and, according to Coach W.F. Patient, Captain, M.C., lost a tough game, 47 to 45. Two days later the team came back from Hamilton Field with the words of a famous American fighter ringing in their ears: "We met the enemy and they are ours." They had scalped that team 29 to 14.

Tennis is in the air. The bright California sunshine has already ushered in to Moffett Field those mild spring days which breed the game. The officers organized a tennis team, consisting of 1st Lieut. R. Alan, playing manager, 2nd Lieuts. J.D. Rutledge, Jr., W.W. Lazarus, F.L. Moore and K.A. Tyler. Mr. K. Canella, son of Major J.J. Canella, QMC (Inf.) and Mrs. R. Alan have been alternate members in the first two matches. On February 16th, the team journeyed to Fort Scott and won a closely contested match, 4-2, from the Fort Scott officers' team, which consisted of Major Horace L. Whittaker, Capt. Wm. S. Lawton, Lieuts. Wm. M. Vestal, George R. Carey, Wm. W. Bailey and Farley, C.A.C.

In the singles Lt. Tyler defeated Lt. Bailey, 4-6, 6-3, 6-3; Lt. Alan defeated Capt. Lawton, 6-1, 6-1; K. Canella defeated Lt. Farley, 6-2, 4-6, 11-9. In the Doubles, Lts. Tyler and Moore defeated Lts. Bailey and Farley, 6-2, 6-4; Lts. Alan and Lazarus defeated Major Whittaker and Lt. Vestal, 1-6, 6-1, 6-3; and K. Canella and Lt. Rutledge lost to Capt. Lawson and Lt. Carey, 6-3, 6-2.

One week later, February 23rd, the team, with Mrs. R. Alan alternating for K. Canella, visited the 30th Infantry Officers' Team at the Presidio of San Francisco and, after an enjoyable luncheon, lost a close match. The 30th Inf. team consisted of Majors Lincoln F. Daniels, Matthew B. Ridgeway, Capt. Charles K. Geiley, Jr., 1st Lieut. David K. Angluin, 2nd Lts. Neb B. Broyles and Maxwell A. Tincher, Inf., and Mrs. Ridgeway.

In the singles Lieuts. Tyler, Alan and Moore won their matches, and Lts. Lazarus and Rutledge and Mrs. Alan met defeat. In the doubles, Lts. Alan and Lazarus defeated their opponents, but Lts. Tyler and Moore; Mrs. Alan and Lt. Rutledge lost, all being 6-3 scores.

### Bolling Field, D.C., March 5th.

The Basketball Team is again leading the second half of the Government League of Washington. The team won the first half championship of the League and, with only four games to be played, is highly favored to win the league championship. Among the outstanding stars on the team are Swisle, who was recently declared the league's leading scorer; Hager, who has been playing consistently well throughout the season, and Govedich, who played on the Post Team last season.

The team recently journeyed to Langley Field for a special exhibition game, and won a hard fought contest by the score of 42-38. Langley Field immediately requested a return game, to be played at Bolling Field in the near future. This game should attract many basketball fans from Bolling and the near vicinity.

An All-Star team was recently picked from the Washington Government League. Among the players chosen were Swisle, Govedich, Watkins and Hager, who represented Bolling Field in an all-star charity game between the Herald Government All-Stars and Government YMCA All-Stars. The game was played on one of Washington's best courts and attracted many fans. The proceeds of this contest went toward the Hot Lunch Fund for Underprivileged School Children of Washington.

### Langley Field, Va., March 7th.

Richard Rodgers, who was appointed a Warrant Officer early last month, as the climax of 24 years of service in the U.S. Army, was assigned to Chanute Field, Rantoul, Ill., and left the Peninsula Airdrome on March 1st. He had been on duty with the 3rd Observation Squadron since last summer.

35th Pursuit Squadron: Things have brightened up here lately. Ground school and lectures have had their day, but now the addition of two P-6's and an A-17 have come to brighten our earthbound existence. We, who have not flown them have had the time of our lives, while the more experienced ones looked on with a cynical air and talked of more lofty things.

### Panama Canal Department.

On February 10th, the U.S.A.T. CHATEAU THIERRY arrived in this Department from the East Coast with new assignments of Air Corps commissioned and enlisted personnel. Among the new arrivals was 2nd Lieut. Charles M. McCorkle, with one dependent. He was assigned to duty with the 24th Pursuit Squadron, Albrook Field. Staff Sgt. Albert W. Johnson, with one dependent, was assigned to France Field. The remaining 37 enlisted men, Air Corps (unassigned) were assigned to France Field for duty with organizations at that station.

### Wheeler Field, T.H., February 18th.

A sad 'Aloha' was extended to Miss LeClair (Binkie) Bissell upon her return to the mainland of the February 14th Transport because of serious illness. Miss Bissell, who was accompanied by her mother, received dozens of leis from relatives, friends and well-wishers, who eagerly await news of her speedy recovery and possible return to Hawaii.

Among the enlisted men who returned to the V-7664, A.C.

mainland on the February 14th Transport and the stations to which they were ordered were: Staff Sgts. McCauley to Rockwell Field, Calif.; Eanes to Randolph Field, Texas; McGee to Barksdale Field, La.; Schneider to Hamilton Field, Calif.; Hewitt to Richards Field, Mo., and Charbaugh to Selfridge Field, Mich.

With only three more matches still to be played in the Regimental Bowling Congress, the 18th Pursuit Group enlisted men's team is out in front of their nearest competitors, the 27th Infantry, by three whole games. From where we sit it looks like an easy victory for our heroes, and no other team in the league deserves it more than they. Not being conceded a chance at the start of the season, they set out with grim determination, took the lead in the very first game and never once relinquished it.

Incidentally, that so-called 'Pipe Dream' of the trip to Chicago for the ABC Tournament is practically a thing of reality. Entries have been filed, and at this time the team is scheduled to play on April 5th and 6th. Furlough papers have been made out for the six members of the team, and it does look like an invasion of the Windy City by the Air Corps from Hawaii. The six members of the team are: Sgt. Cowan, Corp. Wales and Pfc. LeSeur, all of the 75th Service Squadron, Wheeler Field, and Sgts. Boyd, Meurie and Wood, of Luke Field.

The early call for baseball players, issued by Lieut. Minnis, was answered by no less than fifty enthusiastic youngsters ranging in age from 18 to 48. With just enough old timers to balance an otherwise new team, Coach Minnis hopes to whip into shape one of the finest ball clubs the Group has ever had. Aply assisted by Lieut. Shower, and with an earlier start than in previous years, Lieut. Minnis is not sparing the rod. Hard training and honest cooperation is the order of the day, and we are inclined to expect far better results than last year's books showed.

Fans of Wheeler Field baseball really have a 'Yankee Stadium' in the making. Through the efforts of Lieut. Minnis and Corp. Meiers these fans will now be able to enjoy the game in the comfort of a new stadium with a capacity of about 300, and a new bleacher section seating 200. The field in general has been improved by two new dugouts and a storeroom.

Selfridge Field, Mich., March 12th.

27th Pursuit Squadron: Lieut. Colonel M.A. Sine, Air Reserve, reported to the Squadron for two weeks' active duty. Born at Duck Lake, Mich., June 7, 1882, Col. Sine received his high school training at Albion, Mich., later attending Rose Polytechnic College at Terre Haute, Ind., and specializing in Engineering. In 1917, he received his flying training at Kelly Field, Texas, and upon graduating he went overseas and remained there until the end of the war.

Since the War, Col. Sine has been doing commercial flying. At present he is chief test pilot for Barkley-Grow Aircraft Corporation, Detroit, Mich. In addition to test piloting, he conducts a Charter Service.

Lieuts. Theodore S. Proxmire, James Breathitt, III, Woodrow W. Korges, Kenneth R. Martin, Wm. S. Feallock and Harold Kohfal recently reported

from flying school. They are heartily welcomed, as the Squadron has been short of officers.

Two officers were added to the Squadron for 14 days' active duty - Major Floyd Showalter and 2nd Lieut. Norman K. Warner, Air Reserve. Major Showalter, a veteran of the World War, served overseas with the 17th Aero Squadron, attached to the British Air Force. He made eight expeditions over the lines and the British credited him with one victory over enemy aircraft. After the war he engaged in commercial aviation, and at present he is in the Michigan Secretary of State's Office, Lansing. Lieut. Warner comes from Lagerer, Wis. He started flying in 1927 and qualified for a Transport license. In 1931 he qualified for an Airplane and Engine Mechanic's license. He has amassed a total of 2600 hours solo time and has trained some 250 students without accident. For some time he was Operations Manager and Chief Pilot at the Consolidated Air College in Kansas City, and he is now Manager of the Saginaw Airport, Saginaw, Mich.

94th Pursuit Squadron: This Squadron has two new officers for regular duty (2nd Lieuts. Wm. B. Reed and Lester Phelps) and one for 14 days of active duty. 1st Lt. Robert S. Robison.

Mitchel Field, L.I., New York, Feb. 28th.

The sporting fans at this Air Base believe the oft-used expression "Things done in the Army besides fighting" could very handily be changed to read: "Things the Air Corps does in addition to flying." Their basketball team is their reason. The Mitchel Flyers won the New York Harbor League basketball series five times during the past six seasons. The Fort Jay "Jayhawkers," victors in 1937, finished second during the current season and were a constant threat. There is a most amazing angle to this record. The enlisted man at Mitchel Field is either an integral member of an aerial combat crew, an airplane and engine mechanic, a hangar supply clerk, a technical clerk, weather man or other specialist whose duty it is to be on the job at all hours of the day or night in order that the rigid demands imposed by daily flight operations schedules may be met. The work schedule is usually so completely filled out that, with the exception of basketball, minor sports only are included in the athletic directories. Volleyball, softball, squash, handball, tennis, golf, etc., are some of the physical endeavors most often developed into inter-squadron tournaments and leagues.

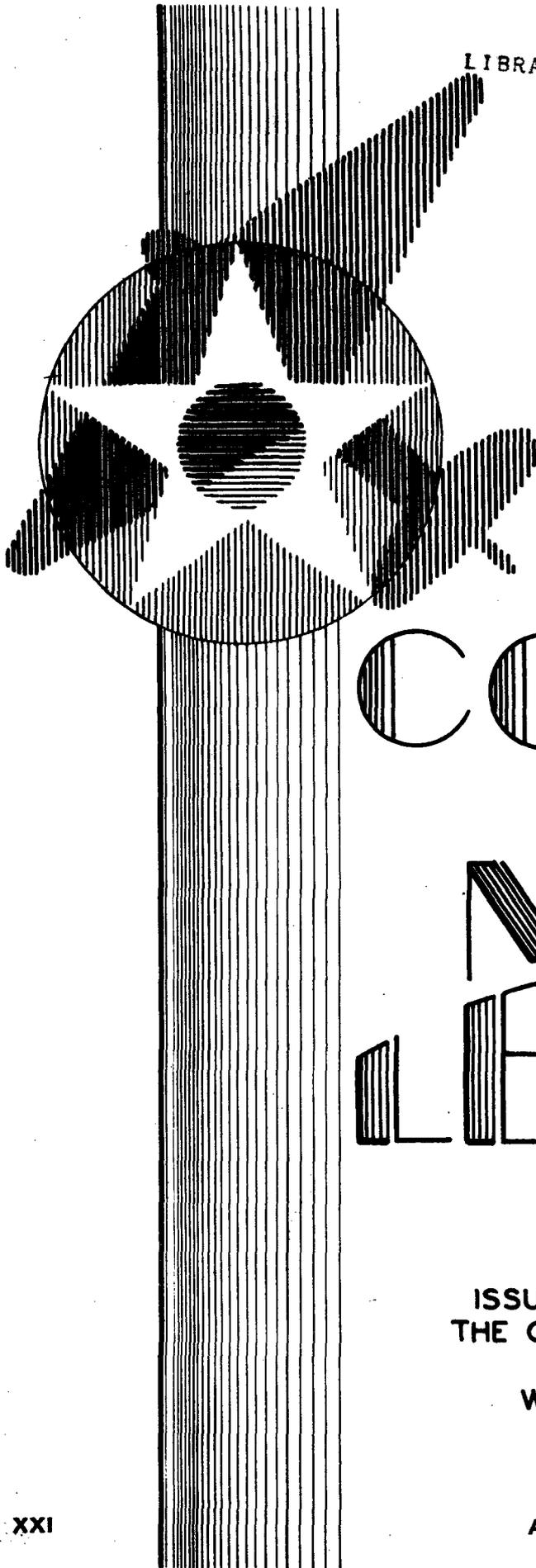
In the past basketball season not a single member of the Base Team was allowed any time off from his daily activity because of his status as an athlete. All practice was conducted during the men's own normal off-duty hours in the evening, and on Wednesday and Saturday afternoons. The actual season lasted about two months and was preceded by about one month of preliminary work. During this period the squad played two league games each week as well as meeting many of the outstanding civilian quintets in the Long Island and Metropolitan district.

Nearly one-half of the members of the basketball squad were also concurrently supporting their particular organizations in inter-squadron volleyball and bowling leagues.

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# AIR CORPS NEWS LETTER

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Information Division  
Air Corps

April 1, 1938

Munitions Building  
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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FORMATION FLYING ON INSTRUMENTS  
By the Hamilton Field Correspondent

On a recent flight to Barksdale Field, Shreveport, La., with a formation of four B-18 airplanes of the 11th Bombardment Squadron, Hamilton Field, Calif., it was necessary to fly on instruments from Hamilton Field to Bakersfield, Calif., the time involved being approximately one hour and thirty minutes. Inasmuch as the technique used for formation flying through this frontal area is believed to be of general interest, the following is noted:

The flight took off from Hamilton Field and climbed to an altitude of approximately 3,500 feet until the vicinity of Mt. Diablo was reached. A decision was then made to fly over or through a front which reduced visibility to near zero on the course to March Field. In general, the technique used was in accordance with that described in Group orders.

About three minutes before the front was penetrated, definite communication by radio was established with all planes of the flight and instructions were issued to stand by for command to fly over or through the overcast ahead. Instructions were also issued at this time that, in the event we did not get on top by the time the formation reached an altitude of 8,500 feet, instructions for front penetration in accordance with Group orders would obtain. As a matter of fact, this order was thoroughly discussed with all airplane commanders before the take-off, and they were also familiar with the flight plan which called for an altitude of 8,500 feet, on the flight to March Field, on a course of 117 degrees magnetic.

It should be mentioned at this time that instructions were given before the take-off that, in the event it became necessary to fly through a front, the second flight, which in this instance consisted of but one plane, would fly at an air speed of 10 miles per hour less than that of the leading flight. This was not to hold true in the event of ascent through overcast but only in case of penetration of front. These instructions were somewhat at variance with the above mentioned order, but were deemed advisable in view of the fact that, if

both flights maintained the same air-speed and were at the same altitude over an extended period of time with only two-minute intervals between flights, it might have been possible for the second flight to overrun the first flight.

Just before the front was penetrated, the navigator took the drift, which was plus 10 degrees, changing the desired course to 127 degrees instead of 117 degrees as formerly planned. Immediately thereafter, the command for ascent over overcast was given and acknowledged by all airplane commanders. After climbing to an altitude of 8,500 feet (still in overcast), the lead plane, piloted by Lieut. J.H. Atkinson, leveled off and attempted to obtain an airspeed of 145 miles per hour (cal.) on a course of 127 degrees. However, due to icing conditions and the altitude, an airspeed of 145 miles per hour could not be maintained, and it was necessary to reduce the airspeed to 135 miles per hour. Fortunately, the other planes of the formation were contacted by radio and informed to reduce their speed accordingly - the second flight now maintained an airspeed of 125 miles per hour.

Snow static interfered with radio communication at this time, and it can readily be seen that communications will often fail under these conditions. It is believed extremely important to foresee such conditions as not being able to maintain the airspeed as directed before entering the overcast while communication is definite.

Throughout the flight, violent snow and rain squalls were encountered which immediately broke all wing antenna wires, but except for brief periods while flying through snow squalls, communication with all planes was maintained. Considerable ice was encountered, which appeared to be a cross between clear and rhyne, but the de-icers kept the airfoils practically free of ice. However, the command antenna masts vibrated badly at times, due to ice, and it appears that the de-icer boots on these masts are not entirely satisfactory. At one time it was necessary to open the navigator's hatch and hit the front mast in order to free it of ice.

About ten miles north of Bakersfield, the formation broke out in the clear, and both wing men were about three miles from the lead plane on their respective flanks. Inasmuch as the second flight

had been instructed to fly at reduced airspeed, it was about 29 miles behind, but joined the formation after it had circled Bakersfield for about five minutes.

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## CELESTIAL NAVIGATION TEST BY 88TH RECONNAISSANCE SQUADRON By the Hamilton Field Correspondent

With two B-18's, the 88th Reconnaissance Squadron of Hamilton Field, Calif., made two flights across the Gulf of Mexico to qualify flight personnel for Celestial Navigation, the flight being required by the GHQ Air Force as a final test for the course in that subject. Two navigators were carried in each airplane, one performing the actual navigation of the airplane and the other doing a follow-the-pilot type of navigation, wherein he plotted his landfall on his chart and computed his error independently. The Squadron Commander's airplane carried Major Newton Longfellow, Lieuts. G.E. Pierce, H.F. Bronson, Staff Sergeant G.E. Miller and Private, 1st Class, J.C. Slough. The second B-18 was crewed by Lieuts. R.R. Walker, A.J. Jones, T.S. Faulkner, Staff Sergeant C.A. Davis and Private, 1st Class, S. Tower. Major Longfellow and Lieut. Walker were the pilots; Lieuts. Pierce and Jones, copilots, and Lieuts. Bronson and Faulkner, navigators. Staff Sergeants Miller and Davis were the engineers, and Privates Slough and Tower, radio operators.

The B-18's took off at a 15-minute interval from Hamilton Field on the evening of Monday, March 14th, and landed at Kelly Field, Texas, via March Field, Calif., on Tuesday afternoon. The next morning, at 9:00 o'clock, they took off separately and flew to a point where the 28th parallel meets the coast of Texas, and from there along the parallel out over the Gulf of Mexico for a distance of 888 miles to Florida, where a landfall was made on Tampa. The two navigators in one crew had errors of 14 and 18 miles, while the two navigators in the other crew had errors of 6 and 2 miles. The airplanes landed at the United States Coast Guard Station at St. Petersburg, Florida, where the six officers and four enlisted men were treated with real southern hospitality by the citizens of that community.

On Thursday evening, the airplanes took off before dark and started west over the Gulf again to perform landfalls on the Texas coast, one airplane doing a landfall on Corpus Christi and the other on Rockport, Texas. Both navigators of one airplane made errors of one mile on Corpus Christi, from where they proceeded to Kelly Field to spend the night. The navigators of the other crew had errors of five miles and one mile on Rockport, from where they flew to Randolph

Field, Texas, for the night.

The return trip to Hamilton Field was started on Friday, and both airplanes arrived safely home on Saturday afternoon, March 19th. The flight totaled approximately 5,400 miles and was completed in a little less than five days, the flying time being about 34 hours.

The maintenance crews and radio technicians performed their work efficiently, and the airplanes functioned perfectly throughout the entire flight.

Lieut. Arnold, Weather Officer at Kelly Field, gave a forecast for the eastward flight across the Gulf. He predicted two fronts with the conditions along the route, which proved to be exactly as predicted. For the return trip, Lieut. Arnold sent a telegraphic weather report to Major Longfellow in Florida. This prediction was also accurate, and was of considerable aid on the westward crossing of the Gulf.

The flying weather was generally good during the trip. However, on the eastward flight across the Gulf of Mexico, the weather was obscured by fog and the sun played hide-and-seek through a high overcast for the greater part of the flight. The fog hindered dead reckoning navigation but made reliance on celestial navigation a reality, and as the resultant errors were well within the allowable limits of Celestial Navigation, the crews learned by actual experience that they can reliably depend upon the celestial method when it is really needed.

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The Materiel Division, Wright Field, in its material laboratory has recently had installed a new supercentrifuge in which from 30,000 to 40,000 revolutions per minute can be obtained. This is about ten times the speed of the usual centrifuge. It is of all metal construction. Used for the clarification of viscous liquids, tests can be completed in about 20 minutes with this laboratory model which ordinarily would take a day. This type centrifuge is for experimental work only. It consists principally of a cylinder about two inches in diameter and about 10 to 12 inches in length, which fits in a compressed air turbo-driven centrifuge casing. With the numerous tests performed in the material laboratory, it will be in almost constant use.

CORDIAL LETTERS FROM GUATEMALAN REPUBLIC

In connection with the recent mass flight of the 19th Wing, Air Corps, from the Panama Canal Zone to Guatemala City, Guatemala, there are quoted below letters received from the President of that Republic and his Minister of Foreign Relations, viz:

"Office of the President  
Republic of Guatemala

Guatemala, R. de Guatemala,  
February 22, 1938.

Brigadier General George H. Brett,  
Commander of the 19th Wing, A.C.,  
Albrook Field, Canal Zone.

Dear General Brett:

Your favor of February 16, 1938, gives me the opportunity to express once again our pleasure and gratification with which your recent visit to Guatemala was received.

This visit and the cordiality extended towards it by the Government and the people of Guatemala have been a demonstration of the perfect 'Good Neighbor' relations which exist between the two republics.

I hope that in the near future you will be able to make another trip to Guatemala which will allow you to become more fully acquainted with this country.

I have the honor to remain,  
Yours very truly,

(Sig.) JORGE UBICO."

"Office Foreign Relations  
Guatemala  
Central America

Guatemala, Republic of Guatemala  
February 21, 1938.

Dear General Brett:

I have the honor to acknowledge receipt of your favor of February 16, 1938; the kind thoughts expressed therein have been most gratifying to me.

While acknowledging this letter I am taking the opportunity to assure you that it was a great satisfaction for the Guatemalan Government as well as for me personally to make the acquaintance of you, the dignified representative of the Air Corps of the U.S. Army, and of your distinguished officers.

We shall always remember the pleasant visit with which the squadron under your command has favored us; may I express my most cordial admiration for your personnel who, to be sure, have made many friends in Guatemala, who always will remember the kindness of the General and the officers of the 19th Wing.

I have the honor to remain,

Very truly yours,  
(Sig.) CARLOS SALAZAR

Brigadier General Geo. H. Brett,  
19th Wing, A.C.  
Albrook Field, Canal Zone."

"GOOD WILL" FLIERS TAKE A BRIEF REST  
IN PANAMA CANAL ZONE

En route from Albrook Field, Canal Zone, the Air Corps flying field on the Pacific side, on the last leg of their return flight from Buenos Aires, Argentina, the six silver winged B-17 combat planes, commanded by Flight Commander, Lieut. Colonel Robert Olds, Air Corps, landed at France Field, the Air Corps flying field on the Atlantic side of the Canal Zone, at 8:45 a.m., February 26, 1938.

The six formidable flying fortresses stopped at France Field for the regular 40-hour periodic check and inspection to be made by the Panama Air Depot prior to the take-off for Langley Field, Va. During the 20-hour stopover, such repairs as were required were accomplished, the entire personnel of the Panama Air Depot remaining on "Alert Call."

The Flight took off from France Field at 6:31 a.m., Sunday morning, February 27, 1938, for a non-stop flight to Langley Field.

As a compliment to the officers of the South American Flight, a reception and dance was held at the Officers' Club at France Field on Saturday night, February 26th.

Satisfied to rest for a short while on the laurels of their record flight to the middle of South America, the six Army B-17's paused on the return flight for a two-day visit at the two Canal Zone air fields. The crews, who spoke glowingly of the cordial hospitality shown them by the South American countries they visited, were welcomed in the Canal Zone with a party given by the Albrook Field Officers' Club, followed by one at France Field the next night. Early the morning after they took to the air again on the non-stop flight to Langley Field.

With an international acclaim heralding this latest Air Corps achievement, a highly interested and excited assemblage of military personnel and civilians had gathered at Albrook Field prior to the arrival of the huge Bombers to witness an armada never before seen over the Isthmian Republic.

The four-motored giants winged into view from the east, wheeled overhead in echelon, beating the air with quiet ominous thunder, circled the field to land, and glided in turn onto the field with the agility of Pursuit planes.

The planes were parked on the line, and the spectators were afforded a good view of the triumphantly resting squat monsters. Above the cockpit of each, a small United States flag waved greeting.

Mechanics swarmed under the wings, blocked the wheels against the stiff dry season breeze, and proudly the new birds of war stood for inspection.

(Continued on Page 6).

EXCELLENT SERVICE RECORD OF O-46A PLANE

"We 'youngsters' in the Air Corps," says the Mitchel Field Correspondent, "hear many tales from the older troopers about the devotion of a man for his horse, and vice versa, especially as exemplified so often by mounted soldiers. We pay due respect to these tales, but sometimes we wonder if there isn't something to be said, too, for the obedience, response, and attentiveness to duty displayed by the flyer's basic item of equipment - the airplane.

O-46A type airplane, Air Corps No. 35-172, field number 102, assigned to the 97th Observation Squadron (Corps & Army) at the Mitchel Field Air Base, has been transferred to the Middletown Air Depot, Penna., for its first major overhaul and for a contemplated transfer to the Hawaiian Department.

'102' was originally flown in July, 1936, at the Douglas factory at Santa Monica, Calif., by Captain R.G. Harris, Air Corps. She was ferried to the East Coast by 1st Lieut. W.M. Prince, Air Corps, in September, and during the next seventeen months completed 1119:05 hours of flying time. Exactly forty pilots were instrumental in the compilation of this figure, and their army ranks ranged from Flying Cadets and a flying Warrant Officer through each successive stage to Colonel. Both the Base Commander and the Commanding Officer of the 9th Bombardment Group, GHQ Air Force, flew this ship. She carried four successful yet inadequate R-1535-7 'Wasp' engines to the overhaul shops. Never an itinerant being by nature, she did get on a cross-country to Texas last fall and made several trips to Florida and return. She was nursed and tended by seven crew chiefs in each grade from Private, 1st Class, AM 2nd Class, to Staff Sergeant. The first was Sergeant A. Spade; the last, Staff Sergeant A. Pollack. Insofar as personnel is concerned, her most permanent fixture was Technical Sergeant H. Skaggs, flight chief from September, 1936, to date of transfer. She performed a total of 858 missions and, although the actual number of different types of missions was not determined, let it be said to the credit of '102' that 'she completed all the Corps & Army missions she was called upon to do' in a manner befitting any good soldier. Her accomplishments may be viewed as a result of her own inherent characteristics, plus the technical and tactical efficiency of the men who tended her."

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Bids were recently opened at Wright Field, Ohio, for short-range amphibian airplanes, the bids based on quantities of from one to fifty. The Grumman Aircraft Corporation, Bethpage, Long Island, proved to be the only bidder.

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CONTRACT AWARD FOR AIRPLANE PARTS

The Honorable Louis Johnson, Acting Secretary of War, announced on March 25th the award of two contracts to the Douglas Aircraft Company, Inc., (Northrop Division), El Segundo, Calif., for the procurement of spare parts for Northrop Attack type airplanes in the total amount of \$210,741.71.

These spare parts are for delivery at Air Corps depots and at stations whose tactical units are equipped with A-17A Attack Planes. These spares are to be used as normal replacements incident to routine maintenance.

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D.F.C. AWARDED TO LIEUT. BOUSHEY

General Orders of the War Department, recently issued, announce the award of the Distinguished Flying Cross to 2nd Lieut. Homer A. Boushey, Jr., Air Corps, "For heroism and extraordinary achievement while participating in an aerial flight on October 5, 1936, near Fort Lewis, Washington. While descending from an altitude performance flight in a new type airplane, a structural failure in the aircraft resulted in the loss of both ailerons, thereby causing the airplane to go out of control temporarily. After a descent of about 2,000 feet, Lieutenant Boushey, the pilot, motioned to his mechanic to jump and then, by skillful use of the remaining controls and at the risk of his life, brought the disabled airplane to a safe landing. The courage, sound judgment, and skill displayed by Lieutenant Boushey resulted in great monetary savings to the Government and made possible an engineering study of the structural failure of this new type airplane."

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CHANGE IN COMMANDERS AT KELLY FIELD

An outstanding event at the Advanced Flying School, Kelly Field, Texas, recently, was the arrival of Colonel Frank D. Lackland, Air Corps, the new Commandant, who succeeded Brigadier General Arnold N. Krogstad. Colonel Lackland assumed the duties of School Commandant on Saturday, March 12, 1938. General Krogstad, commanding the field, was expected to depart from Kelly Field on March 25th for his new assignment and duties as Wing Commander of the Second Wing, GHQ Air Force, Langley Field, Va.

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Major General O. Westover, Chief of the Air Corps, made a brief stop at Kelly Field, Texas, on the evening of March 11th, to confer with Brigadier General Arnold N. Krogstad, Commandant of the Advanced Flying School, on matters pertaining to the Air Corps. General Westover then departed in an A-17 plane for Randolph Field, Texas.

V-7676, A.C.

## RETIREMENT OF AN "OLD-TIMER" IN ARMY AVIATION By the March Field Correspondent

Master Sergeant Carl T. Hale, Air Corps, who retired on February 28th, last, completed over thirty years' service in the United States Army, including two years' double time for foreign service. He was born on February 18, 1887, at Sparta, Mo., and would have us believe that he was reared down in the Ozark Mountains where the owls and chickens are friends and roost on the same edge of the flour barrel, and where the town is so small that you have to swing in on a vine.

Beginning his military career on January 28, 1910, at Springfield, Mo., he spent his recruit days at Jefferson Barracks, Mo., and shortly thereafter he was assigned to Company "H," Signal Corps, at Fort Omaha, Neb., his first love. He remained with this organization until he was transferred to duty in Alaska, where he arrived in July, 1910, and was assigned to station at "Kotlik," located at the mouth of the Yukon River. His duties were that of engineer and operator of a wireless station for boats arriving and departing in the days before radio communication was perfected. The nearest neighboring town in those days was St. Michael, eighty miles from civilization. After two years of duty in Alaska, Sergeant Hale, in July, 1912, was again assigned to Fort Omaha, Neb., where he remained until September of the same year. It was in that month that the aeronautical career of Master Sergeant Hale began.

Having joined the Aviation Section, Signal Corps, he was assigned to duty at College Park, Md., and there was born the first organization of our present Air Corps. This organization at first consisted of ten officers and sixteen enlisted men, the equipment being three Curtiss and three Wright pusher planes. In the fall of 1912, the College Park School was moved to Augusta, Ga., for the winter period, but in February, 1913, it was moved to Texas City, Texas, the purpose being to provide aviation for the ground troops. In the summer of that year, the operating personnel at Texas City was moved to San Diego, Calif., leaving behind a small detachment to continue aeronautical work with troops.

The year 1914 saw the concentration of Army aviation training activities in the United States at San Diego. It was in 1914, said Sergeant Hale, that the old type planes then in use were discarded and the famous "Jennie" or Curtiss JN was introduced in the Army.

In April, 1915, the First Aero Squadron was ordered organized, under the command of First Lieut. Benjamin D. Foulois, now Major General, U.S.A., Retired, who, up to a little over two years ago, was Chief

of the Air Corps. In July, 1915, this organization was ordered to Fort Sill, Oklahoma, for duty. In October, the Squadron was transferred to San Antonio, Texas. It is interesting to note, says Sergeant Hale, that this trip was the first overland movement of the then existing Air Service. The distance of 500 miles was covered in six days - then considered record time, but quite in contrast to our present methods of transfer which requires but three hours by air over the same route. "It wasn't long thereafter," he continued, "that we again moved, and this time to the Mexican Border, where we remained until the beginning of the world war."

It was in November, 1915, that Sergeant Hale was returned to San Diego, and when the 2nd Aero Squadron was organized in January, 1916, he was assigned thereto. Later, however, when this Squadron departed for service in the Philippines - being the first aviation squadron to travel to the Islands - Sergeant Hale did not accompany it but remained in San Diego with a school squadron. It was at this School that "Pop Hale," as he is affectionately called, received his first instruction in flying and how to become a "flier," as he puts it. The airplane used for instruction purposes in those days was called the "Martin T.T." It was the only one of that type and, incidentally, the last one. "I learned to fly after a fashion," says Pop, "but quit handling the controls to trouble-shoot these babies instead."

Among the stations at which Sergeant Hale saw service were Kelly Field, Texas; Mather Field, Calif.; Honolulu, Hawaii; Panama Canal Zone, and March Field, Calif. He has to his credit 26 years' service with Army aviation. He has been a noncommissioned officer for 24 years, and has held the grade of Master Sergeant for over 20 years. He is married and has two children - a married daughter and a grown son. He will make his home temporarily in the City of Riverside, Calif.

With the exception of his first enlistment, Sergeant Hale's entire service has been connected with Army aviation. We asked him about his greatest thrill in the service, and he replied: "On a cross-country in February, 1914 - seven hours, fifteen minutes in the air with Lieut. B. Q. Jones (now Colonel, Air Corps) as pilot, Corporal Howser and myself as passengers. Lieut. Jones was flying an old Burgess Wright, equipped with a Renault engine, V type. We were three thousand feet in the air, and Corporal Howser and myself were taking turns riding on the cowling trying to put out a fire which had started in the motor. Thanks to

fire extinguishers, we finally put out the fire. It must be remembered that in those days we had no such contraption as a parachute, and we had to ride it out with the good Lord and His arms around us. We landed safely, but it sticks out as the biggest thrill I ever received."

Reminiscing back over the years when our present Air Corps was just beginning to crawl, Sergeant Hale recalls very vividly some of our trail blazers, such as General Foulois, previously mentioned; Lieut. H.H. Arnold, now Brigadier General and Assistant Chief of the Air Corps; Lieut. Roy C. Kirtland, now Colonel, Air Corps (Inspector General's Department); Corporal V.L. Burge, now Lieut. Colonel, Air Corps, and also the first enlisted pilot of the Air Service; Private William C. Ocker, now Lieut. Colonel, Air Corps; Lieut. Frank P. Lahm, now Colonel, Air Corps, also the first Commanding General of the Air Corps Training Center; and Private L.D. Bradshaw, now Warrant Officer, U.S. Army, and army airplane pilot.

Asked what he thought of the progress of aviation today as compared with that of 1912, "Pop" replied: "Plenty, brother, we are still in the experimental stage. The present day aircraft will be about as much out of date five years from now as they were in the old days. Airplanes of tomorrow will not only be twice as large as they are today, but will ascend twice as high also."

Needless to say, Sergeant Hale's knowledge of the many difficult duties which he has performed, and his tact in dealing with aeronautical problems are characteristic of the high standards of efficiency of this soldier. Throughout his service he has always been high in the esteem of all his superiors. His loyalty and attention to duty, together with his excellent record, is most commendable, and should be an inspiration and an example to all enlisted men.

May the ensuing years of a well-earned retirement give you satisfaction in knowing that you, in a measure, helped to blaze the trail of aviation. Your tireless devotion to duty, your consideration for those under you, and your cheerfulness, will always endear you to your many friends, and which won for you the respect and admiration of everyone with whom you came in contact.

Many happy landings, Old Timer!

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Wright Field loses an unusually large number of its officers this year to the Army Industrial College. This number so far amounts to seven. Usually, not more than three officers are chosen to report for this duty. Those who are scheduled to pursue the course of instruction at the Army Industrial College for the next school year are Majors H.Z. Bogert, F.S. Borum, E.T. Kennedy, R.W. Propst, Capts. J.F. Connell, L.C. Craigie and C.S. Irvine.

## AIR CORPS SOLDIER COMMENDED FOR BRAVERY

In an order issued at Barksdale Field, La., on March 16, 1938, Brigadier General F. L. Martin, Air Corps, Commanding the Third Wing, GHQ Air Force, highly commended Private John K. Gahr, Air Corps, for bravery during an aircraft accident. This order reads as follows:

"1. At 10:15 a.m., Saturday, January 22, 1938, Lieutenant David B. Lancaster, Air Reserve, as pilot, with Private, Air Mechanic 2nd Class, John K. Gahr, 6830668 (Rad. Opr), 90th Attack Squadron, GHQ Air Force, as passenger, had a major airplane accident at Chapman Field, Miami, Florida. Lieutenant Lancaster was injured around the face and knocked unconscious at the time. Private Gahr, while not injured was dazed and badly shaken up. The airplane was smoking and in a severely damaged condition. Disregarding the extreme danger of fire, Private Gahr rushed immediately to the assistance of the helpless pilot and succeeded in removing him from the wreckage and further danger. This quick action on his part elicited universal praise from the personnel present at the scene of the accident.

"2. The Wing Commander desires to express his pride and satisfaction in the splendid action of Private Gahr, who by his total disregard for personal safety exemplified the highest tradition of the service.

"3. This order will be read to all organizations of this command at the next formation and a copy posted on all unit bulletin boards."

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## "Good Will" Fliers in Panama (Continued from Page 3)

And then, all faces turned involuntarily toward the south end of the field as a discordant rasp of two motors announced a lone B-6 Bomber warming up. A leader of many a proud review over Albrook Field in former days, swarmed over by admiring crowds at New Orleans a few years previous, it now justifies its remaining service by occasional mosquito dusting along the banks of the Canal. As it waddled toward the take-off end of the field, its ungainly lines evoked from the spectators many smiles of comparison. The pilot opened the throttle; two venerable Cyclones coughed, spat out the sudden charge of gas, and the outmoded Bomber broke into a snarl of senile defiance as it took the air for its home air-drome.

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Master Sergeant John Dolan, 44th Reconnaissance Squadron, Albrook Field, Canal Zone, was placed on the retired list on March 31, 1938, and advanced on the retired list to a 1st Lieutenant, under the provisions of the Act of Congress, approved May 7, 1932.

**RECORD ATTENDANCE AT TRAINING CENTER**  
By the News Letter Correspondent

Prior to the organization of the Air Corps Training Center, the largest class to begin flying instruction after the establishment of the Primary and Advanced Flying Schools, entered Brooks Field in September, 1924, and consisted of 287 students.

After the organization of the Air Corps Training Center and up until the time that Randolph Field was occupied, the largest class of Primary students entered in the fall of 1929. Of these students, 132 entered March Field and 145 entered Brooks Field, or a total of 277 students for the two schools.

Up until the past year, the largest class entering Randolph Field consisted of 220 students. This class entered in November of 1931.

The class which entered Randolph Field in October, 1937, (284) was the largest class to begin flying training since the organization of the Air Corps Training Center and was just three students short of the previous record-breaking class.

As of March 23, 1938, there are 641 students present in the Air Corps Training Center, divided as indicated in the table which appears below.

By comparison with the above figures, it can readily be seen that the present class is considerably larger than any which has entered previously. It is also expected that there will be an even greater number of students in the Training Center in July, 1938, than there are at present.

The figures given below show students present in the Air Corps Training Center as of March 23, 1938:

	<u>Primary</u>	<u>Basic</u>	<u>Advanced</u>	<u>Total</u>
Regular Army Officers	20	73	2	95
National Guard Officers	9	0	0	9
Foreign Officers	0	0	6	6
Flying Cadets	<u>339</u>	<u>99</u>	<u>93</u>	<u>531</u>
TOTALS	368	172	101	641
Students estimated to be present in July, 1938	344	228	155	727
in Oct., 1938	344	213	205	762

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**WHEN THE 31ST BOMBARDMENT SQUADRON MOVED TO HICKAM FIELD**

January 20, 1938, at Hamilton Field, Calif., dawned bright and clear, the first good flying day in three weeks. Everyone in the 31st was eager to be flying, and consequently all planes were in the air.

Then, at 1:30 p.m., occurred the incident which changed all our preconceived plans. Major Taylor was contacted by radio and ordered to land immediately. Fifteen minutes later all other planes in turn received the same message. As personnel reached the ground, they were greeted with the news that this Squadron was packing immediately to move as a complete unit to the Air Corps' newest and largest airdrome - Hickam Field - sailing on the U.S. Army Transport REPUBLIC at noon on February 1st, only eight days away.

Needless to say, the first result was considerable consternation on the part of everyone - some wanted to go, some didn't, and the remainder were unmoved. Then, too, there was considerable to do

and one wondered if it could be done in time.

The first problem was to determine who would go; 30 officers and 180 enlisted men were required and the 31st did not have this entire number available, due to recent foreign service periods and reenlistment difficulties. Within 24 hours, the Squadron Commander completed his organization, having the entire roster of Hamilton Field from which to choose.

Packing, of course, had begun immediately. Officers and noncommissioned officers' furnishings were called for the next morning, and a crew of carpenters and Quartermaster helpers went to work in earnest. Some seventy families to pack was no small order, nor was this by any means the largest order to be filled. All Squadron property for this full strength unit had to be assembled and crated - Quartermaster property, Ordnance, technical equipment - everything that a combat organization would

require to operate a new post.

A host of incidental items had to be crowded into the already well filled working hours. New personal equipment to be drawn, Air Corps and personal equipment to be turned in or exchanged, physical exams, discharges and reenlistments completed, rosters prepared, parental consent to foreign service duty for many minors had to be secured. Finally, all furnishings and equipment were taken to the dock, cars were delivered for transport, and the Squadron was ready for embarking.

Noon February 1st saw us taking our last look at the American mainland and beginning our voyage for Hawaii. Regarding the trip, little was unusual except the rough weather at the start which made seasick victims of many, including the Naval passengers. The latter part of the trip, however, was calm, and so Honolulu Harbor arrived on our starboard side on February 8th, as scheduled.

Again the rush to disembark, clear the customs, and find suitable living quarters. Concerning the first activities of the Squadron, the tent city for the men, arrival of the disassembled airplanes, and early changes in the organization there will be more later. Suffice it to say, everybody is enjoying the weather, but few like the looks of all the fatigue work to be done, incident to establishing a new Air Base along with regular squadron work on a full schedule.

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#### OFFICERS ASSIGNED TO TECHNICAL SCHOOL

Special Orders of the War Department, recently issued, direct the following-named Air Corps officers to report next fall for duty as students in 1938-1939 courses of instruction as indicated below:

#### DENVER BRANCH, AIR CORPS TECHNICAL SCHOOL

##### Photographic Course

1st Lieut. David W. Hutchison, from Selfridge Field, Mich.

##### Armament Course

1st Lieut. Clifford H. Rees, 2nd Lieuts. William F. Day, Jr., and Joseph B. Stanley, from Langley Field, Va.

2nd Lieuts. Eugene Brecht, Jr., and Harold L. Neely, from Selfridge Field, Mich.

2nd Lieut. Clayton B. Claasen, from Maxwell Field, Ala.

#### AIR CORPS TECHNICAL SCHOOL, CHANUTE FIELD

##### Communications Course

2nd Lieuts. Harold L. Kreider and Raymond P. Todd, from Selfridge Field, Mich.

2nd Lieuts. Joseph D. Lee, Jr., Glenn C. Thompson and Richard C. Weller, from Langley Field, Va.

2nd Lieut. Seward W. Hulse, Jr., from Chanute Field, Ill.

1st Lieut. William M. Canterbury, from the Philippine Department.

1st Lieut. Albert T. Wilson, Jr., and 2nd Lieut. Carl Swyter, from March Field, Calif.

1st Lieut. Richard A. Legg, from the Panama Canal Department.

#### Airplane Maintenance Engineering Course

1st Lieuts. Paul T. Hanley, Elvin S. Ligon, Lawson S. Moseley, Jr., Wilson H. Neal and 2nd Lieut. Clair L. Wood, from March Field, Calif.

1st Lieut. John J. Morrow, from Hamilton Field, Calif.

1st Lieuts. John M. Hutchison, Millard C. Young, from Mitchel Field, N.Y.

1st Lieut. Paul G. Miller and 2nd Lieut. Harry Coursey, from Langley Field, Va.  
2nd Lieuts. Lester S. Harris and Arnold T. Johnson, from Selfridge Field, Mich.

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#### STATION ASSIGNMENTS OF GRADUATES OF COMMAND AND GENERAL STAFF SCHOOL

Six Air Corps officers, now on duty as students at the Command and General Staff School, Fort Leavenworth, Kansas, are relieved from this assignment and duty, effective upon the completion of their present course of instruction and assigned to duty at the Air Corps stations as indicated below, viz:

To March Field, Calif.: Major Eugene L. Eubank.

To Langley Field, Va.: Majors John W. Monahan, Frederick W. Evans and Theodore J. Koenig.

To Selfridge Field, Mich.: Major Harold H. George.

To Barksdale Field, La.: Major Younger A. Pitts.

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#### THE PHOTOGRAPHIC LABORATORY TRAILER

A Photographic Board met at Wright Field, Dayton, Ohio, on March 8th, to study the photographic laboratory trailer with a view to its standardization for the National Guard and Regular Army service. The photographic laboratory trailer was developed by the Materiel Division for the purpose of the accomplishment of quick development and printing of photographic negatives in the field. The officers in conference on this Board were Major George W. Goddard, of the Materiel Division; Captain H.K. Baisley, of Bolling Field, D.C.; Lieut. J.F. Thompson, of Fort Knox, Ky., and Lieut. W.M. Prince of Mitchel Field, N.Y.

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Upon the completion of his present course of instruction at the Air Corps Tactical School, Maxwell Field, Ala., Major Delmar H. Dunton, Air Corps, is assigned to duty at Langley Field, Va.

## LESSONS FROM THE WAR IN SPAIN

The March-April issue of Army Ordnance carries the translation from the Italian of an article by Lieut. Colonel Emilio Canevari, Infantry Reserve, Italian Army, who saw service therein from 1908 to 1934, and who is the author of various articles on military topics. In the article now under discussion, headed "Forecasts from the War in Spain," he points out the lessons to be learned from this war based on technical and tactical experience.

Stating that the ever increasing complexity of warfare makes the employment of strongly led and highly trained troops absolutely imperative, he asserts that only such troops possess the ability to take the offensive and to maneuver. Hastily constituted levies may be capable of defending themselves in trenches or behind walls, but if one wishes to impose one's will upon the enemy, that is, to proceed either to the offensive or the maneuvering defensive, it immediately becomes necessary to possess troops of high professional standards and of a strongly developed military spirit. There should be no illusion on this point. With mere "enthusiasm" it is impossible to maneuver and to win. At best, one can only defend one's self, and this at the cost of heavy and unnecessary loss.

Touching on the employment of aircraft in the Spanish War, Colonel Canevari says:

"Great care is necessary in drawing conclusions from the use of aircraft in this civil war and applying them unhesitatingly to a possible European war. First of all, at the beginning of the conflict, there was no air force on either side in Spain. The air forces have constituted themselves, hesitatingly and gradually, step by step, as the conflict has developed. Nor did there exist an aircraft industry in the beginning. Thus air power has found itself essentially under the same conditions as during the World War when, scarcely born, it had to develop in the face of the most varied exigencies. Even today, air power on both sides is present only on a small scale.

Secondly, the Spanish territory was not prepared for the use of aircraft and least of all for large air forces, and thirdly, the aircraft received by both parties consisted of varied models which were not always of very recent date. Moreover, the pilots themselves were not always sufficiently - and above all, not homogeneously-trained. Last and not least, both sides for obvious political reasons have refrained from using gas (which is also true in the case of the artillery).

It is therefore reasonable to assume

that the situation of aerial warfare in a European struggle would differ greatly from what it is today in Spain. In the case of a large war, aerial warfare would start with great masses of modern aircraft in full readiness on both sides, well armed and supplied with munitions, directed by perfectly trained pilots accustomed to act in concert. There would be, moreover, numerous bases and points of supply, powerful national air industries working at top speed, and large reserves of trained pilots. Finally, in a struggle of this character it is to be hoped, but is not at all certain, that gas will not be used.

After having made these necessary qualifications, let us now examine the results of the practical experiences gained in Spain. Speed has proved itself the fundamental quality of military aviation. The defensive fighting airplanes have shown themselves easily capable of triumphing over the enemy's aircraft, when these, as in the beginning, consisted of antiquated bombers capable of not more than 250 kilometers per hour (155 miles per hour). But when there appeared strongly armed modern bombers with a speed of over 400 kilometers per hour flying in squadron formation, the task of the defense became infinitely more difficult. In fact, the fighters of the Nationalist forces, despite their excellent qualities, have not been able to prevent piratical bombers flying at top speed from bombing their cities, and even as was more recently the case, roadsteads and the ships of the control powers.

Certainly, in actual fighting under equal conditions there always remains a certain margin of efficiency in favor of the fighting plane. But, as the initiative lies with the attacker, the bomber has a fair chance of reaching its objective before it can be attacked. This, however, has been demonstrated repeatedly in peace-time maneuvers.

Antiaircraft artillery of modern design (such as the German antiaircraft gun) has shown itself considerably more efficient than generally had been expected. This fact should not be belittled - just as it should not be exaggerated. The air defense of warships must be considered even more efficient, surrounded as they are with complete necklaces of antiaircraft guns. It is obvious that such defense will have its greatest efficiency on the high seas rather than while lying in port.

Assault or attack aviation has proved itself most formidable. It can be said without any exaggeration, considering the very significant episodes that have occurred in the Spanish war, that the special branch of assault aviation is

destined to constitute, if not a preponderant, at least a very important part of the air forces of tomorrow.

The action of aircraft employed in straight or diving attack against troops, motorized columns, and other such targets, has proved itself of the highest efficiency. What is even more important, it has had great demoralizing effect upon the troops attacked. The latter practically have not reacted at all nor have they been capable of doing so. Undoubtedly this fact had been foreseen, but foreseen in such a theoretical manner that in all armies men have continued to march and to group themselves into much the same formations as they did twenty years ago. It is necessary to convince ourselves that everything has changed in this respect and that today at every point and at every moment it will be necessary to take the fullest account of the danger from the air. The supreme effect of assault aviation in pursuit has been amply demonstrated by the Abyssinian War.

Thus one may say in summary the only really new factor that has appeared in the tactical field since the World War is the destructive and demoralizing power of attack aviation. It is also the only new factor tactically favoring the attack (or the counter-attack) as against the other modern factors, all of which favor rather the defensive. From the operative and strategical point of view it is obvious that the advantage will be with the side which possesses the larger and better organized attack aviation and so secures for itself pre-eminence in the offensive.

Upon these facts are based the following conclusions:

1. The air force should be and in the future will be aimed at the general objectives of the high command, but it is certain that this employment will, in the great majority of cases proceed in cooperation with the land and sea forces.

2. The natural development of aviation leads it toward the creation of various tactical specialties (not to be confused with the collections of models with which certain air forces are afflicted) and not toward a unification of types. In this it follows precisely that road which must be taken by every arm as a result of technical progress and the multifirmity of objectives in general warfare. Among these special branches attack aviation is rapidly demonstrating its importance because of its extraordinary efficiency.

3. Attack aviation cannot by its very nature be employed in mass formation. Its intervention must rather depend upon the choice of circumstances and the favorable moment. Thus in aerial warfare, as well as on the ground, it is easy to perceive that the natural tendency is against the employment of mass forma-

tions - an employment which forms the very negation of tactics and always must lead to disaster. It is a profound error, far too often found in Italy, to employ the term of 'creating mass' in the tactical domain to designate the concentration of forces, because this erroneous designation paves the way to a confusion in which 'mass' is mistakenly substituted for 'phalanx.' The concept of 'mass' is typical only of strategy and has no place in the consideration of tactics.

4. In aerial warfare, it is evident that predominance does not necessarily signify numerical superiority. In particular, numbers cannot completely compensate for deficiency in quality. Owing to the lightninglike character of its action, the air force finds itself capable of effective activity even when outnumbered. It is rather a question of daring, of maneuvering spirit, of fertility in devising tactical expedients, and the faculty of making use of every favorable incident. \* \* \* \*

In the field of land-air strategy, the aircraft directly allotted to the land forces (reconnaissance planes) favor rather the defensive, in so far as they help to eliminate surprise - the main advantage of the attacker. The air forces cooperating with the land forces, in particular in the special form of attack aviation, on the contrary tend to favor the attacker since they can be concentrated suddenly at a previously arranged point. Inestimable and ever growing in importance are the advantages which transport by aircraft offers to land operations in the tactical and logistical fields."

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#### TRAVELING BOARD ENROLLS FLYING STUDENTS

Lieut. Colonel C.L. Beaven, Medical Corps; Major Isaiah Davies and Lieut. R.F. Fulton, Air Corps, three officers from the Air Corps Training Center, Randolph Field, Texas, arrived on March 13th at Marshall Field, Fort Riley, Kansas, in two BT-9 airplanes, and proceeded immediately to Kansas State College, Manhattan, Kansas, where they conducted qualifying examinations for students aspiring to appointment as Flying Cadets. Twelve young men, who were qualified, were given short rides in the BT-9's on March 16th, after which the officers took off for the University of Missouri, Columbia, Missouri, to enroll students of that institution.

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Major Edwin E. Aldrin, Air Reserve, who some ten years ago resigned from the Air Corps to become aviation manager of a prominent oil company, has gone into business for himself as an aeronautical consultant in New York City.

✓  
**WHO SAID SERVICE TEST INSTRUMENT?**  
By an Equipment Branch Engineer  
Air Corps Materiel Division

Mr. Pilot, do you shudder when you hear the words "Service Test"? Do you say "Oh, oh! Here is where I get stuck with some extra work?" Do you lie awake nights praying that you won't have to have that particular S.T. instrument mounted on your airplane? Whether you do or not, please listen to my side of the story.

I am only a service test instrument. What is going to happen to me? Will I be made standard (I hope, I hope, I hope) and allowed to remain on an airplane through my prime of life or will I be discarded like a great many others because of my shortcomings? It is up to you, Mr. Pilot, to decide.

Please don't think I have been sent to your station just to cause you extra work in running tests and writing a report. I am sent with a definite purpose in mind. I may be an entirely new instrument for which it is felt there is a need, or I may be an improvement over a standard instrument, my existence being brought about by Unsatisfactory Reports from the Service. I may be a brain storm, but don't blame me for it. Don't recommend me for standardization just because I may be a handsome fellow. I would rather be discarded because of faults while I am on probation (S.T.) than get all hot and bothered about being a regular guy (standard equipment) and then have my ears cuffed down because of those faults which were not discovered while I was being service tested.

On the other hand, don't turn me down because of my commonplace appearance providing I do what is required of me. Please remember that the more thorough test you give me and the more you can say about me in your report, the better will be my final design (in case I am standardized) and the more I will be able to help you sometime when you are caught out in a thunderstorm and can't see the railroad tracks. (Oh, pardon me, I know you don't follow those any more.)

Remember, Mr. Pilot, the S.T. instrument of today will be the Standard Instrument of tomorrow.

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**RETRACTABLE LANDING GEAR WARNING SIGNAL**

The type B-3 signal assembly is being standardized at the Materiel Division, Wright Field, Ohio, for use in aircraft provided with retractable landing gear, to sound a warning when an attempt is made to land with the landing gear in the retracted position.

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**GROUND OFFICERS' CONTACT COURSES**

Following two groups each of 14 officers from Forts Knox, Thomas and Benjamin Harrison, who visited Wright Field, Ohio, during February, two similar groups of 12 officers each, headed by Colonel Marshall Magruder, 88th Field Artillery, and Colonel Bruce Palmer, 1st Cavalry, both from Fort Knox, Ky., visited Wright Field during the month of March.

Each group remained at Wright Field for one week, during which time they attended lectures and demonstrations covering the general set-up of procurement engineering, power plant development, armament, propellers, radio, navigation equipment, photography and aerial mapping, etc. The physiological laboratory was visited, as well as the hangars, where the officers evinced great interest in several of the newest types of planes.

Each member of the classes was given an airplane flight during his stay at Wright Field. A trip through the Supply and Engineering Departments was included in the schedule, as well as a short talk on the gathering and dissemination of weather data.

According to the comments of these officers, their week's stay at Wright Field was highly instructive and greatly enjoyed. The only adverse comment heard was that their stay was not for two weeks instead of one. All the visitors were housed in the Hotel D'Gink at Wright Field, and C.L. Blackford, the Operations Clerk in charge, intimated that if the rush of hotel business kept up he was going to join the Hotel Greeters of America.

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**PORTABLE PHOTOGRAPHIC LABORATORY**

The Materiel Division, Wright Field, recently dispatched the Type A-1 portable photographic laboratory to the Peter C. Knight Airport, Tampa, Florida, for cooperative work in connection with maneuvers being conducted by the GHQ Air Force. A supply of quick drying photographic paper will be used on these tests which will make it possible for prints to be delivered to the Staff two or three minutes from time of printing. This test will serve to determine the needs of this equipment for GHQ Air Force operations in the field. A sub-committee of the Air Corps Technical Committee recently met at the Materiel Division to consider the standardization of this equipment for service use.

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During the month of February the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, overhauled 14 airplanes and 34 engines and repaired 40 airplanes and 29 engines.

## D.F.C. PRESENTED TO LIEUT. KELSEY

At the auditorium at Wright Field, Dayton, Ohio, on the morning of March 9th, 1st Lieut. B.S. Kelsey, Air Corps, was presented with the Distinguished Flying Cross in the presence of the officers of the post and his family and friends. The ceremony was opened by a very brief address by Brig. General A.W. Robins, Chief of the Materiel Division, who said that in achieving this award, Lieut. Kelsey not only brought honor to his command but to the whole Air Corps.

The citation which was read by Major A.W. Brock was as follows:

"Benjamin S. Kelsey, first lieutenant, Air Corps, United States Army. For heroism and extraordinary achievement while participating in an aerial flight. On December 24, 1936, at about 7:30 p.m., Lieutenant Kelsey was piloting an airplane from Mitchel Field, Long Island, New York, to Wright Field, Dayton, Ohio, flying at an altitude of approximately 1800 feet when the left motor instantaneously failed and the left wing burst into flames. By his outstanding courage, sound judgment and at the risk of his life, Lieutenant Kelsey maintained control of the airplane and, with great difficulty due to the darkness of the night and the glare from the burning airplane, effected a safe landing at Wright Field, thereby preventing the destruction to valuable Government property."

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## FLIGHT TESTING THE NEWEST BOMBING PLANE

Flight testing of the giant XB-15, the Air Corps' most recent acquisition in the way of Bombardment airplanes, commenced the latter part of February, proving a matter of interest not only to Materiel Division personnel but to the country-side at large. The deliberation and majesty with which the big craft threads its way along the sky paths excite awe as well as interest in those watching from the ground. Major S.M. Umstead and Lieut. L.F. Harman have been at the controls during this flight test period. Preceding flight testing, the B-15 underwent thorough inspection at the hands of Materiel Division engineers, during which time large signs worded "keep out" formed her chief decoration. Inspection of this airplane meant the checking of miles (literally) of wiring, besides multitudinous other details, and at times there were as many as 18 workers following their respective jobs simultaneously in the huge interior. Acceptance flight tests are fast nearing completion, and it is expected that reports covering this phase of performance will be ready for forwarding to the Chief of the Air Corps in the near future. The more detailed performance tests are to

follow, and it is believed that both acceptance and fuller performance reports will contain some exceedingly interesting information regarding the possibilities of this huge airplane.

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## 97TH OBS. SQDN. CELEBRATES ANNIVERSARY

The 97th Observation Squadron (Corps & Army), stationed at Mitchel Field, L.I., New York, celebrated its third anniversary on February 28th with a real-old-get-together.

There was another 97th Aero Squadron which served in the World War. It was organized at Kelly Field, Texas, in August, 1917; sailed from New York in October, 1917, but had no combat service while abroad. Returning to the United States on January 22, 1919, it was demobilized the following month, on February 3rd, at Garden City, L.I., New York.

The present-day organization was constituted at Mitchel Field on March 1, 1935, and the history and traditions of the war time unit consolidated with the new squadron.

From a 37-man squadron in 1935, the 97th has now developed into a well-rounded and self-sustaining M-day Corps and Army organization with all complete departments, including photo section and transportation. Although based at Mitchel Field, it does not work with the GHQ Air Force but is considered First Division Aviation and performs cooperative and command missions for all ground arm forces located in the First and Second Corps Areas. Equipped with Douglas O-46A airplanes and using various combinations of Regular and Reserve pilots as observer teams, this Squadron set an enviable record of successful aerial cooperative missions during the past summer training season, as well as conducting two periods of field training at Groton, Conn., and with the First Army Command Post Exercise at Fort Devens, Mass.

Of the original 37 enlisted men assigned to the Squadron at its inception in 1935, seven are still present, viz: Master Sergeant B. Roth, 1st Sgt. M.S. Tilghman, Staff Sgts. A. Pollack and A. Yonconish, Sgt. C.R. Yoder, Corp. F.S. Kalinowski and Private 1st Cl. P.E. Denning. The first Squadron Commander was Major G.E. Rice, Air Corps, who met his death in an airplane accident at Bolling Field on December 4, 1936. He was succeeded in turn by Captain A.J. Lehman and Major George C. McDonald. The present Squadron Commander is Major C.A. Horn.

The 97th Squadron (C & A) recently completed a pair of formation training flights from Long Island to Miami, Fla., and return, for the purpose of navigation training. The first element of four O-46A's, led by 2nd Lieut. R.E. Ellsworth,

Air Corps, included 2nd Lieuts. A.R. Anderson and M.F. Stunkard, Jr., Air Reserve; Staff Sgt. A. Pollack; Sergeant E. Stiffson and Corporal Kalinowski, with Captain D.K. Mumma, Air Reserve (Inactive) accompanying the flight in a Reserve airplane. They departed from Mitchel Field on February 15th and returned on the 17th. The second element of three O-46A's departed on March 1st and returned three days later with 1st Lieut. P.G. Meisenholder, Air Corps, as flight commander and including 2nd Lieut. W.C. Barrett, Air Corps; 2nd Lieut. L.M. Thomas, Air Reserve; Sergeant F.M. Baker, Corporal R.W. Wofford and Private 1st Cl. M.J. Ennis.

For the period of the 2nd Wing Exercises in the balmy South, and during the absence of a majority of the Base Transportation and driver personnel from Mitchel Field, the 97th Squadron is performing the essential base motor pool activities. Second Lieut. R.E. Ellsworth, Air Corps, has been appointed Acting Transportation Officer, and trucks and cars assigned to the Squadron have been removed from storage and pressed into service, while the squadron drivers are practicing hand signals.

First Lieut. R.H. Wise, Air Corps, was appointed Squadron Public Relations Officer, vice 2nd Lieut. A.G. Witter, Air Reserve, relieved.

Second Lieut. W.C. Barrett, Air Corps, was detailed as Officer in Charge of the Group Mess at Mitchel Field.

Among the hopefuls from the Regular Army who were ordered to the Air Corps Training Center for the March Class was Private Herbert F. Towner, of the 97th Observation Squadron. He attended the University of Oregon for two years and is a native of Santa Ana, Calif. Towner's military career included two years of ROTC (Infantry) at the Oregon school. He served at Mitchel Field from August, 1937, to date of transfer, being assigned to duty in the Squadron Photographic Section. While attending high school in Santa Ana, he was active in football and baseball.

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The first of the ground officers' training courses of the year was held at Wright Field, Dayton, Ohio, from February 7th to 11th. A second group came to take the course from February 14th to 18th, and a third from March 6th to 12th. Approximately 15 officers have attended each of these training courses, which are for the purpose of acquainting ground officers more intimately with Air Corps procedure. The officers reporting at Wright Field for this duty were from Fort Benjamin Harrison, Indiana; Fort Knox, Kentucky; and Fort Thomas, Kentucky.

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## ASSIGNMENTS TO C. & G.S. SCHOOL

Special Orders of the War Department, recently issued, direct the following-named Air Corps officers to report in September, 1938, for duty as students at the Command and General Staff School, Fort Leavenworth, Kansas, in the 1938-1939, course, viz:

From the Air Corps Tactical School, Maxwell Field, Ala., where they are now on duty as students:

Major Albert F. Hegenberger, Reuben C. Moffat, Carlyle R. Ridenour, John F. Whiteley, Captains Orval R. Cook, Glenn L. Davasher, Everett S. Davis, Howard E. Engler, Ralph E. Fisher, Mervin E. Gross, Wilfrid H. Hardy, Charles W. Lawrence, Richard E. Nugent, George F. Schulgen, Patrick W. Timberlake, Stewart W. Towle, Jr., Otto P. Weyland, Thomas D. White, Robert W.C. Wimsatt, Hobart R. Yeager, John W. Warren.

First Lieut. Haywood S. Hansell, Jr., Staff and Faculty, Air Corps Tactical School.

From Mitchel Field, N.Y.: Major Charles A. Horn, Capt. Joseph Smith.

From West Point, N.Y.: Captain Leonard H. Rodieck.

From Kelly Field, Texas: Major Clarence E. Cramrine, 61st School Squadron.

From Selfridge Field, Mich.: Major Edwin J. House, 1st Pursuit Group.

From Langley Field, Va.: Major Walter J. Reed.

From Rockwell Air Depot, Calif.: Major Charles W. Sullivan.

From Office Chief of Air Corps, Washington, D.C.: Major Alvan C. Kincaid.

From Maxwell Field, Ala.: Major William W. Welsh, Captain Gordon P. Saville.

From Fort Knox, Ky.: Captain David M. Schlatter, 12th Obs. Squadron.

From Logan Field, Baltimore, Md.: Major Edwin B. Bobzien, Instructor, Air Corps, Maryland National Guard.

From Los Angeles, Calif.: Major Benj. F. Giles, Instructor, Air Corps, California National Guard.

From St. Paul, Minn.: Major Arthur I. Ennis, Instructor, Air Corps, Minnesota National Guard.

From Little Rock, Ark.: Captain Claire Stroh, Instructor, Air Corps, Arkansas National Guard.

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## FIRE TESTS ON TYPE PB-2 AIRPLANE

Fire tests on a Type PB-2A airplane were recently completed at the Materiel Division, Wright Field, Dayton, Ohio. As a result of these tests, it was recommended that a 7½-pound CO<sub>2</sub> fire extinguisher be installed in each of these planes. In the event of fire in the air, it was recommended (if conditions permit) that the gasoline be turned off, as well as the ignition, the flying speed reduced.

ed to a minimum, and the extinguisher operated.

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### BOMBING PRACTICE BY 9TH BOMB. SQDN.

"We are in the midst of a T.R. 440-40 Bombing Season," writes the News Letter Correspondent of the 9th Bombardment Squadron, Hamilton Field, Calif., "but we have run into the usual difficulties plus many unusual difficulties.

The problem of completing the bombing schedule for this Squadron would be very easy if it were not for the weather conditions we have experienced here for the past month. Having only two full combat crews in this Squadron, it would seem as though it would be a simple matter to complete those crews in the T.R. 440-40 requirements.

However, since we took over the bombing range here, which was about February 10, 1938, there has not been more than four or five days when the ceiling and weather conditions were such as to permit bombing at altitudes of more than 4,000 feet. There is an auxiliary bombing range located at Mather Field which is available at all times, but the weather conditions which prevail at Hamilton Field will normally prevail at Mather Field also.

In addition to the unusual weather, we also have been handicapped within the Squadron due to the fact that the bombardiers of both combat crews are on a special duty detail. One of the bombardiers, Lieut. Underhill, is in charge of Link Trainer instruction, which has taken him away from the Squadron, except for very occasional periods. Lieut. Reynolds, the bombardier of the second combat crew, is taking the course on the Link Trainer, along with Lieut. Capp, which puts both of these officers 'out of commission,' insofar as the Squadron is concerned, for practically all of each morning, five days per week. Lieut. Capp is co-pilot of one crew, and Lieut. Graham, who co-pilots on the Squadron Commander's crew, is taking a special bomb-sight course, which makes him 'not available' for nearly all of every morning or afternoon.

All in all, the situation with reference to the completion of the bombing schedule has the Squadron Operations Section pulling hair by the hands-full. We only have ten officers in the Squadron, including the Squadron Commander, and the two bombardiers and two co-pilots being on these special details just about puts on the finishing touch, so far as bombing schedules are concerned.

If this 'most unusual' California weather continues to prevail, it is possible that we will drop our last bomb at 23:59 on 30 June 38."

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### HAWAIIAN AIR DEPOT A BUSY PLACE

Mention of Hawaii brings a person thoughts of tropical sunshine and cool shady spots under the palm trees, unless said person happens to wander through the shops of this Depot. Under the roof of each building is a beehive, but the principal product is not honey, nor any of its by-products. Therein you will find men with calloused hands and sweaty brows, skillfully fashioning various bits of metal into airplane parts. Some of the work requires the use of an eye-glass, and some of it requires the use of a twenty-ton press.

During the first two and a half months of this year, a total of 770 Work Orders were completed at the Hawaiian Air Depot at Luke Field. In addition to the usual routine business handled for Luke and Waeeler Fields, the Depot has taken over the job of fabricating miscellaneous shop and hangar equipment for Hickam Field, and various items required for the assembly of the new B-18's recently assigned.

A few years ago there seemed to be plenty of elbow room around the Depot, but with the recent rapid increase in personnel and airplanes it would now be easier to walk your pet poodle down the center of Fifth Avenue than it would be to do the same thing in the Depot shops.

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### WAR DEPARTMENT SPECIAL ORDERS Changes of Station

To Randolph Field, Texas: 1st Lieut. Edwin R. French, from the Philippines; 1st Lieuts. Gabriel P. Disosway, Othel R. Deering, Harvey P. Huglin; 2nd Lieuts. Ralph M. Kellogg and Jack M. Malone, from Barksdale Field, La.; 1st Lieut. George P. Moody, from Mitchel Field, N.Y.; 1st Lieut. Hanlon H. Van Auken, from Selfridge Field, Mich.; 2nd Lieuts. John B. Cornett, from Brooks Field, Texas; Lawrence O. Brown, from Selfridge Field, Mich.; Daniel I. Moler, from Maxwell Field, Ala.

To Kelly Field, Texas: Captain John D. McAllister, from Maxwell Field, Ala.; 1st Lieuts. John F. Wadman, from March Field, Calif., and LeRoy Hudson, from Brooks Field, Texas.

To Denver, Colo.: 1st Lieut. Raymond J. Reeves, to the Denver Branch of the Air Corps Technical School, from the Philippines.

Active duty for Reserve Officers  
Second Lieut. William Preston Muckols, of Jackson Heights, L.I., New York, to Randolph Field, Texas; and 2nd Lieut. John Jerry Mulvey, of National City, Calif., to March Field, Calif., both to March 17, 1941.

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Major Romeyn B. Hough, Jr., was promoted to the temporary rank of Lieut. Colonel, to rank from March 8, 1938.

## NEW TITLES FOR SQUADRONS IN HAWAII

According to the News Letter Correspondent from Luke Field, T.H., the long talked of change in squadron nomenclature became true on February 28th. This change renames the 4th Observation Squadron the 4th Reconnaissance Squadron. "While there is a 'what's in a name' attitude among many," the Luke Field Correspondent continues, "the Squadron feels that our new name is more in keeping with the type of missions we perform and are expected to perform in time of emergency. During the past year our Corps and Army observation work has been practically nil, whereas long range reconnaissance has been emphasized. Every officer in this Squadron, with two exceptions, is either a qualified navigator or a student nearing qualification and, if called upon for any long range reconnaissance, search, or patrol, it is believed that this work would be routine. Therefore, since our work is directed along these lines, we are proud to have our new name, signifying our proficiency in the type of missions expected of us."

The scribe of another organization at Luke Field has this to say:

"The old 65th Service Squadron has blossomed forth with a brand new name. It has been redesignated as 'Base Headquarters and 17th Air Base Squadron.' We, at the present time are at a loss as to just what this is going to mean, or just what changes are going to take place, but as usual we are going to do our utmost to maintain our high morale and efficient standing."

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## NAVIGATION TRAINING IN HAWAII

The Navigation School of the 50th Reconnaissance Squadron is still continuing the practical phase in Dead Reckoning navigation. For the past two weeks members of the class have been engaged in plotting navigation problems Nos. 2 and 3. Problem No. 2 consists of flying by the most direct air route from Luke Field to Barbers Point (Oahu), thence to Ninini Point (Kauai), to Kaena Point (Oahu) and to Luke Field. Problem No. 3 is from Luke Field to Kaena Point (Oahu), thence to Kaula Island, to Kahuku Point (Oahu) and to Luke Field.

The students who have completed Problem No. 2 are Captain Homer W. Ferguson, 1st Lieuts. Ieland S. Stranathan and George F. Kehoe, Air Corps; 1st Lieut. Edmund T. Gorman, 2nd Lieuts. James C. Cochran and Louis M. Gregory, Air Reserve.

Members of the class who have completed Problem No. 3 are Captain Ferguson, Lieuts. Stranathan and Kehoe.

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Lieut. Colonel Junius W. Jones has been detailed for duty in the Inspector General's Office, Washington, D.C., effective August 1, 1938, from duty at the Denver Branch, A.C. Technical School.

## MANY TECHNICAL SCHOOL GRADUATES AMONG "GOOD WILL" FLIGHT PERSONNEL

Stating that the officers and enlisted men of Chanute Field, Rantoul, Ill., rejoice with the rest of the country at the successful flight to South America of our six B-17's, the News Letter Correspondent points with pride to the fact that, of the men who took part in this flight, sixteen are graduates of the Air Corps Technical School, viz:

Captain Alva L. Harvey - Airplane Maintenance Engineering, 1932.

Captain Archibald Y. Smith - Photography, 1923.

Captain Robert B. Williams - Photography, 1925.

1st Lieut. John W. Egan - Armament, 1931.

1st Lieut. Thomas L. Mosley - Airplane Maintenance Engineering, 1931.

1st Lieut. John A. Samford - Airplane Maintenance Engineering, 1935.

1st Lieut. Edwin L. Tucker - Communications, 1936.

Technical Sergeant Besola Cobb - Engine Mechanics, 1924.

Technical Sergeant Gilbert W. Olson - Airplane Mechanics, 1925.

Staff Sergeant William J. Heldt - Airplane Mechanics, 1922; Instrument Specialist, 1937.

Sergeant George R. Charlton - Radio, 1928.

Sergeant Jack A. Franske - Airplane Mechanics, 1930; Carburetor Specialist, 1937.

Corporal James E. Sands - Radio, 1933.

Private 1st Class Norbert D. Flinn - Radio, 1936.

Private 1st Class Donald F. Lowney - Radio, 1936.

Private Harold J. Nycum - Radio, 1936. (1st Cl.)

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## PERSONNEL NOTES

Special Orders of the War Department, recently issued, announced the appointment, under the provisions of the Act of Congress, approved June 16, 1936, of Colonel Arnold W. Krogstad, Air Corps, as Wing Commander with the temporary rank of Brigadier General, Air Corps, from March 1, 1938; his relief from assignment and duty as Commandant of the Air Corps Advanced Flying School, Kelly Field, Texas, and his assignment to duty as Wing Commander, Second Wing, GHQ Air Force, Langley Field, Va.

Promotion: From Lieut. Colonel to Colonel - Frederick L. Martin (Brigadier General, Wing Commander) with rank from February 24, 1938.

Lieut. Colonel Arthur B. McDaniel is relieved from duty as Instructor at the Command and General Staff School, Fort Leavenworth, Kans., and assigned to duty as student, Army War College, 38-39 course.

## O B I T U A R I E S

Enroute from Maxwell Field, Ala., to Barksdale Field, La., on March 22nd, in a BT-9 airplane, Major Robert H. Finley, Air Corps, met his death when he crashed approximately twelve miles east of Meridian, Miss. The plane was completely wrecked and burned. It was reported that the parachute was found to be open.

The deceased officer entered the military service during the World War and held four flying ratings, those of Airplane Pilot, Airplane Observer, Airship Pilot and Balloon Observer.

Born on November 10, 1892, at Omaha, Nebraska, Major Finley graduated from the elementary and high schools of that city, and in 1915 he graduated as an electrical engineer from the Nebraska State University. Prior to his entry in the service, he was employed for one year as a draughtsman by the Union Pacific Railroad Co., and for a year he was employed by a motor car company in the sales and service department.

Enlisting in the Aviation Section, Signal Enlisted Reserve Corps, on October 9, 1917, he was sent to the Army Balloon School at Fort Omaha, Nebraska, for lighter-than-air training, upon the completion of which he was appointed a second lieutenant in the Aviation Section, Signal Corps, February 11, 1918, and assigned to active duty as an instructor at the above-named Balloon School.

In addition to his balloon training at Fort Omaha, Major Finley completed the course of instruction at the Navy Dirigible School at Pensacola, Fla., in 1919, and the course of instruction at the Army Airship School at Langley Field, Va., during the time he was stationed at this field, from July, 1920, to December, 1921. He next attended the Primary Flying School at Carlstrom Field, Arcadia, Fla., and upon graduation therefrom and completion of the course of instruction at the Advanced Flying School at Kelly Field, Texas, he was assigned as student at the Sheffield Scientific School, Yale University, New Haven, Conn., where he specialized in radio communications, graduating in June, 1923.

Returning to Langley Field, Major Finley served as communications officer of the 2nd Bombardment Group until October 1, 1924. For the next two years he was stationed in the Philippines, serving at Nichols Field for two months and at Kindley Field during the remainder of his foreign service tour. He then returned to Kelly Field, where he served as an instructor in the Observation Section of the Advanced Flying School. Later he took the special course of instruction in Airplane Observation at this school, upon completion of which he was rated as "Airplane Observer."

From December, 1928, to April, 1930, Major Finley was on duty at the Air Corps Technical School at Chanute Field, Ill., following which he was stationed in the Hawaiian Department for a period of three years, being on duty at various times with the 4th Observation Squadron, the 5th Composite Group and the 23rd Bombardment Squadron at Luke Field. His next assignment was at Rockwell Field, Calif., from August, 1933, to October, 1935, where he served for a short time as Post Exchange Officer, and later as Commanding Officer of the 76th Service Squadron; Supply Officer, Station Complement; and Assistant Post Adjutant. From Rockwell Field he was transferred to Moffett Field, Calif., where he remained until August, 1937, when he was transferred to Mitchel Field, N.Y.

The Air Corps deeply regrets the passing of this veteran pilot and extends the utmost sympathy to his bereaved family and friends.

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An unfortunate collision in the air on March 18, 1938, some five miles southwest of Clark Field, P.I., resulted in the death of 2nd Lieutenant William M. McBee and Private, 1st Class, Harold Nordquest, Air Corps. Neither the pilot nor the passenger used the parachute. The occupants of the other airplane in the accident, 2nd Lieutenant Joseph J. Nazzaro, pilot, and Sergeant Wm. M. Nelson, passenger, escaped death by using their parachutes. The pilot was injured during the course of his jump.

Lieut. McBee had been stationed in the Philippines scarcely a month, having arrived in that Department for duty on February 21st. He graduated from the Air Corps Training Center on October 6, 1937, specializing in Pursuit Aviation, and on that date was rated as "Airplane Pilot." He was a member of the June, 1936, graduating class of the U.S. Military Academy, being commissioned a 2nd Lieutenant of Infantry, following which he was assigned to the Air Corps for flying training. He was born in Arkansas, January 12, 1911.

Private Nordquest was serving his first enlistment in the Air Corps, which he joined on September 23, 1935, being assigned to station at Chanute Field, Rantoul, Ill. He graduated in May, 1936, from the Air Corps Technical School at that station as a Radio Operator, following which he was assigned to duty in the Philippines with station at Nichols Field, P.I. He was promoted to Private, 1st Class, November 30, 1937.

The Air Corps extends its deepest sympathy to the sorrowing relatives and friends of these two young men whose untimely death cut short promising careers in the military service.

## NOTES FROM AIR CORPS STATIONS

### Mitchel Field, N.Y., March 25th.

Following several afternoon periods of trigger squeeze and instructions on safety principles, the 97th Observation Squadron (Corps & Army) went on the pistol range in four groups. The first group of two officers fired in a cold driving rain on February 19th. The second group of 60 men followed on February 25th - an equally cold day with only an occasional snow flurry to detract from one's attention to the "aim and squeeze principle." The third firing was conducted on February 26th, and the final exercise on March 12th.

As an incentive for qualification, prizes were offered by dividing the men into three groups. The first group included experienced pistol shots; the second, those who had only fired the Army .45 once before, and the third group covered the men who had never fired the course. Sergeant W.V. Moquin was the Squadron's high man with 92.3, and Lieut. M.F. Stunkard, Air Reserve, led the limited number of officers who fired. Due to the uncomfortable weather, only six men were placed in the expert class and 45% of the number firing were qualified as Expert, Sharpshooter or Marksman. It is interesting to note that three men, normally assigned to clerical duties in the Squadron Orderly Room, each placed themselves in one of the three prize groups - Sergeant Moquin, Private 1st Class R. Firman and Private H.A. Ralph.

Although the PED's (Pistol Experts Dismounted) were scarce, we believe the primary function of this practice was accomplished, i.e., an impression in the chain of safety-forming habits in the use of a Service automatic. The firing was completed at this time of the year because of the great number of personnel who are absent from the Squadron during the summer cooperative training season, and because we do not anticipate any field exercises for this summer.

### Luke Field, T.H., March 1, 1938.

23rd Bombardment Squadron: This Squadron participated in routine bombing throughout the month of February. During the latter part of the month, officers of the 31st Bombardment Squadron used our ships for familiarization flights. Several of these pilots flew Keystones for the first time since leaving Kelly Field.

This Squadron, along with the 72nd Squadron, participated in another seed planting flight. The old reliable Keystones scattered seed over some of the bare spots on the Island of Molokai on February 24th and 25th.

50th Reconnaissance Squadron: Second Lieut. Robert M. "Moose" Stillman is again with us for a brief visit.

72nd Bombardment Squadron: Our engineering section has been sending men to Hickam Field every morning to follow the assembling of the B-18's by the 31st Bombardment Squadron. This organization, which recently arrived from Hamilton Field, is located at Hickam Field and is living in tents until the completion of barracks, which is expected sometime before the first of next year.

### Hawaiian Air Depot, Luke Field, T.H.

On February 25th, new B-18's arrived from the Douglas factory and were unloaded at Hickam Field for assignment to the 31st Bombardment Squadron. Accompanying the airplanes were Major Ray Harris and a crew of specialists from the Douglas plant. Work was immediately begun on the assembly, and it was anticipated that all the planes would be in the air in a few days.

### Kelly Field, Texas, March 21, 1938.

Texas and California lead the States of the union in the Advanced Flying School, with 12 and 9 students, respectively. Massachusetts has 6 students; Kansas, 5; Missouri and Oklahoma, 4 each; Louisiana, Minnesota and South Carolina, 3 each. Other States are represented by not more than two students, each. Mexico and Siam have sent one student each for training, and the Philippine Army has sent 4 students.

The following-named officers from the Air Corps Tactical School, on a navigation training flight from Maxwell Field, visited Kelly Field: Major J.G. Williams in an A-17A and Captains Clifford P. Bradley and Otto P. Weyland, in P-12's, arrived on March 12th. Captain Wilfrid H. Hardy, flying an O-46, arrived on March 13th. All of the above officers departed shortly thereafter for their home station.

Enroute to Washington, Colonel Howard C. Davidson, Training and Operations Division, Office of the Chief of the Air Corps, stopped at Kelly Field on March 16th.

The former Chaplain of Kelly Field, Major Edward R. Martin, made a brief visit to this station while enroute to his present station - March Field, Calif. Major Martin is scheduled to leave soon for the Philippines.

Major Robert T. Cronau, Post Operations Officer and Director of Flying Training at the Advanced Flying School, and 1st Lieut. Edgar R. Todd, Squadron Engineering and Operations Officer of the 64th School Squadron, Kelly Field, departed from this station by air on March 16th to serve as members of an evaluation board to meet at Wright Field, Ohio.

While engaged in routine student night flying with the Pursuit Section, Lieut. Manob Suriya, Siamese Army officer, flying a BT-8 airplane, undershot the landing field and crashed into the northeast corner of Hangar 13, at approximately 7:30 p.m., March 14, 1938. Lieut. Suriya sustained minor cuts and bruises. The hangar and plane were badly damaged. Hangar 13 houses the Gymnasium, Basketball Court and Bowling Alley.

Flying Cadet John P. Randolph, while engaged in P-12 formation flying with the Pursuit Section, experienced motor trouble and made a forced landing, without injury to himself or his airplane, on March 15th. He landed in the area behind the 61st School Squadron barracks.

Corporal Glen Curtis was promoted to Sergeant and Pvt. 1st Cl. Spec. 4th Cl. Clyde Sparks to Corporal.

Second Lieut. Norman L. Callish, Air Reserve,

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who reported for duty at this station on March 13th from the Hawaiian Department, was detailed to duty as Flying Instructor in the Attack Section.

#### Marshall Field, Fort Riley, Kans., March 17.

1st Observation Squadron: Class 38-A, Air Corps Training Center, furnished five new pilots to this station, all of whom reported on March 4th, viz: 2nd Lieuts. H.M. keeffe, R.A. Kummrow, H.J. Konopacki, W.K. Richardson and E.C. Woltz. Lieut. L.R. Hughes, Jr., Air Reserve, was transferred to Randolph Field, reporting on March 15th.

#### San Antonio Air Depot, Texas, March 19.

The Depot greatly regrets the recent loss by transfer of four officers and their families. Lieut. Colonel Lester T. Miller, in command of the 3rd Transport Squadron since November 1, 1937, departed March 10th on 7 days' leave prior to his transfer on the 17th to duty in the Office of the Chief of Staff as a member of the War Department General Staff. Lieuts. Wm. R. Boutz and J. Will Campbell, Air Reserve, on extended active duty, were transferred to Randolph Field, March 14th and 15th, respectively. Lieut. Vernon M. Byrne, Air Reserve, of the Rockwell Air Depot, who was on temporary duty with the 3rd Transport Squadron here, returned to his home station on March 13th preparatory to transfer to Randolph Field.

A conference on the maintenance of aircraft radio equipment was held at this Depot during the week beginning March 7th, and was attended by Majors Wm. H. Murphy, Signal Corps, of Fort Monmouth, N.J.; H.J. Adams, Signal Corps, of the Middletown Air Depot; W.B. Souza, Air Corps, of the Office of the Chief of the Air Corps; Captains E.V. Elder, Signal Corps, of the Office of the Chief Signal Officer; H.P. Roberts, Signal Corps, of the Rockwell Air Depot, and Mr. R.J. Framme, Associate Radio Engineer of the Aircraft Laboratory, Wright Field.

Officers recently visiting this Depot by plane included the following: Major K.S. Axtater, of the Office of the Chief of the Air Corps, conferring on construction and other matters; Lt. G.E. Price, Wright Field, ferrying a C-15 to that station on March 7th; Lieuts. Howard Moore and W.E. Williams, enroute from Hamilton Field to Langley Field in a B-18, March 8th; Major V.M. Guyton, U.S.M.C., March 10th, enroute in a fighting land plane from the East to the Naval Air Station at San Diego, Calif.; Major Hugh A. Bivins, of the Materiel Division, Wright Field, March 11-18, conferring on engineering and other matters; Lieut. Colonel J.E. Houghton, commanding the Fairfield Air Depot, returning from the West Coast on an inter-depot transport trip, March 12th; Major J.E. Duke, Jr., in an A-17 and Lieut. F.S. Henley in a B-10 for overhaul March 15, from Chanute Field; Major R.B. Walker, of the Fairfield Air Depot, on an interdepot transport trip, March 17-18.

Major C.F. Horton and Lieut. T.B. McDonald made a trip in two planes from the Depot to Mitchel Field, N.Y., the latter ferrying a BT-9C to that station, and returning in the other airplane.

#### Hamilton Field, Calif., March 19th.

9th Bombardment Squadron: On March 1st, this Squadron welcomed its new Squadron Commander, Major T.V. Foster, who has been at Hamilton Field since September, 1936, during which time he served in the capacities of Commanding Officer, 7th Group Headquarters and Headquarters Squadron, Group Adjutant and Group Transportation Officer.

Prior to his arrival at Hamilton Field, Major Foster had varied geographical assignments. For a year, from December, 1918, he was on duty at Rockwell Field, Calif. From there he went to Luke Field, T.H., where he served until 1923. For the next four years he was stationed at Langley Field, Va., and, following six months' service at Kelly Field, Texas, he was ordered to Fort Sam Houston, Texas, for duty as Control Officer, Southwestern Airways. He held this responsible position until August, 1935, at which time he was ordered to the Air Corps Tactical School, Maxwell Field, Ala. for duty as a student.

The Squadron welcomes Major Foster as its new Commanding Officer and says goodbye, with regrets, to Captain W.J. Paul, our former Commanding Officer, who was transferred to 7th Group Headquarters.

#### Langley Field, Va., March 19th.

Second Lieuts. William C. Clark, Richard A. Ames and Ernest H. Beverley were assigned to the 33rd Pursuit Squadron for active duty and training, from Randolph Field, Texas. Other Reserve officers sent from Randolph Field to this station for active duty were 2nd Lieuts. Don Coupland and George B. Greene, Jr., assigned to the 35th Pursuit Squadron, and 2nd Lieut. James Haskett, assigned to the 3rd Observation Squadron.

Changes in enlisted personnel at this station are enumerated below, viz: Master Sergeant Elga Glendy was attached to the 20th Bombardment Squadron to duty, from Hamilton Field, Calif.; Technical Sergeant William Hoagland was assigned to the 35th Pursuit Squadron by transfer from Lowry Field, Colo.; Corporal Edgar E. Roberts, Base Hqrs. and 1st Air Base Squadron, was transferred in grade to the 22nd Observation Squadron, Brooks Field, Texas; Private Wm. Megginson was transferred to Base Headquarters and 1st Air Base Squadron from Battery C, 64th Coast Artillery, Fort Shafter, T.H.; Staff Sergeant Louis Surin, of the 2nd Weather Squadron, returned to duty from detached service at Patterson field, Ohio.

Corporal George Metcalf and Private Edward Kearns, AM 2nd Class, both of the 21st Reconnaissance Squadron, were rated AM 1st Class.

Private, 1st Cl., Specialist 1st Cl., Wm. H. Wilkerson was appointed Corporal.

#### Wright Field, Dayton, Ohio, March 10th.

Brigadier General A.W. Robins received a warm welcome upon his return to the Materiel Division on March 5th after a six weeks' absence spent in Washington.

Two department heads of the Materiel Division received orders transferring them to other activities - Colonel F.D. Lackland, Chief of the  
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Field Service Section, to Kelly Field, Texas, as Commandant of the Air Corps Advanced Flying School, and Lieut. Colonel O. P. Echols, Chief of the Engineering Section, to the Army War College. Replacements for these officers have not yet been announced.

A meeting of the Utility Board on Cargo Transports was held at the Materiel Division during the latter part of February for the purpose of evaluating transport airplanes submitted in response to Air Corps circular proposals. Those convened for the purpose of flying the craft and studying the data submitted were: Major S.M. Umstead, Wright Field; Major George C. Lundberg, Middletown Air Depot; Major D.G. Lingle, Office of the Chief of the Air Corps; Captain E.A. Hillery, of Langley Field, Va., and Lieut. M.H. Warren of the San Antonio Air Depot.

#### Maxwell Field, Ala., March 7th.

Headquarters and Headquarters Squadron: Lt. Clinton U. True, A.C., and Staff Sergeant Chas. Heim of this Squadron have been on an extended mission to various colleges within this Corps Area since February 14th, in connection with canvassing for and conducting examinations of prospective applicants for flying training. They are traveling with Captain Robert L. Easton, Air Corps, of this station, and Captain Copenhaven, Medical Corps, from Kelly Field, Texas, in a Maxwell Field C-30 airplane.

Sergeants Thomas C. Rampey and Homer C. Gladney recently returned from Chanute Field, Ill., after having completed courses of instruction at the Air Corps Technical School at that station. Sergeant Rampey took the Mechanics course and Sergeant Gladney the Special Clerical Course, both completing their course with a very high grade. Private Daniel L. McClellan departed on February 28th for Chanute Field to pursue a course of instruction in Radio.

After scanning at the morning report, we believe we have established some kind of a record, for out of a strength of 240 enlisted men in the Squadron we had only one man on furlough. So far as known, this is at least a record since the origin of the Hq. and Hq. Squadron, A.C. Tactical School.

Technical Sergeant Harvill B. Srote returned from detached service at Eglin Field, Fla., and is again on duty with the Technical Photographic Section of Hq. and Hq. Squadron.

Technical Sergeant Howe, of the 3rd Weather Squadron, recently completed his course of instruction in Weather Forecasting at Patterson Field, Ohio, and returned to this station for attachment to and duty with this Squadron for administration.

13th Air Base Squadron: Hello, gang! News down in these parts is a bit thin, but we'll do the best we can. The Squadron placed five men on the Post Basketball Team which took third place in the "Senior Gold Medal Tournament" held recently in Montgomery. Too bad the boys couldn't make first place. With better breaks they should do much better next season.

Tropical breezes seem to be blowing pretty strongly up this way. Several men think they are going to like it down in Panama, and are now awaiting travel orders. We all hope they won't regret their move later on.

Our First Sergeant is somewhere upstate among the lakes, and is undoubtedly enjoying himself immensely and teaching the fish new tricks. Well, when he returns from this furlough "the yarn will be spun."

Several newcomers, old-timers from points North, West and Wa-Hoo, are making themselves at home here, having reenlisted for the Sunny South. We welcome them and hope they will like it here.

One of our promising young corporals is now pinch hitting for the 1st Sergeant. He is doing a first rate job at it, but gets headaches figuring out the K.P. Roster. Any pointers from those in the know - if and when the spirit moves you - might be appreciated.

#### Chanute Field, Ill., March 22

Colonel Davenport Johnson reported to this station for duty on Saturday, March 19th. This noted pilot is a most welcome addition to the garrison.

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#### KEEPING FIT

##### Basketball

Kelly On Wednesday evening, March 2nd, at the Field Post Gymnasium, General Arnold N.

Krogstad presented a basketball trophy to the 62nd School Squadron, champions of the 1937 Kelly Field Inter-Squadron Basketball League, which came to a close on December 23, 1937. In addition to the trophy, sweaters were presented members of the team as a gift from the Commanding Officer and members of the 62nd School Squadron for their splendid work in winning the trophy. It is desired to add a few words of praise for Staff Sergeant Rogers L. Pearson, 62nd School Squadron (coach). Under his splendid guidance and due to his untiring efforts, the 62nd Squadron came out on top.

Chanute Basketball here reached an all time Field high on March 7th, when the local cagers trimmed Randolph Field to the mighty sweet tune of 38 to 37 in what was easily the fastest, cleanest and most furiously contested battle in the history of this sport at Chanute Field. Tied as tightly as a taxi in a traffic snarl in the Chicago Loop three times in the last five minutes to go, and with Randolph pulling away to a three point lead with only one minute left, Chanute sunk a two-pointer and, with seven seconds to go one of the Randolph men fouled Darnell, who stepped up and dropped in his conversion to tie the game and ruin all the weak hearts that were still beating.

The first half ended with Chanute on the long end of a 23 to 12 score. Then a new basket ball was introduced into the fray, a seamless type with which the local cagers had had no experience. Randolph kept hammering away until they overtook Chanute in the last five minutes of play and forged into the lead. Then things really began to happen. With the score tied at the end of the regulation time, the overtime period was a thrilling climax to an evening filled with thrills, both teams being wary

and waiting for a set shot to put the game on ice. Louis Rasmussen finally broke loose with one of his copyrighted one-handers to put Chanute out in front by two points. A foul was called on Chanute in the last few seconds, and Randolph converted to end the scoring.

The sportsmanship of both teams was outstanding, and to no less a degree that of the spectators, who cheered plays of both losers and winners, with no favor shown.

The season for the Post Team ended with victories over Mansfield and the 2nd Battalion of the Illinois National Guard from Bloomington. The locals won 19 victories and suffered only one defeat, and throughout the season scored 933 points to their opponents' 547. Nine members of the team were from the 10th Air Base Squadron, and the tenth member of the squad from the 2nd School Squadron. The team, under the colors of the 10th Air Base Squadron, continued play through the month of March. This Squadron team won the Post Championship with seven straight wins after losing the opening game. The personnel of that team went on to make up practically the entire squad of the Post team and to end one of the most successful seasons in the history of basketball at Chanute Field. The boys are looking forward to a return engagement with Randolph Field.

With basketball out of the way, it is expected that a Soft Ball League will start on the first of April.

Luke Crashing through in their final game of Field the year in the Honolulu Sector-Navy

Basketball League, Luke Field's "Fliers" shellacked the team from the Harbor Defenses of Honolulu, 91 to 53, with third string players on the floor when the last gun sounded. The victory cinched Luke's first place position for the fifth time in seven years, the team winning the Gonfalon from 1932 to 1935, inclusive. There remained the Department Championship series against the 3rd Engineers team from Schofield Barracks, an aggregation which seemed to be the perennial champions in the Redland Section, for they have been Department champions since 1933, with the exception of 1936, when they were defeated by Fort Kamehameha.

Coached by Lieut. Dean C. Strother, Luke Field played 14 games, scoring a total of 749 points to 542 for their opponents. Sergeant Ted Sadler, playing his eighth season for the "Fliers" led the team in scoring, with a total of 152 points, maintaining an 8-year average of ten points per game. Carter, flashy little forward from the 4th Observation Squadron, closely followed Sadler with 143. Other veterans included Corporals Logan and Schall, Privates Severn, Morgan and Lively. The newcomers are Sergeant Boyd, a former Kelly Field star, and Marshall from Randolph Field. These men, plus Sherrill, Roberts, Grubb, Boland, McKinley, Powell and McCarthy filled out the squad. The only defeat in the 14 games played was at the hands of the fast-breaking team from across the Island, the Fleet Air Base.

It is interesting to note that all members of the squad perform full time duty in their organizations, and that all practice sessions and games are held after regular duty hours. Includ-

Included among the members of the squad are assistant crew chiefs, mechanics, engineering clerks, squadron clerks, tractor drivers, radio operators and mechanics, which is ample evidence that no one section has a monopoly on athletic prowess. The team has had the wholehearted support of the post and has played to packed houses throughout the entire schedule.

The Luke Field "Fliers" wound up the 3-game series with the 3rd Engineers for the basketball championship of the Hawaiian Department with a smashing victory which brought the coveted award to the island for the fourth time in eight years of competition. In contrast to the first two games, there was no doubt as to the outcome from the opening whistle. In the first 5 minutes of play seven points were checked up on the right side of the score board, and in the next five minutes another scoring spree brought the score up to 21 to 8. The final score was: Luke Field 51, 3rd Engineers 37. The series had plenty of thrills for the crowds which packed the gymnasiums for each game. In the first game the score was tied 47-47 at the final gun, and in the overtime period the fast Luke Field team jumped ahead to win 51 to 49. Two days later, the "Fliers" and the Engineers clashed again, and this time the "Beavers" won with a score of 51 to 35.

Barksdale The 79th Squadron basketball team Field staged a most sensational comeback in the last half of the inter-squadron tournament held during the last two months. In the first half of the season they won four games and lost six. Lieut. J.A. Morris was assigned to coach the team, and the complexion of things changed very greatly, for the team won every one of the last ten games and showed splendid form in trimming the champions, the 90th Attack Squadron, 55 to 41, in the final game of the season. The 90th had lost only one game before this defeat.

#### Bowling

Marwell The Hqrs. and Hqrs. Squadron, A.C.T.S., Field bowling team in the Military League is still holding a lead of 15 games over its closest competitors, the 91st School Squadron. The team has won 43 games and lost but 8. The team captain, Staff Sgt. Charley Stieringer, is doing a nice job in ably holding the lead against some real tough competition.

Langley Staff Sergeant Ash's Administrative Field keglers, by virtue of winning 18 out of the last 21 starts, and at this writing leading the 14 other ten pin teams in the League, and with 50 wins and 10 losses, for a percentage of .833, are four games ahead of their nearest competitor - "Operations." "Materiel" is 12 games behind the leader; "2nd Wing," 13; "GHQ" and "6th Pursuit" 13½ games each; "36th Pursuit" and "2nd Bombardment," 16 games, and the remaining seven teams trail 19 or more games. Only 27 games are left to be played by the majority of the League representatives. In the 54 games he has bowled thus far, W. Smith, of Operations, Air Base Squadron, V-7676, A.C.

leads in individual averages with a mark of .184-16, followed by Dutchnosky, of the same outfit, with .182-10 and Schertner, of the 21st Reconnaissance Squadron, with .180-13. Thirteen other ten pin topplers have averages of .174 or more.

Several days ago the Hqrs. and Hqrs. Squadron of the 8th Pursuit Group scored an impressive 2741 total pinfall in the 3-game set with the Material Section to establish a new record in the high team game and breaking the 2701 record which had been on the register in the Administrative column for the past several months.

#### ----- Wrestling

Langley Y.M.C.A. Director Charles C. Nizon and his family of Langley Field's "pretzle-twisters" pulled the wool over the Aristocrat's peepers on March 11th and 12th at the Richmond Central "Y," capturing the State team championship in the First Annual Virginian A.A.U. wrestling tournament.

Being observed by Richmond sportsmen as just another squad of wrestlers, Langley's full team of eight men were given little attention up to and until "Little Caesar" Infantino, Ralph Rose, Jesse Davidson and Mat Hoerner had definitely secured places for the final event. To top all things, Ralph Rose then defeated Percy Collins, Apprentice School entry, in the 125-pound class and Mat Hoerner scored a 6-minute decision over Arculin, another Newport News entry, definitely to clinch the title and nose out their Peninsula opponents by two tallies.

The points were distributed, as follows: Langley Field, 16; Newport News Apprentice School, 14; Roanoke, 10; Smithfield, 8; Fork Union Military Academy, 8; Augusta Military Academy, 5; and Richmond Y.M.C.A., 3.

#### ----- Baseball

Luke The 17th Air Base Squadron baseball Field club is stepping out in great shape. After playing three practice games and winning two of them, it looks as though we are to enjoy a very successful season.

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20th Pursuit Group, Barksdale Field, La. 3/25.

77th Pursuit Squadron: Lieuts. Park R. Learned, Jr., and Leonard M. Rohrbough, Air Reserve, resigned from active duty to accept positions with the airlines. Prior to the departure of these officers, the 77th had a squadron dinner in their honor on the evening of March 18th. The 77th certainly regrets the loss to the service of these officers, but we wish them the best of luck at their new positions in Oakland, Calif.

Lieut. Gwen G. Atkinson, Air Reserve, was welcomed as the latest arrival in our Squadron. He reported here for duty on March 4th, after graduating in the February class at Kelly Field.

78th Pursuit Squadron: Several pilots who were trained in Pursuit, but who were assigned to the Attack Group upon reporting to this station, have been transferred to the Pursuit

Group during the past few months. Those assigned to the 79th Pursuit Squadron are Lieuts. J.A. Morris, Bleasdale and Elder.

55th Pursuit Squadron: Lieut. "Gabe" Disoway, who has been pushing P-26's around the environs of Barksdale Field longer than any other member of the 55th, has decided to revert to pushing or pulling FT-3's around the spacious Texas plains near Randolph Field. We all hate to see "Gabe" go, as he is one of the best liked pea shooters on the field. Since "Gabe" is leaving, we wonder who will start the new rumors on the field which, combined with the Barksdale grapevine, sometimes even start people packing their bags for California.

Gunnery still continues to hold all other flying to a minimum. The new rumor is that the Group has ten more P-26's leaving shortly for Panama.

Montana's gift to the Air Corps, W.G. (Vernon) Miller, is trying to hit a six by six target with a machine gun instead of a mountain lion with a forty-five since his transfer into the 55th Squadron.

Three 55th pilots reported to Selfridge Field on March 2nd to ferry P-26B's back to Barksdale Field. The excellent hospitality extended by Selfridge Field was a pleasure to all. Departing for Barksdale Field the next day with the temperature hovering near zero, the report is that they will hereafter remain where the sunshine spends the winter until summer arrives at our northern stations.

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#### AIR CORPS OFFICERS ASSIGNED TO WAR COLLEGE

Under Special Orders of the War Department, just issued, the following-named Air Corps are relieved from assignment and duty at their present stations and are assigned to duty as students at the Army War College, Fort Humphreys, D.C., for the 1938-1939 course, reporting to the Commandant of this institution not later than February 10, 1938, viz:

Lieut. Colonel George E. Stratemeyer, Hamilton Field, Calif.

Major Victor H. Strahm, March Field, Calif.

Captain Hoyt S. Vandenberg, Staff and Faculty, Air Corps Tactical School, Maxwell Field, Ala.

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#### WAR DEPARTMENT SPECIAL ORDERS

The following-named Air Corps officers have been relieved from duty at their present stations and transferred to duty at Randolph Field, Texas:

1st Lieut. Guy F. Hix, from March Field, Calif.

2nd Lieut. Lester S. Harris, from Selfridge Field, Mich.

1st Lieut. Frank C. Norvell, 2nd Lieuts. Robert W. Hall, Noel F. Parrish and James H. Price from Barksdale Field, La.

1st Lieut. Hudson H. Upham from March Field, Calif.

2nd Lieut. Richard T. Kight, Air Reserve, of Riverside, Ill., has been placed on extended active duty at Langley Field to March 27, 1941.

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## COMMEMORATION FOR GUATEMALAN FLIGHT

In an official report on the visit of courtesy of the 19th Wing, Air Corps, Panama Canal Department, to Guatemala City, Guatemala, on February 8, 1938, it is stated in conclusion:

"The morale and demonstrated excellent state of military efficiency of the 19th Aero Group, and the gentlemanliness and thoughtfulness of both officers and personnel made every United States citizen proud of this organization and inspired the expressed open admiration of the Guatemalans and people of other nations."

"This office is not able to express in mere words the credit that is due to General Brett, his officers, members of other organizations and the enlisted personnel of this flight for the favorable impression they created in Guatemala City and for the furtherance of Guatemalan confidence in the United States and the people thereof, which it is certain will be a natural result of this visit."

The account of the visit of the Army airmen in Panama, under the leadership of Brigadier General George H. Brett, Air Corps, to the capital city of the Republic of Guatemala was published in the issue of the News Letter of March 15, 1938.

---cCo---

### MATERIEL DIVISION ACTIVITIES

#### Aerial Photography

##### Photographic Paper.

Numerous tests are being conducted at the Materiel Division with equipment for quick-work photography, using a "waterproofed" non-shrink paper which makes it possible to produce dry prints in a minimum period of time. On one of these tests dry prints were produced from a wet negative in two minutes. Further tests are planned with a view to using this equipment in airplanes during flight, portable photographic laboratories, and tent laboratories.

It is believed that this development will be of vital importance to the GHQ Air Force and ground arms which require aerial photographic prints in a minimum period of time.

##### Portable Photographic Laboratory.

Final tests are being conducted with the two metal portable photographic laboratories prior to standardization. These laboratories have a special heater for heating the trailer and the necessary water for chemical mixing and drying the film. By incorporating quick-work methods, it will be possible completely to develop, dry and print a 75-foot by 9-inch roll of film in 45 minutes. This will be possible under all conditions, including dampness experienced in rainy weather, and in the tropics where the relative humidity is usually very high. Provisions are being made for the installation of an efficient, light-weight refrigeration unit which will be a very necessary requirement for operation of this equipment in the tropics.

##### Projection Printer.

Representatives of the Materiel Division have completed final inspection prior to delivery of an experimental projection printer. This is a

new portable compact enlarging machine, which is the first machine suitable for field use that has been developed by the Army Air Corps.

##### Aerial Photographic Film.

A new super-speed panchromatic film, three times as fast as materials hitherto available, is being tested for use in night aerial photography and in the making of aerial negatives under adverse daylight conditions.

---oCc---

### THE PHILIPPINE ARMY AIR CORPS

The second graduation exercises for students of the Philippine Army Air Corps was held in the afternoon of February 26th. The following students, with their respective flying time, were graduated:

2nd Lieut. Bienvenido E. Ferrer	- 237:10
2nd Lieut. Benito N. Ebuena	- 217:10
3rd Lieut. Ruperto B. Luzon	- 234:30
3rd Lieut. Napoleon de Leon	- 287:25
3rd Lieut. Eduardo Lacson	- 265:35

This makes a total of nine pilots graduated from the Philippine Army Air Corps flying school. In addition to this number, two pilots have graduated from Kelly Field, one of whom subsequently graduated from the Air Corps Technical School, Chanute Field, Ill., in Communications and is now on duty with the Philippine Army Air Corps. The other is pursuing a course in Aerial Photography at the Technical School, and will return to the Islands in July or August. Four students recently graduated from the Air Corps Primary Flying School at Randolph Field and are now at Kelly Field taking advanced training.

Another group of five students are expected to graduate from the Philippine Army Air Corps Flying School next June. Seventy-five students are being taken in each year, 25 each in March, June and November. Based on past experience, it is expected that at least 25 or 30 of these 75 students will be graduated each year.

---oCo---

Lieut. Colonel Adlai H. Gilkeson, Air Corps, now on duty at Langley Field, Va., has been assigned to duty as a student in the 1938-1939 course at the Command and General Staff School, Fort Leavenworth, Kansas, and is under orders to report to the Commandant of this school on or before September 13, 1938.

Upon the completion of his present course of instruction at the Naval War College, Newport, R.I., Major Max F. Schneider, Air Corps, in accordance with Special Orders of the War Department recently issued, is to report on or before September 10, 1938, to the Commandant of the Army War College, Fort Humphreys, D.C., for duty thereat as a student in the 1938-1939 course.

---oCc---

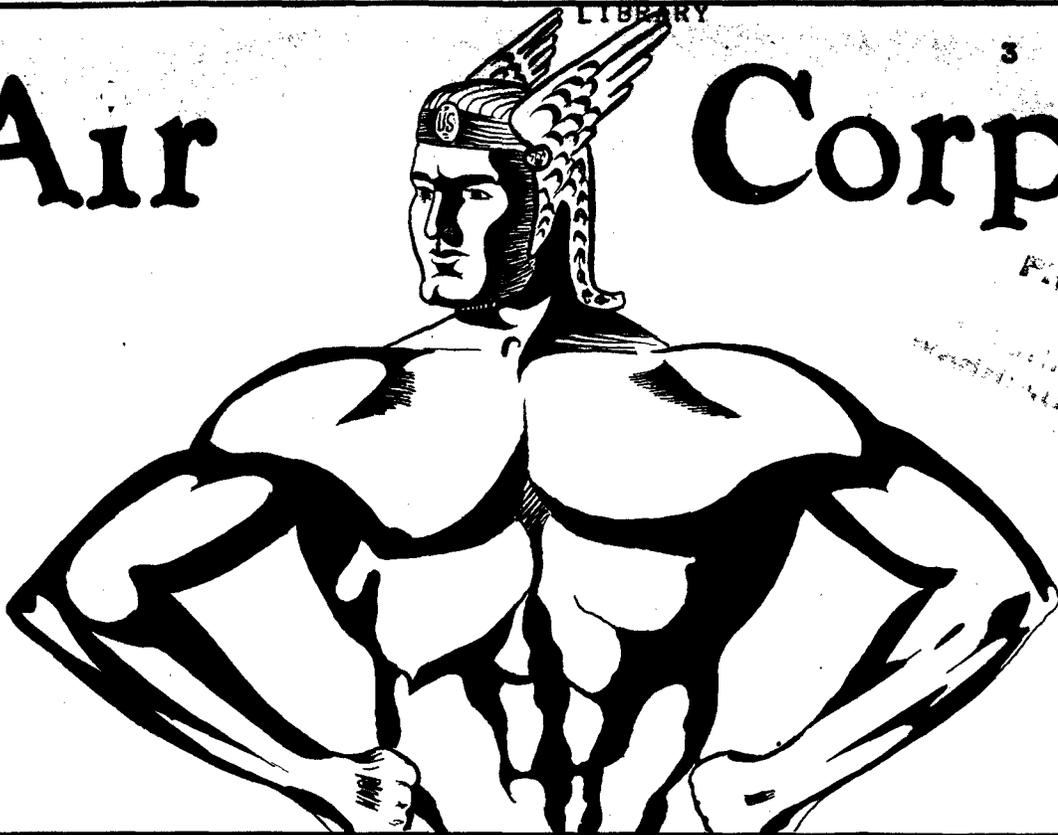
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# Air

# Corps

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# NEWS\*LETTER

ISSUED BY  
THE OFFICE OF THE CHIEF  
OF  
THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D.C.

VOL. XXI.

APRIL 15, 1938.

NO. 8.

UNCLAS  
1938  
Apr 15  
E. H. BROWN



The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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### THE ARMY SERVES A COMMUNITY

By the Scott Field Correspondent

Never again do we hope to have an emergency such as confronted the civil authorities of Belleville and the military authorities of Scott Field, Ill., on Tuesday evening, March 15, 1938. However, if we do find such an emergency arising, we are pretty sure from the recent performance of our troops that we will meet it properly.

The whole country knows by this time that a tornado is of brief duration, but terrific velocity and destructiveness took less than one minute to lay waste about eight blocks of Belleville on West Main Street and adjoining streets in the vicinity of the Belleville Township High School. Narrowly missing that structure, the tornado destroyed an industrial plant adjoining, a grade school, a tavern, several filling stations, stores and some eighty residences. The storm also uprooted trees, blew down light poles and high tension wires, upset railroad box cars, automobiles and other articles too numerous to mention, as an auctioneer would say. In short, everything in the path of the twister was strewn far and wide.

In such a calamity of nature it is miraculous that there were not more deaths and injuries sustained, but the eight immediate deaths and the more than twenty fairly serious injuries at once strained the facilities of the Belleville hospitals.

Less serious, but important to the work of rescue, was the necessity of maintaining order and coordinating the task of rescue workers. Who was better fitted for the task than the Regular Army troops stationed at nearby Scott Field?

Consequently, at about 5:15 p.m., a hurried call for immediate help was received by the Commanding Officer of Scott Field from the Chief of Police of Belleville. The Scott Field Commander replied that he would send in immediately one hundred to one hundred and twenty men.

All men on the post were at once ordered to quarters and all motor transportation was lined up outside the garage ready to go. Many of the soldiers were

already gathering at the Post Theater, where the picture "Good Earth" was attracting a capacity house. The theater was closed and all men ordered to get aboard the trucks at once. As the alarm spread there was a general exodus of men from barracks, theater, quarters, post exchange, etc., just as they were, some in uniform, some in fatigue clothes, some with overcoats, some without. They piled into the trucks and were on their way to Belleville within 25 minutes after the call came.

As the convoy of some 15 trucks passed through the center of Belleville, they ran into one of the worst traffic jams imaginable. It seemed that everybody in Belleville was trying to get to the scene at once. The soldiers had to literally fight the way in for the last mile to get to the edge of the stricken area.

Arriving at the scene of destruction, the soldiers were quickly marched to the center of the area. After a hurried survey of the situation was made, the soldiers dispersed to the outer edges of the area to work the crowd back and keep others from coming in.

About an hour after the arrival in the area, a command post was established in the office of an industrial plant on the eastern edge of the area. This plant was entirely destroyed except for the front office. The Bell Telephone Company put in a line and telephone for communication purposes with the outside. Prior to this, the only communication available was the police two-way radio from the patrol car of the Chief of Police.

As soon as telephone communication was established, the field was contacted and told to send no more men into the area, but to hold them in readiness as reinforcements, or to be used as replacements in the morning. As darkness was coming on, all flashlights in the Signal Corps stock were requested to be sent in along with riot sticks and coffee and sandwiches.

Shortly after dark the sky began to clear, and a brilliant moon with gorgeous cloud formations cast a merle glow

over the entire scene. Later, as the clouds drifted away, the clear moonlight made the work easier, and sad work it was. A check of survivors was almost impossible, except where a family was working around its ruined home and could assure the searchers that they were all present and accounted for. All too often, this was impossible. Guarding to prevent looting and to clear the district of the curious who would have poured in to hamper rescue work was tedious, and later in the night also became chilling. Some soldiers had more grim duty in extracting from the wreckage the body of a man pinned into the earth by a two-by-four.

When it became apparent that troops would be needed for several days to guard the area, and as the emergency would be over the next day, the Commanding Officer of Scott Field in charge of the Regular Army troops, advised Mayor George Remsneider, of Belleville, that he should call on the Governor of Illinois for National Guard troops to relieve the Regulars as soon as possible. A call was made to Governor Henry Horner, who promised National Guard troops by 4:00 p.m. the next day.

The first force of guards was relieved at seven o'clock the next morning by the men of the 15th Observation Squadron, better and more deliberately equipped and clothed. They remained on guard throughout the day, while the weary force of the night before tumbled into their beds for some much needed sleep. The 15th Squadron men were relieved at 5:00 p.m. by the Illinois National Guard troops dispatched by Governor Horner.

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## THE PROGRESS OF AVIATION

The monthly aeronautical magazine AVIATION, for April, published a most interesting series of charts as tending to show that, in the words of the editor of this magazine in his open letter preceding this series of charts, "Aviation has passed the experimental stage. It is no longer a mere toy for the scientist, or simply a source of vicarious thrills for the man on the street. Aviation has come of age. It has become an integral part of our national life, weaving strong threads into the web of our national commerce and tough fibers into the warp of our national defense. Quite literally, this country's aviation has become everybody's business."

Among the facts regarding the aeronautical industry, as brought out by means of the charts above referred to, are the following:

Last year, 30,000 flying students, the owners of 6,000 private planes, 1,325,000 taxi or hop customers, the writers of 300,000,000 letters, the purchasers of 1,268,000 tickets and the shippers of 628,000 parcels, together with the rest

of the 129,257,000 taxpayers of the United States, paid out \$304,600,000 for aviation activities, these figures being broken down as follows:

Non-scheduled flying, utilizing 7,000 employees, \$13,300,000.

Air transport, utilizing 17,546 employees, \$37,200,000.

Army Air Corps (20,707 officers and men) \$106,000,000.

Naval air forces (20,671 officers and men) \$97,000,000.

Coast Guard aviation (391 officers and men) \$1,400,000.

Basic research, utilizing 416 technicians, \$2,100,000.

Radio, Weather, Regulations, etc., employing 3,400, \$12,600,000.

Airport construction through WPA projects, employing 30,000 workers, \$35,000,000.

Part of this outlay of \$304,600,000 in turn supported such essential industries as -

Engine production, worth \$51,900,000.

Accessories amounting to \$19,500,000.

Total output of aeronautical factories, reaching \$114,990,000.

Raw materials costing more than \$20,000,000.

Fuel and oil amounting to \$11,400,000.

Number of employees - 36,000.

From the employment standpoint alone, it will be noted that the aeronautical industry of the United States afforded gainful occupations to a total of approximately 136,131 persons, including military, naval, and Coast Guard personnel.

The rest of the world bought \$39,400,000 worth of U.S. aircraft products.

Here are other pertinent figures denoting the progress of aviation in the United States:

By air travel the United States in the year 1927 was 35 hours wide, as against the reduced time of 26 hours and 54 minutes in 1932 and 15 hours and 10 minutes in 1937. By rail the United States is still 67:02 hours wide.

Round trips by air from Chicago to New York amounted to six per day in 1932 as compared with 23 daily in 1937.

There were 10 fatal accidents in airline operations from April 1, 1936, to April 1, 1937, as against five from April 1, 1937, to April 1, 1938.

In economy of air travel, the fare per mile was reduced from 11¢ in 1928 to 6.2¢ in 1932 and 5.4¢ in 1937.

In 1932, commercial airlines carried 474,279 passengers, 3,697 tons of mail and 517 tons of express, as against 1,102,707 passengers, 11,000 tons of mail and 3,564 tons of express carried in 1937.

As indicative of the fact that airmail "subsidy" is vanishing, the figures show that in 1932 the United States paid airmail contractors the sum of \$19,938,000 as against \$12,891,000 in 1937, while

LOSS OF SMALL PIN CAUSES FORCED LANDING  
By 1st Lieut. John H. Fite, Air Corps

Ed. Note: The oft repeated expression about the little things that count is fully substantiated in the story which follows - a story which it would not have been necessary to write but for the loss of a small tapered pin which rendered inoperative the switch connecting the gasoline tanks on a B-12 Bombing plane.

"To jump, or not to jump, that is the question." This momentous decision was forced upon me on the morning of February 25, 1938, one hour and twenty minutes after I had departed from Biggs Field, El Paso, Texas, toward March Field, Riverside, California. My clearance read from Biggs Field to March Field, direct; however, I was going to land at Tucson for gasoline if I deemed it necessary.

Flying a B-12A airplane with three passengers, I departed at approximately ten o'clock from Biggs Field. There being two main tanks with visual fuel gauges and two auxiliary tanks without fuel gauges in the B-12, I decided to use my right main tank for the first period in order to be able to calculate my fuel consumption-air speed ratio. Climbing to 8,000 feet, I flew a compass course for Apache Pass. Going through the Pass, I approached the southern end of Dry Lake, thence directly toward Tucson, passing slightly to the left of the peak of the Rincon Mountain.

At this period my right main tank fuel indicator read ten gallons. Based upon the passage of time, the fuel consumption, and the distance I had made during this time, I determined that I would have sufficient gas to reach March Field without landing at Tucson. At this point Tucson was approximately twenty miles directly ahead of me which, of course, was west. At this point I switched from my right main to the left auxiliary gas tank. Fuel pressure and the R.P.M.'s indicated to me that the left auxiliary tank was being used. At this point I picked up the "mike" and called Tucson, in order to get the winds aloft report between Tucson and March Field.

While talking to the Tucson radio operator, I glanced over the "mike" toward the right fuel indicator. To my astonishment the right fuel indicator showed a reading of five gallons instead of the previous ten. I switched from the auxiliary tank to the left main tank, hoping that only the auxiliary system was out and not the main system. I kept radio contact with Tucson. However, with the fuel control valve on the left main tank, my right fuel indicator continued to show that gas was being used from the right main tank. By this time I had passed the Rincon Mountain peak and was

approximately within fifteen miles of Tucson. Directly below me the terrain was exceedingly rough and no visible emergency landing area was available. The ground was covered either by boulders, cacti or mesquite. I continued to contact the Tucson Airport and informed the radio operator of my exact position and altitude, and that a forced landing was inevitable unless I decided to abandon the ship. The situation, of course, was serious.

There wasn't much consolation to be had, during my conversation with the radio operator, from his statement that "It certainly looks bad." Unconsciously I replied: "Gee, are you telling me?"

Burbank, Calif., along with several other stations were listening in. By this time the warning light on the fuel system was blinking and the fuel pressure gauges were approaching zero. While still looking for a landing field, my subconscious mind referred to three alternatives: first, to abandon the ship; second, to attempt to land; third, if I attempted to land, should I leave the wheels up or lower them? To abandon the ship meant getting word to the three passengers, and I did not have inter-phone connections in this airplane. One man was in the nose, another in the bomb bay, while the third rode in the observer's seat.

I do not believe I would have had enough time to get all three men out of the ship by visual signals. At this point the motors started to splutter, and the man in the nose looked to me for instructions - whether to bail out or not. I shook my head. A very small clearing showed up on my right and I decided to land the airplane.

My motors were now dead. I was definitely losing altitude and had started spiraling down. Still looking for some other place to land than the small patch of ground which had possibilities, I lowered my landing gear. This decision was based upon the fact that the cacti and mesquite were not extremely high and that there were a few rocks and boulders in this vicinity. Consequently, with my wheels down I believed that if I missed the rocks I would clear most of the cacti and mesquite. If I hit a rock while landing on the belly of the ship I feared for the man in the nose and the bomb-bay. At this point I was approximately 2500 feet above the terrain.

I had maintained radio conversation with the Tucson Airport, gave them my decision, where I expected to land, and likewise asked them to stand by for an emergency run to aid me in case of disaster. I then switched off the radio and gave my full attention to the land-

ing of the airplane. On approaching this small clearing, which was on the right and parallel to the Rincon Dry Wash, I saw that I definitely had to land in the small clearing, because to land short would have spelled disaster. Making a long S approach, I trimmed the ship and started to glide toward the field a little above the normal gliding angle. Another incident I encountered was the fact that the propeller continued to turn and had a tendency to increase my speed considerably. Not having wing flaps, I had no possible way of holding the nose of the ship to slow down the airplane, and a B-12 cannot be brought up toward the stall at this altitude without encountering danger.

I saw that I would easily hit the field, but that it would not be long enough to stop the airplane within its boundaries. I must admit that, as a rule, a small field from a considerable height increases in size as you approach it. I am afraid in this case that the field shrank as I approached it. As my wheels touched the ground there appeared in a small patch of mesquite and cacti at the farther end of the field a tractor partially hidden by the aforementioned. I quickly applied the brakes to the fullest extent, but I realized that I could not stop before running into this mesquite. The tractor forced me to swerve sharply to the right, and I made contact with the small trees and cacti. The wheels being down, only the tops of these small trees were hit, and we quickly passed through them, coming out on the other side with a limb sticking in each wing. Having veered to the right, the plane came to rest at right angles to my approach. The four of us quickly abandoned the plane with the one idea in mind - FIRE. Fortunately, there was none.

Upon inspecting the airplane, we found there was slight damage to the two wings, but the tail surface had received considerable damage on the left side, caused by its catching on a small tree as I veered to the right. The left tire, as well as the tail wheel, had been blown. My passenger in the nose of the plane had turned his back upon the approach to the mesquite, and while the glass was shattered no injury was sustained by him.

A few minutes afterward there came circling over this area one of the American Air Line giant flag ships which had been approaching Tucson and was ordered out by radio to the location I had given. They came low enough to give an accurate account of my position and approximately the extent of the damage to the airplane. They reported that no injuries had been incurred by the personnel. This courtesy was, of course, greatly appreciated by me, and it lifted the tension which had been created by my radio conversation with the Tucson Airport.

A young Mexican in his dilapidated car ferried me to the Airport, where telegraphic reports were sent out concerning the accident.

Upon my return to the scene of the accident, a close inspection revealed that a small tapered pin connecting the four-way valve handle to the gas tanks had fallen out and that it was impossible to switch from the one tank I had been on to any of the other three gasoline tanks.

Of course, since the forced landing was successful, I was glad that we had not abandoned the ship. Whether it would have been more feasible to make a belly landing can only be answered by the fact that a successful wheel landing was made and no great damage was done to the airplane, nor were any injuries sustained by the personnel.

The forced landing occurred in very rough and rugged country, and it happened with such little advance warning that we really did not have time to take much premeditated action. The three passengers realized the predicament I was in, but they did not have any desire to abandon the plane unless I gave them orders, which to me was quite commendable. It showed that they had faith in the pilot of the airplane.

We were picked up on the following morning by a B-18 from March Field, and we continued the trip to that field.

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#### The Progress of Aviation (Continued from Page 2)

air mail writers paid the United States \$6,000,000 in 1932, and more than twice that sum (\$12,450,000) in 1937.

Looking into the future - in 1943, five years from now, AVIATION envisions the fare on commercial airlines at  $\frac{3}{4}$ ¢ per mile; passengers carried per year, 6,000,000; all first class mail transported by air without surcharge; total domestic route miles, 60,000; total foreign route miles, 100,000; speed on trunk line routes, between 250 and 300 miles per hour; altitude of travel, 25,000 feet; passengers carried per plane, from 40 to 80, and from 3 to 6 airmen; mile square terminals, double runways; complete automatic blind landing and positive traffic control.

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Effective upon the completion of their present course of instruction at the Command and General Staff School, Fort Leavenworth, Kansas, Major Frederick M. Hopkins, Jr., and Captain Earl W. Barnes, Air Corps, are assigned to duty at Maxwell Field, Ala., and Major Clements McMullen, Air Corps, is assigned to duty at the San Antonio Air Depot, Duncan Field, San Antonio, Texas.

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## MARCH FIELD PERSONNEL RESCUE FLOOD VICTIMS

By the News Letter Correspondent

While large areas in Southern California were being choked up and devastated, and people, automobiles and even houses were being swept away by raging flood waters, the result of a record three-day rainfall, March Field, Riverside, Calif., unharmed in the midst of chaos that cut off whole cities from the outside world, marshalled its forces, rescued persons whose lives were endangered by swirling waters, and joined the Red Cross in aiding flood victims.

On March 2nd, with the first knowledge of the worst flood disaster in Southern California history, Colonel John H. Pirie, Commanding Officer of March Field, acquainted with conditions in Riverside, ten miles away, ordered Quartermaster trucks and soldiers to the scene to assist in rescue work.

Under the direction of Brigadier General Delos C. Emmons, 1st Wing Commander, the 38th Reconnaissance Squadron took to the air to photograph inundated areas eastward to Indio, and along all swollen rivers and washes from mountains to the sea. Airplanes of the 17th Attack Group constantly flew over flooded sections, the Army airmen directing and facilitating rescue work by means of radio communication. Airplanes waited, ever ready, on the hangar lines to be sent off on any mission which might arise. March Field flyers dropped food and gave news of outside conditions to marooned communities and towns. With short wave radio, the only means of communication, March Field's WYM kept constant contact with Los Angeles, San Bernardino and outside points, acting as a news agency in the dissemination of actual and unexaggerated reports of conditions and assisting in the direction of outside help.

A radio transmitter and receiver were transported by air to Alhambra to increase communication facilities. Food supplies for March Field were flown in by air because there were no trains to or through Riverside for ten days and all highways were either closed or extremely dangerous to traffic.

March Field officers cooperated with and kept in constant touch with the State Highway and Forestry Departments. They assisted the Highway Department to a considerable extent by locating and reporting bridges that were washed away and reporting other washouts.

When the rumbling, invincible forward rush of the water had met the sea, leaving in its wake debris and silt and destruction that concealed victims, March Field went to work to aid stricken civilians.

From municipal, county, state forestry, state highway and railway officials, pleas for mosaic photographs of devastated areas poured into the office of the

March Field Commander. Under the command of Major Paul H. Prentiss, the 38th Reconnaissance Squadron made over 500 photographs. Prints, rushed out by the March Field Photo Section, were delivered with efficiency and dispatch to the U.S. Engineers and to county authorities of Los Angeles, San Bernardino and Riverside.

During the period March 3rd to 5th, the 17th Attack Group, under the command of Lieut. Colonel Carlyle H. Wash, conducted 37 missions, involving a total time of 51 hours and 40 minutes. Of these missions, 14 were flown for the purpose of locating marooned people; four to locate washed-out roads; eight to locate destroyed bridges; six to check the condition of dams; two to check broken power lines; two to drop food to marooned people - in which Lieuts. Hatcher and Rendle flew 600 pounds of food to marooned people in the vicinity of Camp Baldy where flood damage was especially heavy - and one liaison mission to Los Angeles.

On the night of March 2nd, Quartermaster trucks and a detachment of enlisted men under the command of Major John B. Casseday, Quartermaster Corps, proceeded to West Riverside, where the turbulent waters of the Santa Ana River, rushing out of its regular course over highways and through residential districts, threatened the lives of scores of helpless people. Here the soldiers heroically braved the four-foot wall of swiftly moving, debris-laden water and, by means of strong tow lines and the skillful maneuvering of an Army truck, a Riverside fire truck with several people aboard was pulled out of the flood when it was in imminent danger of being swept away. Several people in this area, unable to reach safe ground before being caught by the rising waters, were drowned.

As the flood waters receded and the long weary task of reconstruction was begun, letters of thanks and appreciation arrived at March Field. One lady wrote:

"Would you kindly give us the names of the boys who were on your Army truck Wednesday night, March 2nd, doing rescue work at the Santa Ana River flood? My husband, young son and I were saved by those boys when they were able to get us out of the county truck.

"We were on the fire truck for several hours and as it was about to go we were transferred to the county truck and were there until your truck appeared. In all, we were in danger from 5:30 until nearly 11 PM. Our car is in the river. We feel those boys of yours saved those brave firemen as well as we three. And a number of others later.

"We would like to thank each one personally, but if you do not care to give

out their names, won't you please give them our very deepest thanks. Words are so useless when one's life has been saved, but I think they will understand how we appreciate their help. God bless them all.

"You have no idea - or maybe you have - of how precise and quickly they worked. Not a false move or useless gesture which would have meant time wasted.

"I deeply regret that we are not in a position to reward them by more than our thanks. If you are willing to send us their names we will be eternally grateful - otherwise, please thank them for their life-time friends.

Mrs. Hazel E. Smith & family."

From the County of Riverside, the Board of Supervisors, the Sheriff, the American Red Cross, the California Highway Patrol, etc., came other letters, warm and sincere and grateful. Mr. E. Raymond Cato, Chief of the California Highway Patrol, wrote:

"On behalf of the California Highway Patrol, I wish to take this opportunity of thanking you, your officers and men, for the invaluable services which you so willingly rendered the California Highway Patrol during and following the recent devastating flood.

"At a time when a number of human lives were imperiled on Mission Boulevard near Riverside, entrapped by the sudden overflow of the Santa Ana River, atop automobiles, holding to trees after their vehicles had been washed away, and after every attempt at rescue had failed and all were seemingly lost because of the lack of adequate facilities, you unhesitatingly dispatched the necessary facilities to the scene at my request.

"I wish to call particular attention to and commend Major J.B. Casseday and the detachment of soldiers who so valiantly rescued the stranded victims. In the face of imminent danger with the raging water still rising, Major Casseday and the detachment of men of your command braved their way through in an Army truck where other rescue trucks and a tractor had foundered.

"I wish also to commend the pilots who, during the danger period, persistently and untiringly kept a continuous aerial watch of Big Bear Lake and gave our office hourly reports in order that we might have warning and evacuate the endangered area in the event of a break which was feared in the dam. The pilots who were dispatched to fly over and furnish our office with the requested reports on various highways and bridges are deserving of much credit for the promptness and accuracy of their detailed reports. These reports were so precise that they not only served us in selecting best traffic routes, but are now of great value to

governmental engineers in making preliminary survey of the damages done.

"And then, of inestimable importance, was the assistance of your radio communications department whose services you voluntarily placed at our disposal. Our communications were handled promptly and accurately.

"With such efficient officers and men, there is little wonder that the quality of our Air Service is far above that of any other country. Our people are justly proud of their Air Service.

"As a representative of the California Highway Patrol, I am deeply grateful for your assistance. The State of California owes a debt of gratitude to you and your command for an invaluable service rendered her people at a time of dire need.

(Signed) E. RAYMOND CATO,  
Chief, Calif. Highway Patrol."

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In Special Orders, dated March 10, 1938, by command of Colonel John H. Pirie, a board of officers, composed of Majors Early E.W. Duncan, Lucas V. Beau, Jr., and Second Lieut. Boyd Hubbard, Jr., was appointed to meet without delay for the purpose of receiving, considering and preparing for submission to higher authorities, recommendations for the award of the Soldier's Medal to certain enlisted men of this station for heroism displayed in flood rescue work.

On Thursday, March 24th, the board convened and heard testimony on the operations of members of this command in connection with the flood. The findings of this board have not as yet been published.

All in all, the efficient and whole-hearted response of March Field demonstrates the usefulness to which a defense unit may be put in the event of peacetime disasters. The flood is over now, but the ever strengthening bond of friendship between March Field and civilians is even closer in the hearts and minds of many grateful citizens.

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#### ASSIGNMENT OF ARMY WAR COLLEGE GRADUATES

The following named Air Corps officers, now on duty as students at the Army War College, Fort Humphreys, D.C., are assigned to duty as indicated, effective upon completion of their present course of instruction, viz:

Lieut. Colonel Hubert R. Harmon and Major Idwal H. Edwards to the War Department General Staff, Washington, D.C.

Colonel Henry W. Harms, Majors Warren R. Carter and Austin W. Martenstein to Office Chief of the Air Corps, Washington.

Majors Alfred J. Lyon to Wright Field, O and John Y. York, Jr., to Maxwell Field, Ala.

Major Harry A. Johnson to Chanute Field, Rantoul, Ill.

Major John DeF. Barker to Ft. L'worth as instructor at C. & G.S. School.

## SUPPLYING CAVALRY NEEDS BY AIRPLANE

The Honorable Harry H. Woodring, Secretary of War, recently announced that the Army will initiate unique but important tests when the Army Air Corps undertakes to provide all food, rations and forage for a platoon of Cavalry in mountainous terrain in the field, beginning April 14th.

The tests are being conducted in the Big Bend District of Texas, in the vicinity of Balmorhea. The 1st Platoon, Troop "A," 8th Cavalry, consisting of 30 men and horses for the unit, will obtain all its food for personnel and grain and hay for animals, from containers to be let down from a B-10 Bomber by parachutes.

The rations which will be delivered to personnel will be the normal garrison of 5½ lbs. per man; the ration for horses will consist of 12 lbs. of oats and 14 lbs. of hay each. There will be a daily delivery of approximately 1,000 lbs. to the Cavalry platoon in mountainous terrain where it would be impossible for the airplane to land, all of which will be let down by parachutes from the Army Bomber.

The tests will be conducted for a period of four days, ending on April 18th, and will be under the supervision of Brig. General Ben Lear, Commanding the 1st Cavalry Division, Fort Bliss, Texas, and immediately conducted by Major Guy Kirksey, Air Corps, who has been designated Division Air Officer, 1st Cavalry Division, for the period of the tests.

The delivery of food to personnel in isolated areas, employing parachutes thrown from Army planes is not new. Several years ago, a large number of Indians were fed for a considerable period in the high plateaus of Arizona, when they were cut off from all outside sources by deep snow. Food and medicine have also been delivered to flood victims on several occasions in recent years. The tests which the Army Air Corps and Cavalry will initiate in Southwest Texas are more extensive, however, since they involve not only the feeding of personnel but feeding of animals as well, to include delivery of bales of hay and sacks of grain.

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A board convened at Wright Field, Ohio, on March 19th, for the purpose of evaluating two-engine transport-personnel airplanes as to utility of type. The officers composing the board were Majors W.T. Larson, of Langley Field, Va.; R.T. Cronau, of Randolph Field, Texas; S.M. Umstead of Wright Field; Captains L.C. Craigie, of Wright Field; Luther S. Smith, of the Office of the Chief of the Air Corps, Washington, D.C., and Lieut. E.R. Todd, of Kelly Field.

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## RADIO BROADCAST FROM XB-15 and XC-35

A radio broadcast, which reflected great credit both on the U.S. Army and the N.B.C. representatives who took part in its arrangement, was held on Sunday, April 3rd, in honor of my Day. As presented, it was an entertainment in which any organization might well have been proud to have a part.

Among the broadcasts were one from the XB-15 airplane flying over New York City, with Major General Oscar Westover at the microphone, and another from the Air Corps stratosphere airplane, flying at 33,000 feet over New York City, with Major Carl F. Greene, Air Corps, at the microphone. The latter flight happened to be a record one for altitude for the stratosphere airplane which, of course, is not built to accomplish altitude records but to serve as an experimental laboratory for the study of practicable and comfortable flights between 20,000 and 40,000 feet.

Both airplanes took off from Wright Field, Ohio, on Saturday, April 2nd. In the B-15 were Major S.M. Umstead and Lieut. L.F. Harman at the controls, and as crew, Lieut. Colonel H.V. Hopkins, Captain C.S. Irvine, Lieut. E.H. Beebe, Messrs. Mark Koogler, P.H. Henderson, B. Casebeer, H.W. Johnson, John Honacker and William Fell, the latter an Eclipse Aviation Corporation representative. The XC-35 was manned by Captains A.H. Johnson and G.J. Eppright at the controls, and Major Carl F. Greene and Mr. G.W. Laub. The voices from the two airplanes came clearly and resonantly above the roar of the motors. The Aircraft Radio Laboratory at Wright Field was responsible for the hookups of the airplanes.

The final item of the program, a roll call by General Malin Craig, Chief of Staff, in Washington, of the various units which had taken part in the broadcast, was a triumphant demonstration of the possibilities of modern radio.

The timing of responses coming from various parts of the United States, including the air high above New York City, to the voice of the Army Chief in Washington, was a feature which those who heard it will not soon forget.

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An airplane accident on April 3rd near Ashtabula, Ohio, resulted in the death of 2nd Lieut. Kelvine Burke, Air Reserve, who had been stationed at Selfridge Field, Mich., since May 15, 1937.

Lieut. Burke was born on July 15, 1911, at Buffalo, N.Y., and he received his education at Buffalo and Manhattan College. He graduated from the Air Corps Training Center in 1936, and was assigned to active duty at Mitchel Field, N.Y. He is survived by his mother, four brothers and four sisters, to whom the Air Corps extends its deep sympathy. His father, a prominent Buffalo Surgeon, is deceased.

## A THEATER FOR HAMILTON FIELD ✓

At last Hamilton Field is to have a theater - and a beautifully constructed and decorated building it is. Situated on the hillside near the entrance to the post, its design corresponds to the other buildings of white stucco with the typical red tile roof. The interior also reflects the Spanish influence, with copper trim and red seats, modern indirect lighting completing the decoration.

The theater was to be officially dedicated on the evening of April 7th by Colonel Horace F. Sykes, Adjutant General of the Ninth Corps Area, and Lieut. Col. C. W. Russell, Commanding Officer of Hamilton Field, while two shows were to be held that evening to accommodate the expected large attendance.

The building is small and compact, seating but 422. The stage is constructed for either moving pictures or stage shows, and air conditioning adds to the comfort of patrons.

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## CHANGE OF COMMANDERS AT KELLY FIELD ✓

Brigadier General Arnold N. Krogstad, Commanding Officer of Kelly Field, Texas, up to March 25th, departed on that day for his new assignment and duties as Wing Commander of the Second Wing, GHQ Air Force, Langley Field, Va. Colonel Frank D. Lackland, Commandant of the Air Corps Advanced Flying School, assumed the duties of Commanding Officer of Kelly Field on March 25th.

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General Krogstad arrived at Langley Field on the morning of March 31st to assume command of the Second Wing, GHQ Air Force, succeeding Brigadier General Gerald C. Brant, who left sometime ago for Chanute Field, Rantoul, Ill.

General Krogstad was greeted at the Langley Field base by several fellow officers in front of the Second Wing Headquarters Building, among whom were Major General Frank M. Andrews, Commanding General of the GHQ Air Force, and Colonel Walter R. Weaver, commander of Langley Field. Traveling to his new station by automobile, General Krogstad arrived at the airdrome about the same time several planes of the Second Wing were returning from central Florida, where annual spring maneuvers had been under way for several weeks.

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## SAN ANTONIO DEPOT BUSY TRANSPORTING MEN

The San Antonio Air Depot, Duncan Field, Texas, was recently called on for a rush order of C-33 transport flights when it became necessary to transfer some 150 enlisted men from Langley Field, Va., to the Air Corps Training Center, Randolph Field, Texas. From March 20th

to April 3rd, all pilots, officer and enlisted, and crews, with the four C-33's at the Depot and one borrowed from the Fairfield Air Depot, were kept busy flying between Randolph and Langley Fields. A flight was also made to Maxwell Field, Ala., for transporting enlisted men to Randolph Field.

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## COMMENDATION FOR ALBROOK FIELD PERSONNEL

Expressing the appreciation of the 4th Coast Artillery (AA) for the fine cooperation extended to it by Air Corps personnel during its training season, the Commanding Officer of this organization, Colonel Forrest E. Williford, in a recent letter to the Commanding General of the 19th Wing, Air Corps, Albroke Field, Canal Zone, stated:

"For the first time in several years the Harbor Defenses of Balboa and Anti-aircraft Defenses of the Pacific Sector have completed all scheduled firing during the calendar year without a carry over. This has been accomplished in a large measure through the splendid cooperation of the Air Corps personnel at Albroke Field in furnishing the necessary air missions."

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## MULTI-ENGINE CONTROL DEVICES ✓

The Materiel Division, Wright Field, Ohio, has two experimental devices under development for the automatic control of engines with special reference to four-engine airplanes. The idea back of these developments is to relieve the pilot or engineer of the necessity of constant attention to the engine controls. The sampler of the two devices is known as the automatic engine synchronizer. Its function is automatically to maintain a constant r.p.m. on all four engines by propeller pitch control. The r.p.m. at which automatic control can be maintained is manually variable over a wide range. The other engine control device is known as the automatic engineer. Its function is to control r.p.m. as above, also automatically to maintain a constant manifold pressure on all four engines by throttle control. A wide range of operating manifold pressures can be maintained automatically. One each of these devices is being procured for test at the Division.

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At the Materiel Division, Wright Field, Ohio, circular proposals were issued in March (opening date March 8, 1939, at 1:00 p.m.) for single-engine Attack airplanes. The bids are to be based upon quantities of from one to five hundred in increments of ten.

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LINK TRAINER INSTRUCTION AT HAMILTON FIELD  
By the News Letter Correspondent

Almost any day between the hours of eight and four, a strange humming sound can be heard coming from the northwest room of hangar 4. Upon entering, one finds a somewhat distressed pilot jousting with the instruments and controls of the familiar Link Trainer. This has been going on since the installation of the Trainer around the first of the year. During this time, some fifteen pilots have received training in it.

The fifteen-hour course presented consists mainly of familiarization with the Trainer, accuracy work in instrument flying, and radio beam orientation. Included in the accuracy work are time turns, reversals on approach legs with Department of Commerce let downs through overcasts.

Several acceptable methods of radio beam orientation are presented with the purpose in view of furnishing the pilot with some choice to fit the conditions of operations in the locality of the beam used. Beams from all parts of the United States are selected for training, but particular stress is laid on the beams in the locality of Hamilton Field. In addition to the above, training is given in the use of the radio compass and in instrument landings. Toward the end of the course, a cross-country flight in the Trainer is given between two distant radio beam stations, and during this jaunt all possible conditions, such as ice, bumpy air, mountains, bent beams, split beams, false cones of silence, and other conditions are simulated effectively. This radio cross-country is intended to help improve the judgment of the pilot while flying under bad weather conditions.

So far the results of the training are quite gratifying. Upon the completion of the course, students seem to have a clearer, more tangible picture in their minds of the beam lay-out of the particular station to which they are tuned, and upon hearing the quadrant signals make a plan to orient themselves and follow the beam into the cone of silence quickly and efficiently. All movements are done smoothly with timing and precision. Errors are few, and a pilot lost is a rare occurrence.

Although the results have been pleasing, there has been no opportunity this early to compare the average pilot's improvement, before and after using the Trainer course, relative to actual instrument work in the air.

The conclusions which may be drawn from the training to date are that the Link Trainer cannot and should not be expected to take the place of any of the actual work in the air, but it can supplement instrument training in the air to a great extent. The results in black

and white of problems worked on the Trainer are shown to scale on the beam chart by the recorder. This gives the student an opportunity to see his mistakes and profit by the corrections offered by his instructor.

Briefly, the Link Trainer offers a relatively economical, safe, and efficient way for pilots to learn instrument flying.

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NO WORRY ABOUT MOTOR FUEL SUPPLY

Often there have appeared in print predictions to the effect that, at the present rate of consumption of gasoline and oil, there is likely to be a serious motor fuel shortage in this country in the not too distant future.

According to Dr. Gustav Egloff, Director of Research for the Universal Oil Products Co., of Chicago, there is plenty of fuel ahead, based on present known motor-fuel sources. In fact, ahead lies a fuel reserve period of nothing less than 20 years based on natural petroleum deposits now in sight, and what's more, estimating fuel supply from all natural and synthetic sources capable of utilization through the most advanced processes now in use and likely to follow, there looms ahead a supply good for just a mere span of 24,000 years.

In an article in the April issue of the S.A.E. JOURNAL, Dr. Egloff is quoted as saying that this estimate of motor fuel reserve is based on present yearly demand of 22 billion gallons of fuel for the 30,000,000 motor vehicles now operating in this country. Analyzing newer sources of motor fuel, he discussed in turn the various motor-fuel sources such as crude oil, natural gas, cracked gases, coal, oil shale, plants and wood, and additional compounds for higher octane numbers of fuels.

The supply estimates cited are for motor fuel of normal octane rating, Dr. Egloff stated, but today when octane requirements of motor vehicles are mounting higher this injects a new angle to the fuel production problem. Time was when an octane rating of less than 50 was acceptable to motor fuel users, but now with higher engine compression ratios the average octane rating is 70, and an octane rating of 100 is regarded as the standard requirement for aviation service.

Gasolines derived from crude oils by direct distillation range in antiknock value from about 15 to over 70 octane, with an average octane rating of about 53, the speaker declared. Cracked gasolines vary in octane rating from 65 to 80, with an average of about 70. The cracking process, he estimated, is con-

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serving over 1,300,000,000 bbl. of crude oil per year. Gases containing olefin hydrocarbons are produced as a by-product of the cracking process. These gases are converted catalytically into polymer gasoline and iso-octane motor fuels, all having high antiknock properties.

In discussing coal as a source of motor fuel, Dr. Egloff cited the experience of England. One plant, he said, costing \$27,000,000, is now producing 1,000 bbl. of gasoline per day from Wales bituminous coal through the hydrogenation process. The plant's daily production costs about 20 cents per gallon, yet is equivalent to only two percent of the motor-fuel demand of Great Britain as against the normal yearly increase in that country's motor fuel demand of fully 8 percent.

Analyzing natural gas as a motor-fuel source, Dr. Egloff pointed out that there are 2,000 billion cubic ft. of natural gas produced yearly, and from this source he estimated that 55 billion gal. of liquefied natural gas might be produced for motor-fuel use. As another possible fuel source, he cited alcohol from plants and wood, enormous potential reserves of which are available in this country. Such fuel sources are being utilized in England, Germany, Czechoslovakia and elsewhere as a blending agent. However, he pointed out, results from this type of motor-fuel have so far proved unsatisfactory as compared with motor performance on fuel from natural-gasoline sources.

As another source, oil-shale deposits were discussed by the speaker, who estimated that 100 years of motor-fuel supply are available in known deposits in this country when and if desired. The use of cotton seed oil was likewise cited as a possible source through use of cracking processes, an example being the case of a Chinese plant planning 250 bbl. of motor fuel daily from cotton seed oil. Dr. Egloff laid particular stress on the possibilities now opening up in the solvent extraction method, which has developed recently to the point where it provides a means of augmenting the supply of high octane gasoline for airplane and other uses.

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Master Sergeant John Dolan, the ranking Master Sergeant in the Air Corps, was placed on the Retired List at Mitchel Field, N.Y., on March 31, 1938, upon completion of 30 years' service.

Technical Sergeant William E. Field, 12th Air Base Squadron, was placed on the retired list at the Air Corps Advanced Flying School, Kelly Field, Texas, effective March 31, 1938. Technical Sergeant Field was advanced on the retired list to the rank of second lieutenant, under the provisions of the Act of Congress, approved May 7, 1932.

## PURSUITERS RETURN FROM FLORIDA MANEUVERS By the Selfridge Field Correspondent

The 17th Pursuit Squadron, commanded by Captain Dixon M. Allison, returned to their base, Selfridge Field, Mich., on March 28th, after completing its part of the Second Wing Maneuvers in Central Florida. For this maneuver the Squadron consisted of Headquarters Flight from the 17th, "B" Flight from the 94th Pursuit Squadron, and "A" Flight of the 27th Pursuit Squadron.

The whole maneuver proved to be interesting and enlightening to all concerned, inasmuch as we took the field with our brand new Seversky P-35's. From the very beginning we had ample opportunity to find out what our little Seversky stingers could do. During the movement to Tampa, the Squadron was forced to make a night landing in a very small unlighted field at Huntsville, Ala., due to unexpected severe weather conditions at Birmingham. Although our boys performed a good job of getting them down, we had plenty of cause to rejoice, as our new stingers are really put together, especially in the landing gear department.

The Squadron reached Tampa on Thursday morning, March 17th, and began preparations for the maneuvers proper. Two types of combat missions were flown, namely, aerial gunnery on a tow target, using mass fire by flights, and interception problems against B-17's, mostly at altitudes around 20,000 feet.

The people of Tampa were very pleasant to us during the maneuvers and did everything possible to make our stay there enjoyable. They also displayed great interest in our flying and in our airplanes, and seemed very pleased to have us there.

The casualties included two wing tips by way of ground loops, and three engines from as yet undetermined causes.

The Squadron departed from Tampa on Monday, March 28th, leaving four planes behind for repairs, and had an uneventful trip home, with one stop at Maxwell Field, Ala.

As a whole, we feel that we learned a lot about the performance and characteristics of our new airplanes in a very short time, and we look forward to the GHQ Maneuvers in May with confidence and pleasure.

Major Seversky spent the entire time with us in Florida, and he and his mechanic proved extremely helpful with our engineering difficulties.

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Upon the completion of their present course of instruction at the Air Corps Tactical School at Maxwell Field, Ala., the following-named Air Corps officers, students thereat, are assigned to stations as follows: Majors Edward M. Robbins and James C. Shively to Wright Field and Capt. E. T. Selzer to Selfridge.

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## COURSE AT TRAINING CENTER PROVES A PROFITABLE INVESTMENT

By the father of two Cadets who graduated

I was reading in a local paper a notice that a certain young man had been accepted as a Flying Cadet at the Training Center at Randolph Field. It brought back memories to me when my boys received their orders to report and, to be honest, I was as proud of their appointment as they were.

I have read at different times Cadets' opinions of their training and their future. As a parent, I am writing my opinion as to the future of the boy who has passed through the training school, with the hope that it may help in the decision of some young fellow who is anxious to go and of his parents who may be holding him back because they are concerned for the boy's future and safety.

First, from my observation, flying is not all that is taught and impressed on the Cadet. The age of most Cadets is that stage of life when most of us wondered why the necessity for orders and discipline from those in authority which, if not learned at that stage, would be a handicap throughout our lives. Self-control is taught in such a way while learning to fly that the Cadet is really taught without his knowing it. If your boy should go, ask him after he graduates if he ever bit his lips and swallowed hard. No, the life is not all roses. He will have to learn to take and give; but ask him if he would like to be otherwise. You will be surprised to know how he has enjoyed the lesson. If he cannot come up to the standards expected of him, he will be taken off flying, as otherwise his own life as well as the lives of other flyers would be endangered.

He will be taught to think and act for himself; confidence will be put in him, and it will be up to him not to break that confidence. He will be taught to fly, and when he graduates he will certainly be a flyer.

Of course, a certain amount of anxiety as to the safety of the Cadet enters the parents' minds, but everything possible is done for the safety of the Cadet, both by his instructors and also by the Army in assuring that the equipment which he uses is of the best. My anxiety was not so much for the safety of my boys, knowing that everything possible was being done in that respect; rather, it was concerned with the possibility of my boys not being able to meet the high standards expected from them and the possibility of their not being able to become flyers. If such is the case, and if there is any doubt in the minds of the instructors that the Cadet is not safe and will not become a pilot, no chances will be taken. He will be relieved from flying and sent home.

The Cadet receives the best training it is possible to obtain anywhere. If it were possible to secure this same kind of training in commercial life, the cost thereof would be far beyond the means of the average parent. In the Air Corps the boy is not only taught to fly but is paid \$75.00 per month while he is under instruction.

After the boy graduates, what then? He receives a commission as a second lieutenant in the Air Reserve, is placed on active duty for a number of years, and secures a bonus at the termination of such period of active duty. He will have been paid enough money during this time as, with the exercise of a reasonable amount of thrift, to enable him to lay aside a goodly amount with which to make a start in private life.

How many young men of today, at the age of 21 to 26, average over \$200.00 per month?

The Cadet has the possibility of securing a regular commission. This is not promised. However, many Reserve officers have been commissioned in the Regular Army. If the Reserve officer does not wish to remain in the Army, but does desire to earn his living by flying, there is the reassuring thought that the commercial air lines are anxious to employ as pilots graduates of the Air Corps Training Center. My eldest son, and a number of members of his class, are now in the employ of air lines. My younger son, who is now serving as a Reserve officer, has received an offer from an air line without making application for the position. It is thus seen that positions are open for these graduates of the Air Corps Training Center in the field of commercial aviation.

When the boy's training is finished, I honestly believe that, even should he then decide to discontinue flying, the time spent in the flying school and the experience and teachings which he received as a Flying Cadet will stand him in good stead in his battle through life.

It has been my pleasure to meet a number of Cadets at the graduation exercises of both of my sons, and afterwards, and I have never met a finer and more loyal set of young fellows. There must be something that binds them so closely together, and it is a pleasure to be able to think that one's son was an acquaintance and fellow student of their's.

Think it over, parents. If your boy wants to fly, go back a few years in your recollections. Perhaps you would have preferred another way of making your living than the one you are following.

(Continued on page 14).

## DOCTRINE FOR CORPS AND ARMY SQUADRON

The News Letter Correspondent of the 97th Observation Squadron (Corps & Army), Mitchel Field, L.I., New York, recently forwarded to the Air Corps Information Division a 45-page mimeographed pamphlet which, in a very comprehensive form, embodies the doctrine of this Squadron and has for its purpose "...to establish standard practice for pilots, observers and ground crews, the following procedures are published for the information and guidance of all concerned. This information.....is not to be interpreted as final or complete in every instance, but rather informative and subject to further amplification. Cooperation or teamwork between the various squadron sections and mutual understanding of individuals are the objectives sought."

Sufficient copies of this pamphlet were provided for distribution to all officers now on duty in the 97th Squadron, and for similar distribution in the future.

The Squadron has been operating under this doctrine for the past two months.

The doctrine outlines a ground procedure, air procedure and miscellaneous activities. Outstanding sub-divisions include: Instructions for ground and air operation of the O-46A Observation airplane and the R-1535-7 "Wasp" engine; Squadron formations, including discussions on assembly, turns, signals, etc.; Forced landing procedures; Airdrome procedures when away from home base; Tow-target procedures; Safety precautions on Aerial Gunnery; Tips on aerial photographic missions, including tables showing areas covered from certain altitudes, etc. The document places special emphasis on procedures to be followed when dispatched on aerial cooperative missions with ground forces.

It may be seen from the above that the real aim of the present doctrine is not to parallel a training directive but to coordinate into one document a number of small items of relative importance not only to young or inexperienced pilots but to older officers not already qualified for duty with Corps & Army Observation units. This aim has been particularly followed in the 97th Squadron. "Due to its very simplicity and broad field of material," asserts the News Letter Correspondent, "the Doctrine is not likely to be rendered antique or impossible to follow by the inception of new equipment."

"It is believed a Doctrine of this nature is valuable in any squadron equipped with one or two-place ships, as these organizations are more likely to have a large percentage of young pilots to whom it would be of great material benefit."

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## OBITUARIES

While ferrying a P-35 Pursuit airplane from the factory to his home station at Selfridge Field, Mich., on April 9th, Second Lieutenant Eugene Brecht, Jr., Air Corps, crashed near Athens, Penna., and was killed.

Lieut. Brecht was born at Des Moines, Iowa, July 14, 1909. After graduating from high school at San Diego, Calif., he attended the San Diego State Teachers' College for a half year, and Drake University for one and one-half years.

Qualifying for appointment as a Flying Cadet, he began training at the Air Corps Primary Flying School at March Field, Calif., March 1, 1931, and upon graduation therefrom on September 25, 1931, he was transferred to the Advanced Flying School at Kelly Field, Texas, where he specialized in Pursuit Aviation.

Upon his graduation from Kelly Field on February 26, 1932, he was commissioned a second lieutenant in the Air Reserve, rated as "Airplane Pilot," and assigned to extended active duty with the 6th Pursuit Squadron, 18th Pursuit Group, at Wheeler Field, Hawaiian Department.

In December, 1933, Lieut. Brecht was transferred to March Field, and was assigned to the 73rd Pursuit Squadron, with which he served until March, 1934, when he reverted to inactive status. Subsequently he enlisted as a Private in the Air Corps in order to be eligible to take the examination for appointment as a second lieutenant in the Air Corps, Regular Army. He received this appointment, with rank from August 1, 1935, and was assigned to duty at Selfridge Field.

Flying Cadet Emil H. Petri, a student in the Attack Section of the Air Corps Advanced Flying School, Kelly Field, Texas, died in the Station Hospital at Fort Sam Houston, Texas, on the afternoon of April 1, 1938, from injuries received in the crash of an A-12 airplane he was flying.

Cadet Petri was flying a wing position in a 3-plane formation, led by 2nd Lieut. W.D. Griffith, Air Reserve, his instructor, when he pulled out of this formation and headed for a cornfield. The airplane landed in a corner of the field on its engine and one wing, demolishing it completely and severely injuring the pilot. Two farmers removed him from the cockpit and, with the aid of Lieut. Griffith, who landed in the same field, brought him to Kelly Field. He was later sent to the station hospital at Fort Sam Houston. "It is believed," says the News Letter Correspondent, "that the cause of the forced landing was the result of running out of gas on the auxiliary tank."

Flying Cadet Douglas Chalmers, a student in the Observation Section, was detailed to accompany the remains of the

(Continued on Page 14)

## THE DENVER BRANCH OF THE AIR CORPS TECHNICAL SCHOOL

Ed. Note: This is the first installment of a series of articles which will be published in the Air Corps News Letter. Succeeding installments will deal more specifically with individual subjects; for example, general organization, the bombing and gunnery range, climatic advantages for photography, bombing and gunnery, etc.

With the transfer of the Departments of Photography and Armament to this new Denver location an accomplished fact, the new branch of The Air Corps Technical School, under the command of Lieut. Col. Junius W. Jones, is in full operation.

By air, by automobile, and by troop train, a total of twenty officers, two hundred and sixteen men and five civilian employees of the School were transferred from Chanute Field, Rantoul, Ill., during December, January and February. Of these, the majority were transferred by troop train which arrived in Denver on February 12th.

To augment the permanent personnel, 12 officers and 135 enlisted men had or have since been transferred to Lowry Field. At present the strength of the command is 19 permanent officers, 13 student officers, 185 permanent enlisted men and 166 enlisted students.

The task of unloading, uncrating and moving school and post equipment was an even larger assignment than had been the crating and loading. Careful planning and a high degree of organization made possible the completion of this task in a remarkably short time.

So rapid was the process of reorganization at the new location that classes were started in full swing on February 28th.

Having graduated one class of enlisted students, the Department of Photography now has 6 student officers and 47 enlisted students undergoing instruction.

The Department of Armament has also graduated one class of enlisted students, consisting of 10 men. At present, 82 men are undergoing instruction in that Department.

To say that the Denver location is a "natural" for the two Departments is simply an understatement. The climate, the environment, the friendly populace, the remarkable spirit of cooperation displayed by the City of Denver, and the many natural advantages of the new site, all combine to provide the School with an ideal location.

The above factors are largely responsible for the high state of morale prevalent among the personnel at the School. Certainly, no new station ever began with such excellent morale. Daily the morale barometer shows a slight but steady rise. The student motto is:

"Let's stay in Denver."

At present the following officers are on permanent duty status at the School:

### Lieutenant Colonels

Junius W. Jones, Air Corps  
Louis M. Field, Medical Corps.

### Majors, Air Corps

Donald G. Stitt Clarence C. Wilson  
Alfred L. Jewett Devereux M. Meyers

### Captains, Air Corps

Donald W. Norwood Richard D. Reeve  
John K. Nissley George L. Murray  
Herbert W. Anderson

### Captain, Q.M. Corps

Harold D. Stetson

### 1st Lieuts., Air Corps

Norman H. Ives Wiley D. Ganey  
John C. Covington

### 2nd Lieuts., Air Corps

Charles H. Leitner Thomas F. Langben

### Air Reserve Officers

1st Lieut. Richard C. Ragle  
2nd Lieut. Monty Duran Wilson

Assigned as students in the Department of Photography are Lieut. Colonel Orlo H. Quinn, 1st Lieuts. Thomas R. Starratt, Jerald W. McCoy, Donald L. Hardy, 2nd Lieut. H.C. Nelson, Air Corps, and 2nd Lieut. Jesus A. Villamor, Philippine Army.

Officers undergoing instruction in the Department of Armament are Captain Harold R. Lee, Marine Corps; 1st Lieuts. Melie J. Coutlee, Jarred V. Crabb, William A. Travis, 2nd Lieuts. Henry B. Fisher, William M. Gross and Joseph C. Moore, Air Corps.

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## INDUSTRIAL COLLEGE STUDENTS ASSIGNED

Under Special Orders of the War Department, recently issued, the following named Air Corps officers, effective upon the completion of their present course of instruction at the Army Industrial College, Washington, D.C., are assigned to stations, as follows:

Majors Don L. Hutchins, John A. Laird, Edward M. Powers and Clarence P. Kane to the Materiel Division, Wright Field, Ohio.

Major Malcolm S. Lawton to the San Antonio Air Depot, Duncan Field, Texas.  
Captain Julian B. Haddon to Maxwell Field, Ala.

Majors Shiras A. Blair and Robert T. Zane to Langley Field, Va.

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Major Lawrence P. Hickey, upon the completion of his present course of instruction at the Army War College, Fort Humphreys, D.C., is assigned to duty at Selfridge Field, Mt. Clemens, Mich.

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## ARMY DAY AT LANGLEY FIELD

The people of the Virginia Tidewater Peninsula had an opportunity to see something of Langley Field's functions and its materiel on Army Day, April 6th. This airdrome, which is regarded as the most strategic air base in the nation, had arranged to welcome visitors, and gave special air demonstrations for their benefit.

From 9:00 o'clock in the morning to 5:00 o'clock in the afternoon, the 8th Pursuit Group had one PB-2 and one P-6 airplane parked on the ramp in front of the Group Headquarters Building, with an attendant at each craft to answer the questions of visitors. The Group Headquarters hangar was also open to the public for inspection.

The Second Bombardment Group had one B-17 Bomber (Flying Fortress) and one B-10 (2-engine Bomber) parked in front of Group Headquarters, with an attendant at each plane.

The 21st Reconnaissance Squadron had one B-18 plane parked on the ramp in front of Group Headquarters, with an attendant.

The 3rd Observation Squadron kept the balloon hangar open for inspection. Other Base activities which were available for inspection included the Base Operations and the Meteorological Station. Other airplanes on display were a C-33, an A-17 and an OA-4A.

At one o'clock, a squadron of Pursuit planes, "Flying Fortresses", B-18's and Observation planes flew in the vicinity of the Peninsula on tactical missions. They passed over Hampton, Phoebes, Newport News and neighboring sections to enable the local residents to see them in action.

The Meteorological Station, perhaps one of the most interesting sections at Langley Field, both to the layman and to the aviation enthusiast, was open for inspection by the public on Army Day, from 9:00 a.m. to 5:00 p.m.

Several officers and enlisted men are daily engaged in computing valuable data concerning weather conditions at Langley Field and in surrounding areas. Often it is their findings which determine whether it is safe to take one of Uncle Sam's valuable planes off the ground. Workers maintain 24-hour duty at this weather bureau.

Among the duties of the Meteorological Station are the computing of rainfall, the recording of periodical temperatures, the study of winds, the predicting of probable weather conditions in the future and the description of visibility in the air. These services are only a small part of the activities of this Station.

In addition to offering valuable service to pilots at the Peninsula Airdrome, fisherman who ply in and out of local

waters take advantage of the forecasts before deciding to risk the outlying waters, where storms often take their toll.

On Army Day, guides were on duty at the Meteorological Station and explained various details of the various equipment employed in making weather computations.

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## OFFICERS ASSIGNED TO TACTICAL SCHOOL

Under Special Orders of the War Department recently issued, the following-named Air Corps officers are assigned to duty as students in the 1938-1939 course at the Air Corps Tactical School at Maxwell Field, Ala., reporting to the Commandant of this School towards the close of next summer, viz:

Major Ray G. Harris, from the Office of the District Representative, Western Procurement District, Inglewood, Calif.

Major Clarence B. Lober and 1st Lieut. Austin A. Straubel, from Fort Lewis, Washington.

Major Joseph T. Morris and Captain Russell J. Minty, from the Rockwell Air Depot, Calif.

Captain A. J. Kerwin Malone, from March Field, Calif.

1st Lieut. Aubry L. Moore, from Hamilton Field, Calif.

Captain Townsend Griffiss, from Maxwell Field, Ala.

Captain James B. Burwell, from Randolph Field, Texas.

Captain Archibald Y. Smith, from Langley Field, Va.

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## The Course at the Training Center (Continued from Page 11).

ing now. Don't stand in the boy's way. To the Training Center at Randolph Field I would like to say: "I gave you two boys of whom I was proud; after their graduation I am prouder yet. Thanks a lot."

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## Obituaries (Continued from Page 12).

deceased Cadet to his father, Mr. C.H. Petri, at Austin, Texas.

Cadet Petri was born at Austin, Texas, November 19, 1914. He graduated from the grammar schools and high schools of that city, and from the University of Texas in 1937. Appointed a Flying Cadet in the Air Corps, he was assigned to the July, 1937, Class at the Primary Flying School, Randolph Field, Texas, from which he graduated on February 23, 1938, and was assigned to the Attack Section of the Advanced Flying School at Kelly Field.

The Air Corps extends its deep sympathy to the bereaved families of these two young men who died in the service.

V-7699, A.C.

**A NEW CRASH BOAT FOR THE AIR CORPS**  
By the Mitchel Field Correspondent

An auspicious launching for one of the Air Corps' newest developments, a sea-going crash boat, took place at Greenport, Long Island, New York, on March 18th, over 200 persons being present for the ceremony, including representatives from the Inspection Division of the Office of the Chief of the Air Corps and other War Department agencies. Several prominent civilians were in attendance, as were members of the boat building firm and the engine firm.

Although not much information is available for release, it was stated that the new boat is called the "P-11." It is 72 feet long and is thoroughly streamlined. She is fitted with two Capitol "P-12" engines, converted for marine use by the Capitol Auto Engine Works at St. Paul, Minn. These engines are connected to twin screws, and provisions have been made in the boat construction to enable the installation of a third engine, should the Air Corps service test deem it advisable. The P-12 is converted from Wright "Tornado" aircraft engines and may be cooled by either fresh or salt water. It was reported that the designers expect the crash boat to develop 32 knots and to be seaworthy.

The new boat is large and commodious and has accommodations for a permanent crew of four, namely, captain, engineer, radio operator, and medical man or other crew member who would be qualified as a life-saver and swimmer.

Preliminary tests are now being undertaken from the manufacturer's plant, the Greenport Basin and Construction Company on Long Island, and will continue for approximately one month. The boat will then be taken to the Brooklyn Port of Embarkation, where special Army equipment will be installed, ignition wiring shielded for radio use, etc. From there it is scheduled to go, under its own power, to Langley Field, Va., and eventually to the Hawaiian Department, where it will be assigned to the new bombardment base at Hickam Field.

The tests are being conducted by Mr. G.P. Cross, a civilian Inspector of Construction, representing the Quartermaster Corps. He is assisted by Staff Sergeant Emile J. Cloutier, Air Corps.

The "P-11" has been requested by the Air Corps for use in the Hawaiian Islands as a sea-going crash rescue boat. Previously, the Air Corps has used only Criss-Craft or similar small sized craft which, although capable of high speeds, could safely be operated only on a sheltered lake or bay. In the Hawaiian Department it has frequently been necessary to have a Coast Guard cutter stand by, and sometimes to call upon the Navy for assistance in case of plane crashes at sea. It is anticipated that the "P-11" will render the Army more nearly indepen-

dent of these agencies, and it is believed may speed up the time required to reach the scene of an aircraft unfortunate enough to have a forced landing in rough waters outside the limits of sheltered Pearl Harbor.

Staff Sergeant Cloutier has been on this detail since December 20, 1937, when he left Selfridge Field on what he imagined would be a transport ride to the land of balmy breezes and cocconut palms - Hawaii. Last minute orders ended his journey at the Capitol Auto Engine Works at St. Paul, Minn., with the thermometer at 37 degrees below zero. He was on detached service there for a month for familiarization with the engines. He followed the engines to the east coast, and on February 12th was attached to Mitchel Field. From here he made several trips each week to the Greenport Basin to observe their installation in the boat. Following the launching, Sergeant Cloutier was ordered to Greenport and will work directly with Mr. Cross during the preliminary tests.

Sergeant Cloutier stated that he anticipates assignment as engineer on the "P-11." During his stay at Mitchel Field he has spent much of his spare time reading up on marine engines, boats, navigation, and has even been forced to listen to a few shark stories, cases of extreme sea-sickness, etc., which were readily furnished by former foreign service personnel now at that base. He said that, so far as he knows, the Air Corps has made no provisions for fishing tackle as an item of equipment on the "P-11."

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**"ARMY DAY" AT CHANUTE FIELD**

By way of celebrating "Army Day," Major Earle G. Harper, Air Corps, representing the Air Corps Technical School at Chanute Field, Rantoul, Ill., issued a cordial invitation to members of surrounding communities to come and visit the School on April 6th.

In spite of a cold driving rain which lasted all day, over a thousand visitors arrived. Classes were held as usual, though they were somewhat curtailed by the detail of enlisted instructors as guides. Comments from the guests indicated much surprise at the completeness of equipment for instruction and admiration for the enthusiasm of the students in their work. As one elderly lady remarked to Captain Norme D. Frost, Director of the Department of Communications, "Why, I've never seen so many men busy at one time in all my life."

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Technical Sergeant Max Simon, 15th Air Base Squadron, by virtue of completing 30 years' service, is placed on the retired list at Maxwell Field, Ala., effective April 30, 1938.

## AERONAUTICAL EXHIBIT AT ORANGE SHOW

Drawing a record attendance of more than 200,000 people during its ten-day period, the 28th consecutive annual National Orange Show closed at San Bernardino on March 27th.

Outstanding among the vast number of exhibits representing communities from all over the State was the gold cup and blue ribbon winning exhibit from March Field, Riverside, Calif. The exhibit consisted of airplane engines, parachute and photographic equipment, airplane instruments, bombs and ordnance equipment with an assessed valuation in excess of \$30,000. The War Department approved the display, which was the first Air Corps exhibit in the history of the Orange Show.

Responsible for the display was Colonel John H. Pirie, Commanding Officer of March Field. Captain Philip Schwartz of the Ordnance Department prepared the splendid Ordnance Exhibit. Major Early E.W. Duncan, Public Relations Officer, March Field, was charged with making all necessary arrangements for the exhibit, and was responsible for the exhibit during the period of the show. In charge of describing and explaining the various equipment to the public were: Staff Sergeant McClurg, photo equipment; Sergeant Barber, airplane engines; Corporal Springsteen, parachutes and instruments; Sergeant Saint Amour, Ordnance equipment, with Staff Sergeant F.W. Smith in general charge.

All visitors were asked to register in a book maintained at the display. At the close of the Show it was discovered that more than twenty thousand names had been inscribed, among them that of Governor Merriam, who seemed quite interested in the exhibit. Connie Boswell who, with Gus Arnheim and his orchestra entertained at the Show, were supplemented by many others, including Dorothy Lamour, Frances Langford, Zazu Pitts, Joe E. Brown, Leo Carrillo, etc. All of them were guest entertainers. They commended the exhibit and inscribed their names in the register. This book included names from every State in the union and some from several foreign countries.

On Tuesday, March 22nd, Hal Chambers, KFWB announcer, interviewed the March Field exhibitors over the Mutual hookup. He asked such questions as: "What is this thing that looks like a flower pot?" The answer startled radio listeners: "A flower pot! It's not quite as innocent as that. It's a fragmentation bomb!" Each man assigned to a particular part of the display then explained over the radio the uses of different equipment in answer to queries by the announcer. Said visitors who streamed in after the broadcast: "We heard you over the radio, and you went over big!"

Through the efforts of Major Duncan, the President of the Show, Mr. Swing, and

the manager, Mr. Starke, declared Wednesday, March 23rd, "March Field Day," and admitted all officers and men of March Field free of charge.

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## RESERVE OFFICERS VISIT MARCH FIELD

Some 2500 members of the Southern California Army Ordnance Association, Reserve Officers and their families, visited March Field, Riverside, Calif., on Sunday, March 20th. It was the largest gathering of Reserve Officers ever assembled on the Pacific Coast. The visitors were welcomed by Brigadier General Delos C. Emmons, First Wing Commander.

The speakers included Colonel John H. Pirie, Commanding Officer of March Field; Colonel Halsey A. Yates, Regular Army Officer in charge of Organized Reserve training in Southern California; Mr. Earl B. Gilmore, President of the Army Ordnance Association and President of the Gilmore Oil Co., and Mayor William C. Evans of Riverside. The group arrived at March Field at 10:00 a.m., and spent the day there. The program was arranged for by Captain Philip Schwartz, March Field Ordnance Officer. Major Early E.W. Duncan, Public Relations Officer of March Field, supervised all arrangements and the carrying out of the program.

The various demonstrations during the day included anti-aircraft gun drills by a detachment of the 63rd Coast Artillery; an attack by Attack airplanes; loading of various type bombs; dropping of bombs and curtains of water representing chemicals; firing of field guns, 37 millimeter guns, trench mortars, automatic rifles and machine guns, and the loading of Bombardment airplanes. All types of weapons and equipment were on display.

Luncheon was provided for all visitors at the various Squadron messes and the Officers' Club, following which Army Ordnance pictures were shown at the Post Theatre.

In recognition of his outstanding service in connection with the organizing and promoting of the Army Ordnance Association, and the splendid work he has accomplished in connection with Ordnance activities in Southern California, Captain Philip Schwartz was presented with a watch by the Association, the presentation being made by the Association's President, Mr. Earl B. Gilmore.

The visitors expressed themselves as having spent an extremely enjoyable as well as a profitable day. Mr. Gilmore stated that, if agreeable to the Commanding Officer of March Field, the Ordnance Association would like to make the meeting an annual affair.

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Major Elmer E. Adler, Air Corps, has been relieved as a member of the War Department General Staff, Washington, and assigned to duty at Hamilton Field, Calif.

V-7699, A.C.

## RADIO SCHOOL AT HAMILTON FIELD

A class of 31 students reported on December 2, 1937, for a course in Basic Radio Theory; Basic Electrical Theory; Code, Army-Navy Procedure; Basic Shop-work; Field Telephones and Aircraft Equipment. Shorter subjects included Supply Letters and Stock Catalogues; Radio Aids; Antenna Construction and Cords and Plugs.

On February 19th, 18 of the class were graduated. Eight students were lost to Hamilton Field, due to the transfer to the Hawaiian Department of the 31st Bombardment Squadron. Two men were transferred to Fort Monmouth, N.J.; one was transferred to the Radio School at Chanute Field, Ill., while two were lost due to hospitalization.

Classes were held under the direct supervision of 1st Lieut. R.E.L. Pirtle, Air Corps, Assistant Signal Officer, with Privates, 1st Class, Harry Schwartzberg and Lester Barr as instructors. All classes were held in the morning and students were given practical duties in their respective organizations in the afternoon periods. All phases of the course were operated on a time period, and a total of 180 class hours completed by the graduates of this school, the first radio school to be held on this post.

Practical work in the class consisted of soldering, sweating, use of tools and nomenclature of tools. Field telephones were covered, the men using Chanute Field textbooks, and one telephone was set up on an instruction board. It is contemplated having ten such boards for the next class. Due to lack of equipment, enlarged photographs of aircraft equipment were used for instructional purposes. In spite of this handicap, the students apparently absorbed quite a bit of the instruction, as marks were rather high for the average of the class.

Chanute Field stencils and textbooks, the Radio Amateur Hand Book, and stencils prepared by the instructors were used for theory studies and class books. The Test Set, Type I-56-A, was covered, using the stencils as prepared by Chanute Field for a textbook. For the next class three such units will be available.

Instructions given in this class were such as to instill in the minds of the students a basic knowledge of the principles of radio, electricity and aircraft equipment. Part of the course includes a minimum of seven days' flying as members of a combat crew by the student upon his return to the organization to which he belongs. Those students who started from "scratch," having no previous code or radio knowledge, will graduate with code speeds varying from nine to fourteen words per minute. Four typewriters received in the late period of the course aided those who had attained the speed of 18 to 22 words per minute.

The students who graduated were as follows:

9th Bombardment Squadron: Privates L.C. Belcher, R.E. Delong, R.F. Green.  
11th Bombardment Squadron: Privates M.R. Smith, R.J. Murrall, F.L. Stout,  
88th Reconnaissance Squadron: Privates C.E. Burkhart, T.J. McGurgan, Jr., I.E. Reeder and E.B. Shouldis.  
Hq. Squadron, 7th Bombardment Group: Privates H.C. Lloyd.  
5th Air Base Squadron: Privates C.F. Buchanan, T.F. Burkhart, J.C. Harris, D. Phair, D.W. Ritchie, R.B. Staininger and L.C. Stapleton.

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## NINE GRADUATE IN AVIATION MEDICINE

Graduation exercises for the Class of March 31, 1938, of the School of Aviation Medicine, Randolph Field, Texas, were conducted on that date. Of the nine medical officers who graduated, Captains Reinhardt L. Schmidtke, William D. Willis, Joseph A. Baird, Jay F. Gamel, 1st Lieuts. William C. Harrison and Edward Sigerfoos are from the Regular Army; Captain William R. Stovall, from the Medical Reserve; Captain Youbert T. Johnson from the Minnesota National Guard, and Major Julio Cesar Aguilera from the Mexican Army.

During the course of the graduation exercises, Chaplain J.W. Westerman, U.S. Army, delivered the Invocation and Benediction. The introductory remarks were made by Lieut. Colonel N.C. Mashburn, Medical Corps, Acting Commandant of the School of Aviation Medicine, and the address by Lieut. Colonel John B. Brooks, Commandant of the Primary Flying School, Randolph Field, Texas, while the diplomas were presented by Brigadier General James E. Chaney, Commanding General of the Air Corps Training Center.

The Staff of the School of Aviation Medicine is as follows:

Commandant: Lieut. Colonel C.L. Beaven; Assistant Commandant, Lieut. Colonel N.C. Mashburn; Director of Department of Ophthalmology and Otolaryngology, Major J.M. Hargreaves; Director of Department of Psychology, Captain W.A. Carlson; Director of Department of Aviation Medicine, Captain C.E. Leedham; Assistant Director of Department of Aviation Medicine, Captain N.W. White; Director, Department of Neuro-psychiatry, Captain E.J. Kendricks, all of the Medical Corps, U.S. Army.

The Executive Officer of the School is Captain Benjamin R. Iuscomb, Medical Administrative Corps.

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The cover design featuring this issue of the News Letter is the artistic effort of Sergeant Frank J. Lorenz, Hq. and Hq. Sqdn., GHQ Air Force, Langley Field, Va. Thanks, Sergeant, and come again.

## "ARMY DAY" AT WRIGHT FIELD

Brigadier General A.W. Robins, Chief of the Air Corps Materiel Division, issued an invitation through the Dayton newspapers for an "open house" for visitors at Wright Field on Wednesday, April 6th, in celebration of "Army Day."

The Army Aeronautical Museum was thrown open to the public, and a hangar was devoted to the exhibition of the new type Army aircraft. Reserve officers were called to active duty for the day to assist in the handling of the crowds, which, in spite of a heavy downpour of rain, were estimated at between 5,000 and 6,000 people.

Flying throughout the day had been planned. In the morning, even through the rain, the airplanes bravely took to the skies but finally gave up, the ceiling being so low that spectators could scarcely see them even when flying directly above the hangars. Visitors registered from California, New York, Louisiana and Minnesota, and eight other States lying within these boundaries. If the enthusiasm of the boys who were present is any indication, the United States may anticipate a continuing strong air force.

Lieut. Colonel Hugh Mitchell, Signal Corps, Director of the Aircraft Radio Laboratory, was the principal speaker at a banquet held on the night of April 6th by the Military Order of World War Veterans.

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## VISITS TO THE MATERIEL DIVISION PROVE AN EDUCATIONAL AID.

A paragraph quoted from a letter to the Chief of the Materiel Division, Wright Field, Ohio, from the head of the Department of Aeronautics of the University of Minnesota is enlightening from the point of view of the extent of the benefits of Air Corps research and experimentation which, of course, are prosecuted primarily for purposes of national defense. This letter was received after a visit of a class of students from the University of Minnesota to the Materiel Division. The quoted paragraph is as follows:

"We believe that this trip is one of the high-lights of the students four year college career, and their expressed opinions more than substantiate this belief. Our making this trip a compulsory part of the course in aeronautical engineering seems to work out very well, and it is our hope to continue it in the years to come."

The University of Cincinnati and Purdue University also provide a visit to Wright Field as part of their curricula in aeronautical engineering courses.

## COL. BRANT ASSUMES COMMAND AT CHANUTE

Colonel Gerald C. Brant, recently appointed Commandant of the Air Corps Technical Schools at Chanute Field, Ill., and Lowry Field, Denver, Colorado, took over his duties on April 4th. Assisting him as post commander and Assistant Commandant of the Chanute Field School is Col. Devenport Johnson, who has been in command pending Colonel Brant's arrival.

On the evening of Army Day, April 6th, Colonel and Mrs. Brant and Colonel and Mrs. Devenport Johnson were welcomed by the officers and ladies of the post at a joint reception held in the Officers' Club.

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## CAPTAIN LAUGHLIN IS GUEST SPEAKER

The Federal Bar Association had as its guest speaker on Army Day, April 6th, at one of the Washington hotels, Captain Robert V. Laughlin, of the Judge Advocate General's Department. The speaker chose as his subject "The Liability of the United States for Use of Patented Products."

Captain Laughlin was Judge Advocate at Wright Field, Ohio, from 1932 to 1935, and for approximately two years he was on duty in the Office of the Chief of the Air Corps in Washington. He is now on duty in the Office of the Judge Advocate General, War Department.

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## WAR DEPARTMENT SPECIAL ORDERS Changes of Station

To Langley Field, Va.: Major Lloyd Barnett, from the Philippines.

To Washington, D.C.: Lieut. Colonel George E. Stratemeyer, from Hamilton Field, Calif., for duty as student at the Army War College, 1938-1939 course.

To the Philippines: 1st Lieut. Wm. A.R. Robertson, upon completion of his present course of instruction at the Command and General Staff School, Fort Leavenworth, Kansas.

### Promotions

Major Romeyn B. Hough, Jr., to the temporary rank of Lieut. Colonel, from March 8, 1938.

Major Edwin F. Carey (Captain) to grade of Major, with rank from March 21, 1938, subject to examination required by law.

Reserve Officers to Extended Active Duty  
2nd Lieut. Jay K. Montgomery, of Hanford, Calif., to Brooks Field, Texas, to April 26, 1941.

2nd Lieut. Charles J. Howe, of Clairton, Pa., to Langley Field, Va., to April 1, 1941.

2nd Lieut. Bernard C. Rose, of Wethersfield, Conn., to Mitchel Field, N.Y., to April 6, 1941.

NOTES FROM AIR CORPS FIELDS

Kelly Field, Texas, April 8th.

The 63rd School Squadron has a custom of having a Squadron "Get-Together" once each month. All officers and men of the Squadron attend the dinner. Special programs are given by 63rd Squadron talent, and the customary lies are told. The men in the Squadron are very talented. So far as is known, this is the only squadron in the Air Corps which has a complete, well balanced orchestra. All personnel in the orchestra are members of the 63rd. The orchestra is directed by the Squadron Commander, Captain Harvey F. Dyer, who is a hot cornet "booter." Sergeant A.J. Bariteau is the assistant director and a top notch banjo "plinker." Consistent with all good units of the Army, this orchestra is very mobile because no piano is used. Two banjos and two guitars take the place of a piano. Captain Dyer was one of the original radio entertainers in the United States. Before coming into the Army he had his own band at the University of Kansas, and he played with the Kansas City Night Hawk Orchestra over WDAF, the Kansas City STAR station. At the March Get-Together of the 63rd Squadron, the new Post Commander, Colonel Frank D. Lackland, was present and talked to the organization. He was welcomed with great enthusiasm. Several of the noncommissioned officers in the Squadron have served at stations which have been commanded by Colonel Lackland, and appreciate what high esprit de corps is attained under his command.

Lieut. Morley F. Slaght, 61st School Squadron, departed on March 10th for Milwaukee, Wis., in a C-14A, for the purpose of ferrying four men to the Heil Company to return two new gas trucks to Kelly Field. They arrived on March 12th, and then proceeded to Iowa City on their return trip. A wire from Kelly Field caught Lieut. Slaght there, sending him the following day to Chanute Field to await the graduation of four men and return them to San Antonio (2 to Randolph, one to Brooks and one to Kelly). They departed on March 19th and left Hensley Field on March 21st on the last leg of the flight. Just after passing Waco, the motor quit cold, but Lieut. Slaght made a successful forced landing at the Waco Airport. The necessary replacement parts were flown up that day, and the plane finally arrived home on March 23rd.

Major George M. Palmer was relieved from assignment to the 12th Air Base Squadron and assigned to Headquarters, Kelly Field, being detailed as Executive Officer on April 1st.

Major Albert C. Foulk was relieved from assignment to Headquarters, Kelly Field, and assigned to command the 12th Air Base Squadron.

First Lieut. Marshall Bonner, relieved from assignment to the 12th Air Base Squadron, was assigned to Headquarters Kelly Field, and detailed as Station Inspector, succeeding Major Albert C. Foulk.

Second Lieut. Edward F. Cullerton, Air Reserve, flying instructor in the Attack Section, was granted 22 days' leave of absence on April 2nd.

Second Lieut. Willard D. Griffith, Air Reserve, flying instructor in the Attack Section,

was granted 25 days' leave of absence on April 2nd.

First Lieut. John F. Wadmans, assigned to this station from March Field since March 21st, is now on a month's leave of absence.

First Lieut. Leroy Hudson reported for duty on March 21st and was assigned to the 62nd School Squadron.

Second Lieuts. Blaine B. Campbell and Nelson T. Brown, Air Reserve, from March Field, Calif. reported during the latter part of March and, after availing themselves of a short leave of absence, were assigned as flying instructors in the Attack Section.

Lieut. Colonel Edmond J. Griffin, Chaplain, departed from this station on March 24th for the Army & Navy General Hospital at Hot Springs, Ark., for hospitalization and treatment. Col. Griffin reported for duty at this station from Fort Meade, Md., on October 1, 1936, succeeding Captain Edward R. Martin, who was assigned to March Field, Calif. During the absence of Col. Griffin, the Rev. Alfred H. Rabe, President of St. Mary's University, San Antonio, Texas, will conduct Sunday Catholic services at Kelly Field.

Major Joseph L. Brooks, Q.M.C., who has served as Quartermaster at this station since he reported for duty on May 1, 1935, departed on March 26th for his new assignment as Quartermaster at Fort Huachuca, Ariz. He is succeeded as Kelly Field Quartermaster by Major Jack W. Howard, Q.M.C.

Technical Sergeant William E. Field, 12th Air Base Squadron, A.C., Kelly Field, retired from the service on March 31st. He first entered the service on January 31, 1911, and was assigned to Company "D," 3rd Infantry. Since that date he has served in the Infantry and the Air Corps. He has eight honorable discharges which bear the notation "Character, Excellent." Sgt. Field departed for his home at Charlotte, N.C. The officers and men of Kelly Field congratulate him on his excellent record, and their good wishes go with him in his well earned retirement.

Staff Sgt. John Noe, Jr., 62nd School Squadron, Air Corps, was transferred in grade to the 8th Attack Squadron, GHQ Air Force, Barksdale Field, La., on March 30th.

On April 1st, Sgt. Earle R. McCollum, 61st School Squadron, Air Corps, was transferred in grade to Hq. and Hq. Squadron, Selfridge Field.

Sgt. Luther S. Whitley, 62nd School Squadron departed March 22nd for OD & R Depot, Charleston, S.C., where he will sail on the transport scheduled to leave that port on or about April 28, 1938, for the Panama Canal Department.

Pvt. Sp. 6th Cl. Leon J. Frey, Hq. and Hq. Squadron, Advanced Flying School, was transferred, without specialist's rating, to the 12th Air Base Squadron on April 1st.

Pvt. Anton M. Eckhouse, Hq. and Hq. Squadron, Advanced Flying School, was transferred on April 1st to the Detachment Medical Department, Kelly Field.

Pursuant to authority contained in Tentative Army Regulations 95-150, the following-named enlisted men, organizations as indicated, are

transferred each in the grade of Private, without specialist rating, to the 3rd Weather Squadron, Barksdale Field, La., and are placed on detached service at Kelly Field. Pvs. Sp. 6th Cl. James L. Goslin, 64th School Squadron, and Billy M. Seargeant, Hq. and Hq. Squadron, Advanced Flying School.

Major Robert T. Cronau, Post Operations Officer and Director of Flying Training, Advanced Flying School, and 1st Lieut. Edgar R. Todd, Engineering and Operations Officer, 64th School Squadron, returned on April 1st from Wright Field, Ohio. These officers, as members of an evaluation board, were attending a conference at Wright Field since their departure on March 16th.

#### Chanute Field, Rantoul, Ill., March 28th.

1st School Squadron: Spring must be here or on its way, as the furlough applications have begun to roll in. Pvs. Derringer, Dirickson and Frankovich departed for 30 days of relaxation and good time.

The Squadron extends a hearty welcome to 1st Lieut. Walter P. Piehl, Air Reserve, who was recently assigned to the organization for a three year tour of active duty.

The Squadron regrets the loss of nine good men to the new Denver Branch of the Air Corps Technical School - 1st Sgt. E.J. Bishop, Corps. Miles Kracman, H.B. Rideout, M.C. Villiard, Pvs. 1st Cl. M.M. Hammack, R.E. Worley, Pvs. E.J. Caress, F.W. Huppert and E.W. Kelly. Good luck, men. The old 1st School send you their best regards and best wishes for success.

A slight mishap, yet good fortune that no personnel were injured, was the nosing over of a BT-2B1 in the middle of the flying field by 1st Lieuts. A. Boyd and S.V. Stephenson; the latter being a member of the 2nd School Squadron. While making instrument landings their plane struck a soft spot on the field. The extent of the damage to the aircraft has not been determined.

#### Langley Field, Va., April 4th.

Captain Joseph Baird, Administrative Section, Base Hqrs. and 1st Air Base Squadron, returned from ten days' leave. First Lieut. Wm. Matheny of the 96th Bomb. Sqdn., is at present on 45 days' leave.

Second Lieut. Richard Kight, Air Reserve, recently joined the Operations Section, Base Hqrs. and 1st Air Base Squadron.

Second Lieut. Fred B. Stevers, of the Operations Section, Base Hqrs. and 1st Air Base Sqdn. was transferred to Rockwell Field, Calif.

The following enlisted men were rated A.M., 1st Class: Sergeants, A.M. 2nd Class, James Boyhan and Albert Silvers, and Corp. A.M. 2nd Class Charles Moore, 33rd Pursuit Squadron; Corporals, A.M. 2nd Class, Almando DeSanders, John Battinger and Paul Sowers, 20th Bombardment Group; Corporal, A.M. 2nd Class, Lewis Smith, 49th Bombardment Squadron; Corporal, A.M. 2nd Class, Alvin Sundsets, 96th Bombardment Squadron (re-rated); Pvt. 1st Cl. Russell Junior, 49th Bomb. Sqdn. (re-rated).

Private David P. Reece, 16th Signal Corps, is at present on detached service at Fort Belvoir,

Va.

Pvs. Maury Page Davis and Alexander Zarski, Administrative Section, Base Hqrs. and 1st Air Base Sqdn., were rated Pvs. 1st Class.

Pvs. Kenneth Preller, Administrative Section, and Lawrence Winkler, Materiel Section, Base Hqrs. and 1st Air Base Squadron, were rated Specialists, 5th Class.

Pvs. M.L. Bash, James Bullock, Robert Carlstein, Ralph Daube, Anthony Eckhart, Joseph J. Janovich, Thomas J. McCann, James E. Meyers, Norman E. Noll, Joseph Rossner, Clovis W. Slusher, Jr., and Robert W. Stelz, all of the Administrative Section, Base Hqrs. and 1st Air Base Squadron, were rated Specialists, 6th Cl.

Sixty-seven enlisted men of the following indicated organizations were recently classified in their respective trades, viz:

Clerks: Pvs. Robert E. Kennedy and James E. Myers, Administrative Section, Base Hqrs. and 1st Air Base Sqdn.; Pvs. Charles W. Campbell, Harold O. Woodruff and Donald A. Pound, Materiel Section, Base Hqrs. and 1st Air Base Sqdn.; Pvs. Harry Lishman, Alexander Musicka and Harry L. Oaks, Hqrs. and Hqrs. Squadron, 8th Pursuit Group; Pvs. Guy J. Giambattista and Wesley Kerekonish, Hq. and Hq. Sqdn., 2nd Wing; Privates Thomas J. Burk, John J. Jurkowski and Richard C. Keller, 49th Bombardment Squadron.

Airplane and Engine Mechanics: Privates Gerald H. LeCrone, Thomas C. Line, Clem Omichinski and Bruce D. Shepler, Operations Sec., Base Hqrs. and 1st Air Base Squadron; Private Riley E. Scruggs, Hqrs. and Hqrs. Sqdn., 8th Pursuit Group; Pvs. Fred A. Cirillo, Owen J. Davis, Earl W. Dreher, Roland L. Edwards, Jack Gibson, Herman L. Foltz, Joseph Green, Robert J. Holes, Louis C. Kelly, John Dowaiczyk, John A. Martin, Darwin C. Middlekauff, John A. Oshman, Carlyle H. Proffitt, Andrew L. Racosky and Ramond Robinson, 49th Bombardment Squadron.

Aircraft Armament: Pvs. Metro M. Doodan, James E. Doxier, Abner G. Musser, Jr., Peter Pazin, Floyd Reese, Jr., and Irby C. Stout, Jr., 20th Bombardment Squadron; Pvs. Charles L. Brown and Charlie N. Prebble, Hq. and Hq. Sqd., 8th Pursuit Group.

Aircraft Radio Mechanics and Operators: Pvs. Charles A. Bennett and Lewis B. Hailey, 20th Bombardment Squadron; Pvs. William T. Barrons, James R. Keller, David D. Mease, Donald J. Meir and Laird N. Rosborough, 49th Bombardment Squadron; Pvt. 1st Cl. James F. Winecoff, Hq. and Hq. Sqdn., 8th Pursuit Group.

Aircraft Metal Worker: Pvt. William N. Crowl, 49th Bombardment Squadron.

Airplane and Engine Mechanic and auto Mechanic: Pvt. 1st Cl. William W. Kent, Hq. and Hq. Squadron, 8th Pursuit Group.

Parachute Rigger and Airplane and Engine Mechanic: Pvt. Vaughn M. Huddleston, 36th Pursuit Squadron.

Seventy-six enlisted men, representing various organizations of Langley Field, Va., were recently classified as journeymen in their respective trades, viz:

Clerks: William F. Smith, Operations Section, and Hiram E. Stauffer, Materiel Section, Base Hqrs. and 1st Air Base Squadron; Pvs. 1st Cl. Karl A. Bosserman, Donald E. Hilton, James E.

McEern, John F. Griffity, and Pvt. Michael Brelic, Hq. and Hq. Sqdn., 8th Pursuit Group; Pvt. John W. Kaufman, Hq. and Hq. Sqdn., 2nd Wing; Pvt. 1st Cl. Gilbert R. Eoward, Hq. and Hq. Sqdn., 2nd Bombardment Group; Pvts. John D. Kuharek and Joseph M. Mendergro, 20th Bombardment Squadron; Pvt. 1st Cl. John A. Doughtie, 49th Bomb. Sqdn.; Staff Sgt. William P. Campbell, 96th Bomb. Sqdn.; Pvts. 1st Cl. William F. Sager and Andrew Snyder, 21st Reconnaissance Sqdn.

Aircraft Radio Operators and Mechanics: Pvt. 1st Cl. John W. McMillian, Pvts. Philip Cohen, Francis E. McCormick and John L. Swan, Operations Sec., Base Hqrs. and 1st Air Base Sqdn.; Walter Petts, 35th Pursuit Sqdn.; Joseph H. Walsh, Hq. and Hq. Sqdn., 2nd Bomb. Group; Pvt. Harry M. Covert, 20th Bomb. Sqdn.; Lonax G. Sawyer, 49th Bomb. Sqdn.; George Snyder, 96th Bomb. Sqdn., and Harold Sprecher, 21st Reconnaissance Squadron.

Airplane and Engine Mechanics: Sgt. Gilman H. Clark, Operations Sec., Base Hqrs. and 1st Air Base Sqdn.; Staff Sgt. William H. Jernigan, Pvts. 1st Cl. John P. Wilson, Stephen R. Kotyo, Pvts. Joseph F. Hodock, Lewis Sinongic, Materiel Sec., Base Hq. and 1st Air Base Sqdn.; Staff Sgt. Robert D. Martin, 36th Pursuit Sqdn.; Pvt. Jesse R. Crookshank, 35th Pursuit Sqdn.; Pvt. 1st Cl. Joseph R. Pilitt, Pvts. Harry H. Luther and Walter E. Brown, 20th Bomb. Sqdn.; Corporal Ralph R. Beller (and Clerk), Pvts. 1st Cl. Donald R. Caton, Alexander Chemelwski, Allan D. Speirs, Thomas J. Woodcock, Pvts. Kenneth D. Phelps and Albert V. Sherman, 49th Bomb. Sqdn.; Staff Sgt. Dona E. Tetu, Pvts. 1st Cl. Stephen Andrekovich, Oscar J. Penrod, John J. White, Pvts. Raymond McCoraugh, Joe W. Schmitt and Ralph Tucker, 96th Bombardment Squadron; Pvt. 1st Cl. Stephen A. Chamen and Pvt. Joseph F. Meehan, 21st Reconnaissance Squadron.

Aircraft Metal Workers: Pvts. John D. Callahan, Raymond R. Bray and William M. Johnston, Materiel Sec. Base Hqrs. and 1st Air Base Sqdn.

Aircraft Armament: Pvt. George P. Bradley, Hq. and Hq. Sqdn., 2nd Bomb. Group; Pvt. Franklin T. Hill, 20th Bomb. Sqdn.; Pvts. 1st Class Joseph R. Sarneski, Charlie K. Wilkie, Roy L. Vick, 49th Bomb. Sqdn.;

Pvt. Kenneth J. Snedder, 96th Bomb. Sqdn.; Pvt. 1st Cl. Robert Slade and William H. Oyser, 21st Reconnaissance Squadron.

Cooks: Pvt. 1st Cl. Charles Baker, 21st Recon. Sqdn.; Pvt. William C. Bunnett, 96th Bomb. Sqdn.

Parachute Rigger: Pvt. Clyde C. Marshall, 49th Bombardment Squadron.

Aircraft Machinist: Pvt. Charles O. Peterson, Materiel Sec., Base Hqrs. and 1st Air Base Squadron.

Aircraft Instrument Mechanics: Pvts. Michael M. Rudy and Joseph Walaconis, Materiel Section, Base Hqrs. and 1st Air Base Squadron.

Auto Mechanic: Pvt. Elmer Breckage, Security Section, Base Hqrs. and 1st Air Base Squadron.

Clerks: John J. Stralik, Operations Sec., Base Hqrs. and 1st Air Base Squadron; Pvt. Theodore L. Swier, Materiel Section, Base Hqrs. and 1st Air Base Squadron.

Selfridge Field, Mich., April 2, 1938.

17th Pursuit Squadron: Many new officers re-

cently joined this organization, all from the Air Reserve. Second Lieut. C.W. Alverson reported from civil life, and the following from the Training Center: 2nd Lieuts. E.P. Dimmick, J.F.B. Parker, Ralph L. Pusey, Neil A. Cowles, Ralph S. Garman, Clinton C. Wasen, McDonald H. Hays and Magnus B. Marks.

27th Pursuit Squadron: This Squadron's contribution to the 2nd Wing Maneuvers at Tampa, Fla. - "A" Flight of the composite 17th Pursuit Squadron, returned to Selfridge Field on March 28th. Major Taylor, Squadron Commander, highly complimented the crews from this organization on their maintenance on the Seversky P-35's. Commendation was also in line for the crews who worked night and day up to the time of departure for maneuvers in order to change motors and place in commission the ships received from the factory but a few days before.

The organization of the Squadron has been completely revamped due to the acquisition of seven new pilots. The flight commanders of Flights "A," "B" and "C" are 1st Lieuts. Israel, Woodbury and 2nd Lieut. Todd, respectively. All pilots are now working for a chance to go to the GHQ Air Force Maneuvers in the New York area in May.

Clark Field, P.I., March 2nd.

Another welcoming flight for the U.S.A.T. GRANT is now history. A hearty send off for Lieut. S.W. Cheyney, who left for his new station at the Training Center, followed a warm welcome to the 3rd Pursuit Squadron for Captain Ed. Tracy, M.C. (Flight Surgeon) and Lieuts. Combs, Bartella and Necrason, who arrived from the Training Center. On March 3rd we lose another member, Lieut. R.A. Legg, who goes back to the States commercially via Singapore, India, Europe and all points east and west. Lieut. Canterbury also returns commercially in the near future, spending six weeks in Northern Europe enroute to the Training Center.

After seeing our Lieut. L.R. Brownfield win all singles and doubles in the Army and Army-Navy Matches in Manila recently, we are of the opinion that "Tilden also plays a fair game of tennis."

A very successful period of annual field exercises was recently concluded by the Group, with the various squadrons stationed at the fields of Sugar - Centrales throughout Luzon. With our P-26's and B-10's, the problems proved much more interesting than in past years with the B-3's and P-12's.

Lieut. "Chuck" Anderson recently left his P-26 at 5,000 feet after his starboard flotation gear bag came loose in a dive, throwing the plane out of control. Casualties: one P-26, a torn parachute and one pair goggles.

With the advent of the dry season, gunnery and cross-country to outlying fields are the orders of the day and, thanks to a very efficient Bureau of Aeronautics under Major Harvey Prosser, there are very few islands in the Archipelago which have not been host to the Third Pursuit Squadron.

Bolling Field, D.C., April 5th.

Second Lieut. Gordon H. Austin recently arrived from Randolph Field, Texas, for duty at V-7699, A.C.

this station.

Master Sgt. Ernest N. King and Staff Sgt. Lawrence W. Street, of Base Hqrs. and 14th Air Base Squadron, and Staff Sergeant Vernon Gilliam, of the Medical Corps Detachment, this station, sailed from New York on the Army Transport REPUBLIC for station in the Hawaiian Islands.

The monthly Post Dance for all enlisted men and their guests was held in the Gymnasium on March 12th. Music was furnished by the Fort Belvoir orchestra. The dance was well attended and an excellent time was had by all.

#### Maxwell Field, Ala., March 19th.

Hqrs. and Hqrs. Squadron, A.C. Tactical School: Major Edward E. Hildreth, our Squadron Commander, was appointed Agent Finance Officer for the Post, in addition to his other duties.

We welcome to our Squadron 2nd Lieuts. Robert H. Monroe and Joseph R. Delaune, Air Reserve. They were assigned to the Squadron on March 9th, the former to duty within the Squadron as Squadron Adjutant, and to the Provost Department as Assistant Provost Marshal, and the latter on detached service with the Detachment from this organization on duty at Eglin Field, Valparaiso, Fla.

Privates Collins and McGregor returned to duty from the West Point Preparatory School at Fort McPherson, Ga., on March 8th. It is believed Pvt. McGregor made his grade but, of course, he will have to await the final examination reports. Pvt. Collins failed to satisfactorily complete the course and plans to return to college again after his release from the service on June 30, 1938.

Pvt. 1st Cl. Moore, one of our "Dot and Dash" artists from the Radio Department, secured a transfer to March Field, Calif., and departed for his new station on March 10th. We predict his return to the Sunny South and to Maxwell Field around September of this year, when the orange blossoms wilt on the West Coast. His enlistment expires at that time, and the odds are that he will again seek reenlistment here for his old organization.

Pvt. 1st Cl. Soeder was detailed to Eglin Field, Fla., on detached service for a period of two months, as replacement for Pvt. 1st Cl. Young, from the Engineering Department, who was returned to this station for duty.

Pvt. Partridge was transferred to this Squadron in the Radio Department and assigned to duty in the Transmitter Station from the 13th Air Base Squadron.

Now that Spring is here in full regalia, the "Anglers" are setting forth to the local lakes and streams within reasonable distance from the Post. We hear of some wonderful catches, and we think we also hear of some "fish stories," not mentioning any names. It is reported that a member of the Radio Department, whose name begins with a "B," and another member of the Engineering Department, whose name begins with a "D," went out last week-end to try their luck and, believe it or not, they carried a wash tub along to put the fish in. Everybody thought this a great joke, but upon returning it was proven that they had just about filled that old wash tub with the finny tribe. They claimed

the count to be 114, to be exact, and some very nice ones among them, too.

#### Marshall Field, Fort Riley, Kansas, April 9.

1st Observation Squadron: A number of airports in Kansas have been photographed by this organization, the beginning of a project to be completed by it for the Chief of the Air Corps. Vertical photographs will be made of all airports which have been built or improved by the Works Progress Administration in North and South Dakota, Nebraska, Kansas, Colorado, Oklahoma and Wyoming.

On April 7th, all enlisted personnel of the 1st Observation Squadron moved into a completely remodeled barracks building, the first permanent and modern home the Squadron has had since its organization on June 1, 1937.

Private R.W. Emerson was transferred on April 1st to the 79th Pursuit Squadron, Barksdale Field, La. Our loss is the 79th's gain.

#### Moffett Field, Calif., April 6th.

Of the 17 applicants for Flying Cadet appointments who were examined here, only 5 qualified in their physical examinations.

Major Charles W. Sullivan, the Technical Inspector, and Staff Sergeant Peck, dropped in for a "looksee" in departments technical.

Corporal Joe Van Agtmael, while studiously engaged at Chanute Field, will be glad to learn of his advancement to the grade of Sergeant.

Corporal Lee R. "Doc" White, M.D., will be leaving for a three months' course in Röntgenology (X-Ray) at the Letterman General Hospital.

When the Athletic Officer, Lieut. Robert Alan, saw how popular the enlisted men's dance in March proved to be, he immediately sanctioned another for April 15th.

John A. Pechuls, 2nd Lieut., A.C. Reserve while on D.S. at Monterey to watch and observe Was given a mount, saddle and spur, A horse that had never hurdled before.

They raced to the barrier, man and horse, Pechuls took the hurdles, the mount stopped short.

Over the hurdles, Pechuls flew - alone, This story he told when he came home.

#### San Antonio Air Depot, Texas, April 5th.

Among recent visitors at this Depot were the following:

Brig. General A. Owen Seaman, Assistant to the Quartermaster General, March 23rd, conferring with the Depot Commander, while on a visit to Army stations in this vicinity;

Colonel John H. Howard, Air Officer of the 7th Corps Area, Omaha, and former commander of this Depot, on a cross-country flight, March 23rd-29th;

Colonel Davenport Johnson, of Chanute Field, Ill., with Lieut. W.D. Ganey, of that station, March 24-25, on a ferrying mission;

Lieut. Colonel H.A. Strauss, Commanding the Rockwell Air Depot, Calif., March 24-25, on an interdepot transport trip;

Lieuts. W.A. Stuart and C.K. Harper, USN, March 22-23, flying two Navy Pursuit planes from San Diego, Calif., to Pensacola, Fla.;

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Captain J.H. Hicks, of the Air Corps Materiel Division, Wright Field, March 18-23, on an extended air tour of various Air Corps activities throughout the West coordinating supply matters and investigating requirements of various supplies;

Captain S.A. Gilkey, A.C., and Lieut. R.B. Stophlet, Air Res., of the Fairfield Air Depot, on temporary duty here, March 25-29, in a C-33, to transport enlisted men from Langley Field to Randolph Field;

Lieut. I.W. Ott, of the Middletown Air Depot, on temporary duty at this Depot, March 26-29, to transport enlisted men from Langley Field to the Air Corps Training Center, and to ferry a C-27C airplane back to his home station;

Captain C.J. Crane and Lieut. T.L. Thurlow, of the Air Corps Materiel Division, with Capt. L.E. Griffis, M.C., Dr. Burka, Messrs. Marts and Knisley, all of Wright Field, while in this vicinity, March 30th to April 5th, on a cross-country flight in a new C-38 plane, testing navigation instruments, etc.

The Depot regrets the departure of Lieuts. V.V. Poupitch and K.A. Cavenah, Air Reserve, and Sgt. H.F. Berry, of the 2nd Transport Squadron, Middletown Air Depot, and Lieut. H.L. Dulin, Air Reserve, and Pvt. 1st Cl. A.G. Kolaitis, of the 4th Transport Squadron, Rockwell Air Depot, who have been on temporary duty with the 3rd Transport Squadron here since early last January. These men left April 4th to return to their home stations with the C-33's of those Depots which had been loaned to this Depot.

3rd Transport Squadron: Private, 1st Class, I.L. Fenster left March 29th by air for the Air Corps Technical School, Chanute Field, Ill., to take the Airplane Mechanics course, beginning April 4th. Private E.M. Grady joined the Squadron March 26th for duty.

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### KEEPING FIT

Kelly Field



In preparation for the Kelly Field Inter-Squadron Baseball League, the 63rd School Squadron has a league of 7 teams within the Squadron. Judging by the present trend, Hangar 16 will be the champion team in the Squadron. The following team captains were appointed by the Squadron Commander: Squadron Headquarters, Sergeant A.J. Bariteau; Hangar 14, Staff Sgt. J.R. Steele; Hangar 16, Staff Sgt. J.O. Collins; Hangar 17, Staff Sgt. J.T. McKinney; Hangar 18, Tech. Sgt. F.A. Peters; Hangar 19, Tech. Sgt. F.M. Passwaters; Hangar 20, Staff Sgt. C.M. Flesher.

Bolling Field The baseball squad is getting off to an early start by daily workouts in the gymnasium. The batteries are working out under the supervision of Lieut. Cheatwood, who will coach the team during the

1938 season. The infielders and outfielders will be called for practice as soon as the weather warms up enough to permit workouts outside. Bolling Field will enter the Third Corps Area League and the strong Government League of Washington, D.C.

Maxwell Field All eyes in the athletic contests are turning to the old favorite sport - baseball. The season will open in the near future. It seems that our other squadrons are in favor of passing up the usual Inter-Squadron teams and devoting all time and training to a strong Post Team. With a heavy schedule of games with our local competitors, with possibly 50 percent of the games to be played on our home diamond, the Post should get some real thrilling baseball here this season. Hqrs. and Hqrs. Squadron was willing to enter a Squadron Team against the other Squadrons here for the local Cup, and have our name inscribed upon it again, as we did last year, but they concede the fact that their chances are a two to one shot against the strong Headquarters aggregation. We grant them that we really intended to go after that Cup again.

Maxwell Field The basketball season came to a close here last week with the Post Team making an excellent showing and winning most of its games against such competition as the Naval Air Station Team from Pensacola, Fla.; the strong team from Fort McClellam, Ala.; the Mitchell Dam Power Team, from Mitchell Dam, Ala., and various other strong teams in this vicinity. The team was also entered in the Senior "Gold Medal Tournament," composed of the leading senior teams of Montgomery County, the series being played in Montgomery, Ala. Our team finished in third place. To honor the winners, all troops were assembled on the drill field on March 17th, and individual presentation of awards was made to all players by the Post Executive Officer, Colonel Sneed, and each individual and the team collectively were congratulated on their excellent work and the sportsmanship they displayed in the recent tourney.



Bolling Field The basketball team recently annexed the championship of the Government League of Washington. The team won two straight games in a special playoff series with the strong General Accounting Office team. Both games were hotly contested and provided plenty of excitement for local basketball fans. In the first game of the playoff series, Bolling, playing superb basketball, defeated its Washington opponent by a score of 48 to 30. The teamwork and passing exhibited on the floor during this game were the best seen at the Bolling Field Gym during the entire season. In the second game, Bolling was behind at the first quarter by a score of 11 to 4, but rallied





The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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### THE SECOND WING AIR EXERCISES IN FLORIDA

Tactical squadrons and groups of the Second Wing, General Headquarters Air Force, U. S. Army, concentrated in Florida during the period from March 14th to 31st for their annual field exercises. In conformity with the requirements of the War Department Training Directive for all air units of the Army, a part of each year is spent in operating away from the permanent air bases and installations of these units. The field exercises of the Wing also fill the purpose of a warming-up period for the field exercises of the entire Air Force scheduled to be held during the month of May.

The area including Central and North Florida was selected this year for two general reasons; first, the probability of very unfavorable weather in the rest of the Eastern seaboard; and, second, the desire to operate far enough from home to make supply and administration a real problem. Flying facilities in the selected area were very good, there being several cities in close proximity with first class airdromes. This was also a vital point, since the operations of the Second Wing include use of the new four-engined B-17, or "Flying Fortress," as well as the latest type of Pursuit airplane, the Seversky P-35.

The decision once made to hold the exercises in Florida, a preliminary inspection was made in February by staff officers of the Wing. On the first of March, the advanced echelon of the ground organization moved out from the home base at Langley Field, Va., and proceeded by motor transport to the Municipal Airport at Jacksonville, Fla. This movement occupied two days on the road, but proceeded without trouble of any kind. The plan was to set up at Jacksonville an advanced supply base for all units in the field farther south. This base was designated "The Sub-Air Base of the Langley Field Air Base." Major Joseph H. Davidson, of the air base at Selfridge Field, Mich., was appointed to command this sub-base, under the remote control of the home base at Langley Field, commanded by Colonel Walter R. Weaver.

It was the problem of the personnel at Jacksonville not only to set up and maintain a clearing-house for all supplies for the units in the field, some of them hundreds of miles away, but also to place

all selected airdromes in condition to receive and support the operations of the various Groups bivouacked at each. In order to avoid the transportation or purchase of large amounts of various articles, such as cots, tentage and lumber, appeal was made to the Florida National Guard for the loan of such articles during the period. The results from this appeal were gratifying in the extreme. The Florida organizations pitched in and lent the Air Force everything but their shirts, and even helped in the transportation problem. Tent floors, tents and cots were moved from the National Guard camp at Camp Foster, Jacksonville, and other points in the State. The sub-base at Jacksonville Airport went up in jig time, and by the 7th of March the camp at the southwest corner of the airdrome was fully established.

Major Davidson's job was now to prepare the other airdromes for the tactical operations of the fighting air units. Again the Florida National Guard lent valuable assistance. Through the kind offices of Brigadier General Vivian Collins, State Adjutant General at the St. Augustine headquarters, and Brigadier General Sumner L. Lowry, commanding the 56th Artillery Brigade, Guard officers at each of the outlying cities lent time and much effort to help out their brothers in the Regular Service. On the date set for units to occupy their airdromes, everything was shipshape.

The movement of tactical units from their home bases was scheduled to begin on March 14th. This movement comprised many thousands of miles of flying. The Second Wing of the GHQ Air Force, being the largest of the three Wings comprising that body, its member units ordinarily occupy the air bases at Langley Field, Va.; Selfridge Field, Mich., and Mitchell Field, Long Island, N.Y. As field airdromes for these various units, the Wing selected municipal airports as follows:

1st Pursuit Group, Selfridge Field, Mich., at Peter O. Knight Airport, Tampa.  
2nd Bombardment Group, Langley Field, Va., at Municipal Airport, Orlando  
8th Pursuit Group, Langley Field, Va., at Municipal Airport, Sarasota.  
9th Bombardment Group, Mitchell Field, N.Y., at Municipal Airport, Lakeland.

18th Reconnaissance Squadron, Mitchel Field, N.Y., at Peter O. Knight Airport.

21st Reconnaissance Squadron, Langley Field, Va., at Peter O. Knight Airport.

The staff of the Second Wing moved to Peter O. Knight Field at Tampa in order to maintain close contact with the tactical squadrons in the conduct of their exercises.

#### Flying Fortresses Base at Orlando

Of the airdromes in the region selected for the field exercises, the finest and most suitable to the operation of very heavy airplanes was found to be that at Orlando. This airport, lately completed, contains three very fine runways and has excellent approaches. It was therefore decided to put the "Flying Fortresses," or B-17's, at that point. Officers from the sub-base at Jacksonville prepared the way and made arrangements for billeting and supply of officers and men. Mr. Ed Nilson, Orlando's Director of Aviation, and other city officials did a marvelous job of preparing accommodations for the visiting bombers. Officers and men were billeted at the Fair grounds in several very beautiful buildings. Showers and latrines were installed and ready on the date promised, and every facility that the city offered was placed at the disposal of the Second Group. Lieut. Colonel Robert Olds, commanding the Group, arrived in the first of the big four-engined Bombers at noon on Monday, March 14th, and was followed by the remainder of his organization the following day.

The entire Group, comprising the 20th, 49th and 96th Bombardment Squadrons, brought with them nine of the "Flying Fortresses," three Douglas B-18 two-engined Light Bombers, and two A-17 Attack planes for utility purposes. The personnel numbered 55 officers and 225 enlisted men. A field radio station and other necessary navigation and communication aids were set up at once, and the Group proceeded with their training.

At Lakeland, the temporary home of the 9th Bombardment Group from Mitchel Field, the officers and men were quartered in the brand new Municipal Swimming Pool (complete with showers) and the Armory, respectively. These fine buildings were ideal for the purpose, being adjacent to the excellent airport. The 9th Group brought with them 37 officers, 210 enlisted men and 21 Martin B-10B Light Bombers. This Group contains the 1st, 5th and 99th Bombardment Squadrons, and is commanded by Lieut. Colonel Carl W. Connell.

Sarasota, some 50 miles south of Tampa, was designated the airdrome of the 8th Pursuit Group, of Langley Field. This organization, consisting of the 33rd, 35th and 36th Pursuit Squadrons, and commanded by Lieut. Colonel A.H. Gilkeson, was bivouacked on the flying field itself. They brought with them 25 officers and 143 enlisted men. Immediately

adjacent to the flying field are the winter quarters of the famous Ringling Brothers and Barnum and Bailey Circus. It was interesting, to say the least, to take off over a herd of elephants and giraffes. The animals, however, didn't seem to mind at all. This Group was reduced to one squadron for the period of the maneuvers, and was equipped with 22 Consolidated PB-2's.

The Municipal Airport at Tampa, "Peter O. Knight Field," was the busiest of the five airdromes occupied by the Second Wing in Florida. Stationed here were the First Pursuit Group of Selfridge Field, Mich., commanded by Major Edwin C. House; the 18th and the 21st Reconnaissance Squadrons. The latter two organizations operated directly under Wing Headquarters, which was also established at this point. The First Pursuit Group was represented by the 17th Pursuit Squadron only.

Peter O. Knight Airport is very beautifully located at the southern edge of Tampa on one of the artificial islands constructed by the city some years ago. While the field is rather small laterally, plans call for further additions, and when they are completed this should be one of the fine fields in the southeast. A very large and very beautiful administration building, completed by the PWA just before the maneuvers, provided excellent quarters for the many officers of Second Wing Headquarters.

#### Colonel Clagett Commands Field Exercises

On the first of March, just before the start of the Wing's field training period, Brigadier General Gerald C. Brant, Commander of the Second Wing, was transferred to the command of the Air Corps Technical School at Chanute Field, Ill., and Denver, Colorado, as a result of the expiration of his three years' detail as Wing Commander. The command of the field exercises of the Wing, therefore, fell on the shoulders of Colonel Henry B. Clagett, commanding the air base at Selfridge Field, Mich. Colonel Clagett proceeded at once to Langley Field, home headquarters of the Wing, and took command, going into the field with the first units to move out. Throughout the period of the exercises his Lockheed C-36 Transport was busily traveling from one point to another with his huge frame squeezed into the cockpit next to his co-pilot, Major W.S. Sweeley. He expressed himself as wellpleased with the results attained by the personnel of the sub-base in paving the way for the fighting air units, and stated that the lessons taught by various phases of the field exercises were of utmost value to future development of the Air Force.

#### New Aircraft Receive Tough Baptism

One of the prime objects of the Field Exercises was to try out the new aircraft with which a part of the Wing is now

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equipped. The B-17's, the B-18's and the Seversky Pursuit planes had not previously been taken into the field for any extended period. Although the "Flying Fortresses," (recently returned from the Good Will Flight to Buenos Aires) had valuable experience in operating from strange and distant airdromes, the question of maintenance and supply day after day in the field had not been tried out as yet. The Seversky Pursuit planes were less than a month old for the most part, and the B-18 Douglas planes have been in service only about a year.

In addition to problems of supply, maintenance and repair, an intensive study was made of the comparative performances of new and old aircraft, also between various types. The Bombers and the Pursuit were tried out at all altitudes and under all possible conditions, and much useful information was acquired for future reference. The two Reconnaissance Squadrons maintained long distance patrols during the tactical problems and performed a tremendous amount of photography and map-making flights. A trailer containing a complete photographic laboratory was loaned to the Second Wing by the Materiel Division at Wright Field, and through its use extremely valuable work was performed for the fighting echelon.

Lack of lighting equipment at the various airdromes was a very serious handicap to night operations, especially for the larger types of aircraft, and very little of this type of training was performed. Gunnery and bombing practice occupied much of the time in the air.

There being no available ranges over land areas in this part of Florida, bombing was performed far out in the Gulf of Mexico and the Atlantic. A small quantity of oil dropped on the water soon spread out into an excellent target, and practice was conducted in this manner. The Pursuit units confined their gunnery to firing on towed targets in deserted areas along the West Coast near Tampa.

#### Air Minded Florida

Perhaps due to the fact that these air exercises were the first real opportunity citizens in central and western Florida have had of witnessing the operations of a large part of the modern Air Force, the interest displayed was remarkable. Great crowds thronged over each airport at the least sign of aerial activity, and none of the fields was ever completely free of civilian onlookers.

As a sign of appreciation of the interest shown in the Army's air defenses, Colonel Clagett ordered Sunday, March 20th, to be set aside as a Visitors' Day at each of the five airdromes. One of each type of the planes in the Second Wing was flown to each field and set up for display during the afternoon. The pilot and crew of each airplane remained with the plane during the afternoon in

order to answer questions, and great care was exercised to prevent any damage to the aircraft during the time the "Open House" prevailed.

While the greatest interest was, of course, centered in the giant four-engined Bombers, all the planes received their share of attention. At Tampa, the crowd was estimated at more than twenty thousand persons on Visitors' Day.

Both officers and men of the Wing were royally entertained by the civilian populace and city officials everywhere. At Tampa, especially, no effort was spared to make the period of the exercises as pleasant and as interesting as possible for all members of the Wing. At this city the officers stationed at Peter O. Knight Airport expressed their appreciation with a reception to city officials on the evening of Friday, March 25th.

At the conclusion of the period, it was felt by all hands that much had been accomplished to benefit the Second Wing, both as to development of the Air Defense of the country and in making friends for the Army among our civilian brothers.

#### Tactical Maneuvers and Gunnery Practice

The operations of the tactical units in the field extended from March 14th to March 29th, inclusive. On the 14th and 15th, units moved from their home bases into the Florida area. However, very bad weather held up a part of the movement until the 16th. The First Pursuit Group, moving from Selfridge Field, Mich., was forced down by storms at Huntsville, Ala. This unit made a very fine landing after dark at Huntsville without the use of flares or field lights.

Two members of the State Highway Patrol, hearing the planes circling above the town, summoned hundreds of private automobiles by radio to throw their lights on the tiny field. No personnel were injured or airplanes damaged in the landing, due to the excellent air discipline of this organization.

Beginning Wednesday, March 16th, units which were established on their Florida airdromes began actual field training. The Pursuit units began daily firing on towed aerial targets and interception problems against Bombardment units of the Wing. By Thursday, all units had arrived and work began in full swing.

There being three types of tactical units in the Wing, the general method of operation was as follows: Reconnaissance squadrons were assigned the task of locating, photographing and reporting certain "enemy" ground and naval targets. On receipt of the radio reports from these patrolling planes, the Bombardment units took the air to destroy the invader. Having arrived at the ob-

(Continued on Page 4).

## TRAVELING EXAMINING BOARD SECURES RESULTS

As a result of the experience of a special traveling board organized for the purpose of examining applicants for appointment as Flying Cadets, it would appear that a solution has been found to the problem with which the Air Corps was confronted in the past, when difficulty was encountered in securing a sufficient number of qualified young men to undergo flying training in the various entering classes at the Army Air Corps Training Center.

This special traveling board, consisting of Lieut. Colonel Coleridge L. Beaven, Medical Corps; Major Isaiah Davies and 1st Lieut. Robert F. Fulton, Air Corps, returned to the Training Center on April 13th, after visiting seventeen colleges and universities in the following States of the Seventh and Eighth Corps Areas, viz: Texas, Oklahoma, Arizona, New Mexico, Colorado, Kansas, Missouri, Iowa, Minnesota, North Dakota, Nebraska and Arkansas.

The board departed from the Training Center on February 14th, with the following missions in mind: First, to examine applicants for appointment as Flying Cadet; second, to disseminate information concerning the Training Center over as large an area as practicable. With this latter purpose in mind, the board prepared an itinerary prior to departure, which would cover a maximum territorial area within the two Corps Areas. All travel was performed in two BT-9 airplanes, and the original schedule was maintained throughout, the distance traveled being 5,150 miles.

The board examined a total of 746 applicants, and of this number 165 were found qualified and recommended for appointment as Flying Cadets. Of the total number found disqualified for appointment, 48% was due to eye defects, that is, visual acuity, color vision, muscular imbalance, etc.; 35% was due to defective vascular system, that is, high blood pressure, high pulse rate, etc. The remaining 17% were disqualified for miscellaneous reasons, such as defective teeth, weight, history, etc.

According to reports from this board, at no place was there evidenced any lack of interest in the Air Corps Training Center; and at many places visited all applicants could not be examined due to the necessity of maintaining the announced schedule of the board. It was the opinion of the board that the recent lack of applicants for appointment as Flying Cadets was an economic factor rather than personal desire, in that the individual could not afford the cost involved in traveling to the nearest Flying Cadet Board when, from information they had received from other applicants, only one out of each four or five examined would succeed in meeting the physical

requirements.

It appears from the experience of this board that it is highly desirable to continue this method of obtaining candidates, as the examinations can be conducted without expense to the individual, thereby securing a larger qualified list to select from - which results in a higher standard of trainees being selected.

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## The Second Wing Maneuvers in Florida (Continued from Page )

jective, imaginary bombs were dropped and the Bombers proceeded on a little ways, where they dropped a mixture of oil and aluminum dust on the water to serve as a target for the actual bombing practice. On the return to the home airdrome, Pursuit units were called through the Intelligence Net to intercept and "destroy" the Bombers, the latter now representing the "enemy." Although the details such as times, routes, targets, and altitude were varied greatly from day to day, all missions performed were of this general type, with the exception of the final mission on Friday, March 25th.

On this day, all units effected a rendezvous over Tampa at nine in the morning and flew in formation over all the airdromes occupied by Wing units. It was a tough job for those pilots equipped with the newer and faster planes to stay in the same formation with the older and slower types. This mission lasted more than three hours and was conducted with all units maintaining the formation for the entire period, a grueling test of patience and concentration. More than 60 airplanes participated. Units were staggered upward from 3,000 to 7,000 feet, the lowest unit being the leading Ninth Bombardment Group.

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## AIRMEN LUNCH WITH DENVER BUSINESS MEN

In response to an invitation extended by Mr. Stanley T. Wallbank, President of the Denver Chamber of Commerce, Lieut. Colonel Junius W. Jones, Commandant of the Air Corps Technical School, Denver Branch, and all officers on duty at the School attended the annual meeting of the Chamber of Commerce on April 11th.

The meeting was attended by civic officials of the State and city, including Governor Teller Ammons and Mayor Benjamin Stapleton, in addition to over 1,000 business men of the City of Denver.

In his address the President of the Chamber of Commerce stated that the City of Denver welcomed the Army Air Corps and its splendid branch of the Air Corps Technical School. Denver, he said, was most happy to number among its new rivals the officers and enlisted men of the School.

## MAXIMUM PERFORMANCE FROM AIR-SPEED TUBES

By an Equipment Branch Engineer,  
Air Corps Materiel Division.

Recent experience in unsatisfactory reports has indicated that improved performance can be obtained in the indications of altimeters, air-speed indicators, and rate-of-climb indicators by a more thorough knowledge of the method of their operation and of their dependence on the air-speed tube, and by more careful maintenance and installation of the air-speed tube and the pitot-static instruments connected thereto.

As a result of extensive testing during the past year, the Types C-2 and C-3 air-speed tubes have been developed and are being procured for new airplanes. Electrically heated, these tubes are similar to those developed during the flight of the air mail by the Air Corps for the purpose of enabling pilots to fly successfully under icing conditions. The Types C-2 and C-3 tubes, however, represent a vast improvement over those original electrically heated tubes.

In 1934, 35 watts were used to deice the tube. In 1936, the value was increased to 55 watts. The problem of deicing was even more assiduously studied during the last year in an effort to get to the bottom of the unsatisfactory operation which was reported continually during the winter by pilots. The 55-watt tubes had icicles on them in flight and water froze in the lines aft of the heating element. Airplanes stalled with apparently safe air-speed indications.

Two refrigerated wind tunnels exist in this country: one is located at Langley field and the other at the plant of the B. F. Goodrich Company at Akron, Ohio. The latter has become the clearing house for information on icing conditions, having developed the deicers used today on the leading edges of wing and tail surfaces. In its willingness to cooperate with the Air Corps, it offered the use of its wind tunnel and engineers without cost for the purpose of testing any deicing devices or solution in order to aid in furthering development of the art.

The Air Corps took advantage of these facilities in testing the Types C-2 and C-3 air-speed tubes. The tests indicated that complete redesign of the Type C-1 tube was necessary.

Briefly, the tests demonstrated that tubes with less than 75 watts in the nose might take an infinite time to deice. On the other hand, a tube of 100 watts would deice in one minute or less in all cases. Increasing the wattage to 130 decreased to 30 seconds the time required to remove an ice cap 5/8-inch thick.

During these tests the most severe icing conditions were selected as a basis. These conditions involved the

freezing of the tube and coating it in an 80 miles per hour wind with a cap of ice 5/8-inch thick. When this icing thickness was accomplished, the heating elements were put to work, and the time to clear and record air speed correctly was noted. One hundred watts was selected for the heating element in the nose of the Types C-2 and C-3 tubes. These tubes should be clear of ice in less than one minute.

This is a severe test because, as a rule, the air-speed tube heating element is turned on at the first indication of ice formation. Sometimes during the winter it is turned on before the airplane leaves the ground and is left on during flight. Drain traps have been incorporated in both tubes to secure maximum protection. A drain trap in each nose is supplemented with an additional drain trap in a shark fin or in a riser.

The Type C-2 air-speed tube is designed for mounting on a boom extending forward of the wing. This tube has a shark fin. Thus far no ice has formed on the booms. The Type C-3 air-speed tube is designed for mounting below the nose of the fuselage of multi-engine airplanes. A recess has been incorporated in the rear section of the tube to permit a deicer to be installed on the mounting mast and to extend down and around the tube.

### Tests in Wright Field Wind Tunnel.

Tests to improve the aerodynamic characteristics of these tubes have also been run in the 5-ft. wind tunnel at Wright Field. As a result of the tests, the noses are now more pointed than round and the static slots have been replaced by static holes on the top and bottom.

Placing the holes on the top and bottom helps to effect a static pressure compensation under angles of pitch between  $-10^{\circ}$  and  $+16^{\circ}$ . Maximum errors in the new air-speed tubes are as follows:

Maximum Error in straight flight between 50 and 225 m.p.h.  
Air speed . . . . . 1.6 m.p.h.  
Static pressure . . . . . 25 ft. altitude  
Maximum Error in pitch between  $-10^{\circ}$  and  $+16^{\circ}$  at

Angle of Attack at 125 m.p.h.  
Air speed . . . . . 2.0 m.p.h.  
Static pressure . . . . . 11 ft. altitude

There are three common faults in air-speed tube installations. The first and most important of these is a manufacturer's error in positioning the air-speed tube on the airplane. The manufacturer in his effort to decrease the weight of the airplane and to prevent spoiling of the air flow over the wing has, in the past, placed the tube close to the lead-

ing edge. In one YB-10 airplane this has given us an error in air speed of 17.0 m.p.h. The air-speed indicator read low by this amount constantly throughout the speed range.

In combination with this, a more serious error is probably the error in static pressure which introduced an error in the altimeter indication of as much as 230 feet at 182 m.p.h. This is a minus error and means that the pilot is flying 230 feet higher than his altimeter is reading. The air-speed tube was moved from the original position,  $1\frac{1}{2}$  feet forward of the leading edge of the wing to a position four feet forward; decreasing the errors in air-speed indication to less than 5 m.p.h., and in altitude indication to less than 25 feet throughout the speed range.

In the Y1A-18 airplane, the position errors of the air-speed tube are minus 22.5 m.p.h. at 230 m.p.h., decreasing to minus 10 m.p.h. error at 100 m.p.h. The altimeter is in error by minus 350 feet at 230 m.p.h., and minus 60 feet at 100 m.p.h.

The Materiel Division has undertaken the correction of several of the worst offenders in air-speed tube locations. For the Martin Bombers a 4-foot tapered mast is being installed in place of the old boom and, with this installation, throughout the speed range the error in air speed is less than 5 m.p.h., and the error in altimeter indication is less than 25 feet. At the present time the procurement specification requires that all new airplanes have air-speed tube installations with errors of not more than 5 m.p.h. and not more than 25 feet.

#### Leaks in Tubing Connections

The second common fault of installations is air leaks in the tubing connecting the air-speed tube to the altimeter, air speed indicator, and rate-of-climb indicator, or in case leaks in the instruments. Experience has shown that, if the static pressure line is subjected to a suction at the static slots or holes of the air-speed tube sufficient to cause the altimeter to increase its indication by 1,000 feet, and then this source of suction is pinched off, the altimeter should not change its indication by more than 150 feet in 10 seconds. If the leak is in excess of this value, the fluctuating pressure in the cockpit or in the wings will leak into the cases sufficiently to cause the pointers of all three instruments to oscillate undesirably. The remedy for leaks is a simple matter of tightening the connections and of sealing the cover glasses.

The third common fault of installations is that of an excessive voltage drop in the wiring between the battery or generator and the air-speed tube. When operated from a 12-volt battery, the voltage measured at the tube should not be less than 10.5. With the generator properly operating at 14.25 volts and the tube

connected to it, the voltage as measured at the tube should not be less than 12.

It is believed that in the near future Air Corps pilots will be able to rely upon air-speed indicators, altimeters, and rate-of-climb indicators to within very small limits, at all times, and under all flying conditions.

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#### CHANUTE FIELD'S NEW REST CAMP

With another hot Illinois summer coming on, a group of officers at Chanute Field, Rantoul, Ill., decided to establish a rest camp principally for the enlisted men. After considerable investigation, they selected a twenty-acre park on the Illinois River, about 100 miles west of Chanute Field.

For a very reasonable sum, a lease was signed giving Chanute Field personnel the use of twenty acres of good high ground, a twenty-room hotel, an administration building (since converted to a sixty-man barracks), a mess hall seating one hundred people, and several small cottages. The location is a natural park, with an abundance of fine big oaks and well kept driveways.

For the convenience of the men, branches of the Chanute Field Post Exchange, General Mess, hospital and library have been established. A fund was raised by the subscription of one dollar per man, which not only pays for the year's lease but provides a goodly number of boats and outboard motors for fishing purposes - and the fishing is excellent!

Present plans call for the sending of detachments of eighty men or so every ten days to the camp until the entire garrison has had a brief but enjoyable vacation away from Chanute Field. "The townsfolk of Havana, a small town just a mile away, have given us their whole-hearted support," says the News Letter Correspondent.

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#### PORTABLE PHOTOGRAPHIC LABORATORY

The Type A-1 portable photographic laboratory, which was used at Tampa, Fla., for carrying on the photographic work incidental to Corps Observation during the Second Wing Maneuvers in the last two weeks of March, was returned to the Materiel Division, Wright Field. No difficulty was experienced with this laboratory during its trip to and from Wright Field or while at its base in Florida. Several minor changes were recommended by the personnel using it, and these will be incorporated in the drawings prior to release for procurement.

The Type A-1A portable photographic laboratory, which is a modified Type A-1, has been tested by a sub-committee of  
(Continued on Page 7).

PHOTOGRAPHERS WORK UNDER HIGH PRESSURE  
By the Maxwell Field Correspondent

During the period from April 9th to 13th, the entire Photographic Section of Headquarters and Headquarters Squadron, Maxwell Field, Ala., consisting of Captain James G. Pratt, Photographic Officer, and 14 enlisted men, were pressed into almost continuous photographic missions for the Corps of Engineers, relief agencies and the press, during which approximately 1,200 miles of river basins were photographed with two multi-lens cameras. With all but three of the photographic personnel previously qualified in the use of multi-lens cameras during routine training, it was possible for frequent relief of photographers on such missions.

The regularly assigned Photographic plane was at the Fairfield Air Depot for overhaul at the time of this emergency and, therefore, two B-6 airplanes were placed at the disposal of the Photographic Section to carry out their missions. The loan of one T-3A camera by Barksdale Field, La., made it possible to place two photographic crews on the job during the entire time the flood waters were at their crest.

Approximately forty hours of photographic flying were accomplished in the four-day period. Eight loadings of T-3A multi-lens film were exposed, resulting in approximately 23,000 prints for delivery to the Corps of Engineers. The T-3A camera operated throughout the entire period without failure. Approximately six months will be required for the completion of the printing and the mounting of the photographs.

To gather a rough idea of some of the territory covered during the above period, you may dig out your map of the deep South and trace these river basins: the Coosa River, from Rome, Ga., to Wetumpka, Ala.; the Alabama River from Wetumpka to Mobile, Ala.; the Pearl River from Edinburg to Bogalusa, Miss.; the Chickasawhay from Merrill to Meridian, Miss.; the Black Warrior River from Littleton to Demopolis, Ala., and the Tombigbee from Demopolis to Mobile, Ala.

In addition to the above mentioned photographs with the multi-lens cameras, approximately 400 oblique photographs were taken of the flood areas with the single lens cameras for the Corps of Engineers, relief agencies and the press.

When you try to sum up an estimate of the photographic hours covered in a mission and then add your tiring hours of laboratory work which follows such missions, embracing an average daily production of 350 prints in addition to the regular daily work of the Section, then you have something. But we must add that it was a big mission, well done, which has always been one of the mottos

of the present Photographic Section, formerly the 4th Photo Section. So the remainder of us here in other departments render the Photographic Section a salute in recognition of a mission well done. May you always carry on the splendid work, with the good spirit in which it has always been done in the past.

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WRIGHT FIELD PLAYS HOST TO FUTURE  
FLYING CADETS

Realizing that the selection of future material for training of Cadets at the Air Corps Training Center is one of the most important tasks in the Air Corps, the Flying Cadet Board of Officers at the Air Corps Materiel Division, Wright Field, Dayton, Ohio, took time out from a busy routine of evaluations, contracts, engineering, and supply matters to give some one hundred boys the once-over, both physically and mentally. The avalanche descended upon the front gate promptly at 8:00 a.m., on Tuesday, April 12th, and final details were not completed until Saturday, April 16th.

Wright and Patterson Fields combined their staffs of Flight Surgeons to give the physical examinations and, thanks to Major Madarasz, the boys when not being actually examined were entertained by reels of movies showing Air Corps history, military flying, etc. A Cook's Tour of the hangar line was made, and some of America's future hopefuls got a chance to see the latest planes undergoing tests preliminary to acceptance by the Air Corps.

The episode, of course, was not without its humor. One chap, when asked to give an example of a declarative sentence, during the written examination, wrote: "I thought for a while I might be able to pass this examination."

Here's hoping he does pass and some day graduates from the Flying School - cum laude.

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Portable Photographic Laboratory  
(Continued from Page 6)

the Air Corps Technical Committee and recommended for standardization with minor changes. These changes have been incorporated in the drawings and the specification, which have been released to the Office, Chief of the Air Corps, for approval, so that a quantity can be procured during the present fiscal year for use by the Air Corps activities of the GHQ Air Force and the National Guard units.

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Sergeant Alex Westbrook, of the 21st Reconnaissance Squadron, GHQ Air Force, was placed on the retired list at Langley Field, Va., April 30, 1938.

## ARMY DAY EXERCISES AT KELLY FIELD

On the morning of April 6th, the students of the Air Corps Advanced Flying School, Kelly Field, Texas, attended a demonstration by the Second Division, held at Arthur MacArthur Field, Fort Sam Houston, Texas. In the afternoon, commencing at 2:00 p.m., a program was given at Kelly Field, to which the public was invited. This program included inspection of airplanes on the line, blind landing demonstration, student flying (Pursuit and Attack sections), inspection of the Miniature Range, Link Trainer demonstration, and a description over a public address system of the airplanes displayed, as well as a description of the blind landing method while the demonstration was in progress.

The instrument landing demonstration was as follows: 1st Lieut. John H. Bundy, Air Corps, with a safety pilot, took off under the hood in a BT-2 airplane. After making the prescribed pattern, he came into the field for a perfect instrument landing. He then tuned in on Kelly Field's third instrument truck which had been set up on exhibition in front of Post Operations Office, and taxied in, using the radio compass until he reached the ramp before he opened the hood. The large crowd present applauded, and "Hal" blushed but would not stand up and take a bow. The entire instrument landing system was excellently explained over a public address system during the demonstration by 2nd Lieut. William Eades, Air Reserve. The large crowd present showed considerable interest in this demonstration, and favorable publicity appeared in the local press.

Lieut. Bundy is in charge of instrument landing instruction at the Air Corps Advanced Flying School. He qualified last fall at Wright Field, Dayton, Ohio. Captain C.B. McAllister, who recently reported at Kelly Field, also qualified at Wright Field.

The officers who have recently qualified at Kelly Field, Texas, are Captain W.G. Bryte, 1st Lieut. S.E. Anderson and 2nd Lieut. M.F. Stalder. Others who are undergoing this instruction in airplanes include Major C.E. Crumrine, 1st Lieut. C.H. Pottenger, D.S. Campbell, and 2nd Lieut. W. Eades. Numerous others have been working on the Link Trainer.

Instrument landing instruction is progressing slowly but surely at Kelly Field, the difficulty being in obtaining the use of the airdrome, as the present larger student classes usually necessitate flying instruction being given all day.

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Lieut. Colonel Howard J. Houghland and Major Merrick G. Estabrook, Jr., who held temporary commissions in their respective grades, were given permanent appointments to such grades, with rank from April 1, 1938.

## MAXWELL FIELD ALMOST ESCAPES FLOOD

Water, water, everywhere and all too muddy to drink, seemed to be the talk around Maxwell Field, Ala., from about the 8th until the 11th of April. The exceedingly heavy rains around this section and farther north caused the Alabama, Coosa and Tallapoosa Rivers to go on a rampage and inflict considerable damage throughout this section and between Maxwell Field and the coast, but thanks to the Alabama Power Company with its locks at Jordan and Mitchell Dams, which held back the waters from above to a great extent, and distributing it through its gates after it began receding below, the high peak at the Air Corps station only reached 54 feet. The all-time high peak of 60 feet occurred during the big flood of 1896, and everyone was glad to hear that the peak this time was some six feet lower, for Maxwell Field was beginning to show the effects of the muddy waters on both the lower side of the flying field and the Ordnance Magazine area, as well as the Officers' quarters in the area nearest the Alabama River. Several of the Ordnance Magazines were completely surrounded by water, necessitating the removal of ammunition to higher grounds and placing it under guard for several days.

About nine holes of the beautiful golf course could only be reached by a deep sea diver, as the water on that part of the golf course was under at least 15 or 20 feet of water.

Captain Pratt, of the Headquarters and Headquarters Squadron, Air Corps Tactical School, the Photographic Officer, with his entire Section were pressed into service. Working both day and night, photographs were taken of the high water areas in Alabama and adjoining States, and from Maxwell Field to the coast. Just how many square miles were covered in this photographic project is not known, but it will run into high figures.

The supply of water to the post and the City of Montgomery was threatened, but, fortunately, the flood stage did not quite reach the water supply plant. All squadrons, however, were warned to fill all possible empty containers with water, including the bath tubs, for reserve in case the water plant was flooded out.

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Technical Sergeant Max Simon, of the 13th Air Base Squadron, Maxwell Field, Ala., is the latest old-timer who completed thirty years of honorable service with the U.S. Army. April 30th brought to a close his army career. Sergeant Simon joined the U.S. Army on November 7, 1908. He has received nine honorable discharge certificates, all bearing the notation: "Character: Excellent."

V-7714, A.C.

**ECHOES FROM THE FLORIDA MANEUVERS**  
By the Langley Field Correspondent

**2nd Bombardment Group:**

On March 14, 1938, the 2nd Bombardment Group arrived in Orlando for two weeks of cooperative maneuvers with the latest type Pursuit from Selfridge Field, Mich.

Stepping into the middle of summer from the chilly spring weather of Langley Field, the officers adjusted themselves easily to the warm hospitality of this attractive southern city. For two weeks the 2nd Group and the people of Orlando interwove their friendships until it was with deep regret that the ships took off for home on the 29th of March.

The officers of the 2nd Group are now members of all the notorious organizations in Florida. Without disclosing all, suffice it to say, we are Panthers, Flying Alligators, etc.

The 96th Bombardment Squadron climaxed the Florida maneuvers by participating in an aerial review of the 2nd Wing, flying over Tampa, St. Petersburg, Sarasota, Lakeland, Orlando, Daytona Beach and Jacksonville. On March 28th, three of our B-17's assisted the 2nd Bombardment Group in ferrying to Selfridge Field, Mich., 111 enlisted men from Tampa air base of the 1st Pursuit Group. These same planes returned to Orlando the next morning to ferry our own combat echelon home.

March 14th to March 30th, the 20th Bombardment Squadron was in the field with the 2nd Bombardment Group as part of the 2nd Wing Maneuvers. The entire Group was stationed at Orlando, Florida. Due to the shortage of officer personnel, it was not practicable to operate as three individual squadrons, and it was decided to attach the 49th and 96th Squadrons to the 20th, so that the staffs of the former would be available for flying. Before and after the maneuvers, the B-17's were used as transports to ferry Selfridge Field personnel to and from Tampa, Florida. No per diem money was available for the maneuvers and consequently the ferry crews would have had considerable expense had it not been for the fact that Selfridge Field officers were kind enough to put them up in their own homes.

**8th Pursuit Group:**

Our "Sun Tanned Warriors" (35th Pursuit Squadron) who returned from the Florida maneuvers have achieved an enviable record in aerial combat, and it comes by good authority to your humble correspondent that all phases of ground operations were given due consideration. Those who remained at Langley during the maneuvers continued and qualified in 440-40.

Since the 2nd Wing Maneuvers, the 36th

pilots have been busy getting in the required instrument and night time. Night flying has been the order on all nights that the weather permitted. Also, the crew chiefs and assistants have all been busy pulling 40's and otherwise cleaning up after the two weeks spent in Florida. It was a swell job they did down there, so Sgt. Nero and all the men are due congratulations.

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**THE JOINT ARMY-NAVY MANEUVERS IN HAWAII**  
By the Luke Field Correspondent

**5th Bombardment Group:**

The annual period of maneuvers for the Hawaiian Department has just closed, and all hands are reassembling their wits, strength and multitudinous loose ends. The Group participated in recent Navy Exercises and gained much valuable information as to its problems inherent in the defense mission in the islands. Weather conditions were unusually poor during the period, but no casualties were suffered during the "war."

During the latter part of March, the 23rd Bombardment Squadron served in a dual capacity. Many of its members were assigned to other squadrons to participate in the Group's activities during the maneuvers, while the rest of the Squadron were busy assembling the B-18's which arrived on the Transport MEIGS late in the month. The maintenance crew has been working early and late getting these ships ready to fly, and on March 31st the first two were given their flight test, with Major Harris, supervising the assembly of these ships, at the controls. Major Beaton, the Commanding Officer of the 23rd, was co-pilot on both of these test flights. The remaining airplanes were scheduled to be given their flight test on April 1st or 2nd. With this modern equipment, the Squadron expects to maintain a high degree of efficiency in all phases of its training.

The 50th Reconnaissance Squadron participated in the joint maneuvers with the Navy from noon on March 25th until the evening of March 30th. We were constantly on the alert during the hours from 4:00 a.m. until dark each night. Each morning at 4:30 a.m., saw us in the air. March 26th was the only exception to this schedule, and on this date we sat on the ground for the entire 24 hours. March 27th was another easy day, with only two hours and 20 minutes in the air for the entire Squadron. However, the other four days of the exercises saw plenty of action, and we were all glad when the exercise ended.

The 72nd Bombardment Squadron, with  
(Continued on Page 10).

V-7714, A.C.

## BAND MUSIC THROUGH PUBLIC ADDRESS SYSTEM

The absence of bands at Air Corps stations need no longer apply at Randolph Field, according to the News Letter Correspondent. He states that through the installation of a public address system in the Cadet Administration Building, it is now possible to hear the latest band music several times weekly as the cadets drill to the stirring marches of the nation's best military bands.

The installation, to be used primarily in assisting flying cadets with two left feet to march in step with their brother flying cadets, consists of a pick-up amplifier unit in the office of the Cadet Officer of the Day, connected with four loud speakers; two mounted at the northwest corner and two at the northeast corner of the Cadet Administration Building. The volume is sufficient to enable groups drilling at the farthest point on the drill field to hear the music without difficulty despite the constant droning of airplane engines or the direction of the wind.

In addition to drill, it is contemplated to use the system for sounding calls, and with the installation of a microphone, orders will be published by loud speaker. In an emergency the system will afford rapid communication directly from the Cadet Administration Building.

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## NEWSPAPER MEN VISIT MARCH FIELD

A group of newspaper men from various eastern newspapers and aviation magazines visited March Field, Riverside, Calif., on April 2nd, and inspected the latest in military aircraft and equipment as guests of Brigadier General Delos C. Emmons, Commanding General of the 1st Wing, GHQ Air Force, and Lieut. Colonel Carlyle H. Wash, Commanding Officer of March Field. The guests arrived aboard a TWA transport from the Burbank Airport at 10:00 a.m.

The visitors were conducted on a tour of inspection of the field by Major Early E. W. Duncan, Public Relations Officer of March Field, and were shown bombs and ordnance equipment, parachutes and the latest type Attack and Bombardment airplanes.

For several days the members of the group were the guests of Paramount Studios, watching the filming of "Men With Wings." They left March Field at noon for Clover Field, Santa Monica, Calif., where they inspected the new DC-4 giant transport recently completed at the Douglas aircraft plant. Upon the completion of their inspection, Don Douglas, President of the Douglas Aircraft Corporation, was host to the group at a luncheon.

In the party were Edward P. Flynn, New York POST; Gerald Duncan, New York DAILY

NEWS; Wayne Thomas, Chicago TRIBUNE; Maurice Roddy, Chicago DAILY TIMES; Lyle A. Brookover, AMERICAN AVIATION, Washington; Don Rose, Philadelphia LEDGER; Julius Frandsen, UNITED PRESS, New York; Paul Frederickson, New York TIMES; Garet Cate, New York WORLD-TELEGRAM; W.E. Locher, Pittsburgh SUN-TELEGRAPH; G.F. McLoughlin, AERO DIGEST, New York; Henry H. Ward, Pittsburgh PRESS; H.N. Beck, Chicago AMERICAN; Dick Kirschbaum, Newark EVENING NEWS; C.B. Colby, AIR TRAILS, New York; C.M. Sievert, New York WORLD-TELEGRAM; Avery McBee, Baltimore SUN; Tom Compere, New York HERALD-TRIBUNE; Andy Kelly, TWA representative; Dan Sayer, AVIATION, New York; Alice Kappene-man, Burbank, air transport hostess.

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## A PHOTO LABORATORY IN A CELLAR

Staff Sergeant R.M. Bishop, who completed the course in aerial photography at the Air Corps Technical School at Chanute Field, Rantoul, Ill., came to Moffett Field, Calif., on June 20, 1937, and immediately organized a Photo Section.

Picking out the cellar in the Administration Building as the most likely place for the activities of the Section, Sergeant Bishop drew plans for power lines, drains, dark rooms, developing rooms, storage and sundry things that go to make up a photo section or laboratory and, after the approval of Major Bushrod Hoppin, Air Corps, Commanding Officer of the 82nd Observation Squadron, the Quartermaster Utilities took his plans and went to work on them.

Today that cellar houses a fully equipped Photo Laboratory, with a personnel of eight men, four of whom are graduates of the Air Corps Technical School.

With K3B cameras, they have photographed all the landing fields in California and part of Nevada, covering an area of approximately 130 square miles with mosaics, obliques and verticals. They are now engaged in topographical mapping of 1,000 square miles.

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## Joint Maneuvers in Hawaii (From Page 9).

two flights attached from the 4th and 50th Reconnaissance Squadrons just finished taking part in the recent maneuvers. A provisional Bombardment Squadron was organized with four airplanes in each flight, and one extra for the Squadron Commander, making a total of 13 airplanes.

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The designation of the 5th Composite Group, Luke Field, T.H., was changed to the "5th Bombardment Group." "Since its major mission is that of Bombardment," says the News Letter Correspondent, "the change was appropriate."

## AIR MANEUVERS IN NORTHEASTERN STATES

The War Department recently announced its approval of plans for the concentration and maneuvers of the General Headquarters Air Force during the month of May. Participating in these maneuvers will be 468 officers and 2380 enlisted men, utilizing 131 airplanes. This force will move from its various bases throughout the country during the period from May 1st to 11th, to gather on various airdromes in the Northeastern States.

From May 12th to 17th, inclusive, intensive training will be held, with all units of the Air Force participating. The remainder of the month will be taken up with Command Post Exercises, staff training and critiques, and the movement of units from their temporary airdromes back to their home bases.

The 131 airplanes to be employed in these maneuvers are enumerated by types, as follows: 14 A-17's, 30 A-17A's and 12 A-18 Attack planes; 8 B-17 and 34 B-18 Bombardment planes; 15 each of PB-2 and P-26 Pursuit planes; 2 C-36 Cargo planes and one OA-8 Amphibian plane.

The dispositions of the participating GHQ Air Force units for the period of the Exercises will be as follows:

1st Wing Headquarters, GHQ Air Force, 24 officers, 110 enlisted men, 1 C-36, 1 B-18 and 5 A-17's from March Field, Riverside, Calif., to New Haven, Conn.

19th Bombardment Group Headquarters, 20 officers, 118 enlisted men, 5 B-18's, from March Field to Schenectady, N.Y.

30th Bombardment Squadron, 31 officers, 115 enlisted men, 5 B-18's, from March Field to Albany, N.Y.

17th Attack Group Headquarters, 20 officers, 98 enlisted men, 5 A-17A's, from March Field, to Groton, Conn.

95th Attack Squadron, 20 officers, 105 enlisted men, 10 A-17A's, from March Field, to Rentschler Field, Hartford, Conn.

7th Bombardment Group, 20 officers, 118 enlisted men, 5 B-18's, from Hamilton Field, Calif., to Westfield, Mass.

9th Bombardment Squadron, 31 officers, 115 enlisted men, 5 B-18's, from Hamilton Field, Calif., to Brainard Field, Hartford, Conn.

2nd Wing Headquarters, GHQ Air Force, 25 officers, 148 enlisted men, 1 C-36, 1 B-18 and 4 A-17's, from Langley Field, Va., to Middletown, Pa.

2nd Bombardment Group, 21 officers, 156 enlisted men, 3 B-18's, from Langley Field, to Phillips Field, Aberdeen Proving Ground, Md.

49th Bombardment Squadron, 42 officers, 239 enlisted men, 8 B-17's, from Langley Field, to Harrisburg, Pa.

3rd Attack Group Headquarters, 20 officers, 98 enlisted men, 5 A-17A's, from Barksdale Field, Shreveport, La., to Camden, N.J.

13th Attack Squadron, 20 officers, 105

enlisted men, 10 A-17A's, from Barksdale Field, to Allentown, Pa.

8th Attack Squadron, 20 officers, 130 enlisted men, 12 A-18's, from Barksdale Field, to Lancaster, Pa.

18th Reconnaissance Squadron, 49 officers, 181 enlisted men, 9 B-18's and 1 OA-8, from Mitchel Field, N.Y., to remain at that station.

3rd Wing Headquarters, GHQ Air Force, 25 officers, 110 enlisted men, 5 A-17's, from Barksdale Field, La., to Mitchel Field, N.Y.

8th Pursuit Group Headquarters, 20 officers, 136 enlisted men, 5 PB-2's, from Langley Field, Va., to Miller Field, New Dorp, N.Y.

36th Pursuit Squadron, 20 officers, 108 enlisted men, 10 PB-2's, from Langley Field, to Seversky Field, Farmingdale, L.I., New York.

20th Pursuit Group Headquarters, 20 officers, 95 enlisted men, 5 P-26's, from Barksdale Field, to Roosevelt Field, L.I., New York.

55th Pursuit Squadron, 20 officers, 95 enlisted men, 10 P-26's, from Barksdale Field, to Floyd Bennett Airport, L.I., New York.

The First Wing of the GHQ Air Force will be commanded by Brigadier General Delos C. Emmons, Air Corps; the Second Wing by Brigadier General Arnold N. Krogstad, Air Corps, and the Third Wing by Brigadier General Frederick L. Martin, Air Corps.

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## DROPPING HOT FOOD TO DOUGHBOYS

On March 25, 1938, the 18th Pursuit Group, Wheeler Field, T.H., was ordered to drop six aerial delivery containers with food to a detached post of the 2nd Battalion, 21st Infantry, Northwest of Puuiki at Coordinate 85.2 - 02.2. The containers were to be dropped upon the display of green signal flares by ground units.

This exercise proved valuable training for air and ground units, and demonstrates that food and water can be delivered to lost or marooned parties.

Here is how a Honolulu newspaper described this incident:

"Six swift warbirds of the Air Corps Twenty-sixth Attack Squadron soared high above a detachment of advancing doughboys in the rugged country northwest of Puuiki yesterday to drop containers of hot food by parachutes to the weary infantrymen in one of the most spectacular combat tests staged during the army's current war games.

With each plane having one of the heavy food containers aboard, the battle squadron took off from Wheeler Field at 5 p.m. to drop their big 'dinner buckets' to a party of approximately 40 men

(Continued on Page 12).

V-7714, A.C.

REDESIGNATION OF THE 75TH SERVICE SQUADRON ✓  
By Private 1st Cl. Joseph A. Mesaris

On March 1, 1938, in compliance with orders issued by the War Department, the 75th Service Squadron, Air Corps, stationed at Wheeler Field, Schofield Barracks, T.H., was redesignated "Base Headquarters and 18th Air Base Squadron, Air Corps."

During the twenty odd years of its life, this Squadron probably has witnessed more changes and redesignations than any other organization in the Army of the same age.

Originally organized at Waco, Texas, on January 22, 1917, as the 75th Aero Service Squadron, it was transferred en masse to Gerstner Field, Lake Charles, La., on March 1st of the same year and, four months later, on July 15, 1917, it was redesignated "Squadron 'E' Gerstner Field." This redesignation, however, barely had time to become known officially when, eight days later, it was again redesignated, this time as "Squadron 'D,' Gerstner Field."

The newly baptized Squadron "D" immediately adopted several tiny orphan organizations, with the result that it soon multiplied its authorized strength tenfold, so that on August 14, 1917, sufficient officers and men were extracted from the organization to form the 487th Aero Squadron at Kelly Field, Texas, under the command of Captain Scott, who retained command of the Squadron until a few days prior to its entraining, on October 27, 1917, for the Concentration Camp at Garden City, Long Island, New York, when he was relieved by Captain Edward K. Jones, the latter staying with the organization until it was settled in France.

On December 4, 1917, the Squadron boarded the S.S. NORTHLAND and set sail for Halifax, N.S., where it remained until December 15th, when the officers and men once more "hit the high seas."

Ten days later, Christmas Day, anchor was dropped in the harbor of Liverpool, England. From Liverpool the Squadron pushed onward, by means of rail and water transportation, to Southampton, Le Havre, St. Maxient, and finally Romorantun-et-cher. It was at this last stop that the greatest production center for the assembling and testing of planes was concentrated after construction was completed by the then 487th Construction Squadron, then under the command of Captain William A. Campbell. Several interesting volumes have been written of the experiences of the officers and men while enroute to and during their encampment at Romorantun-Loire-et-cher.

Shortly after the war, and while praises were still ringing in the ears of its members, the 487th was demobilized and reconstituted and consolidated with the 75th Aero Service Squadron,

which was later constituted an inactive unit on October 18, 1927. It was redesignated 75th Service Squadron, Air Corps, on May 8, 1929, and made active on September 15, 1930, at which time it became part of the 18th Pursuit Group at Wheeler Field, T.H.

Now, after an all time record of eight years without change, the 487th, or the 75th Aero Service Squadron or, still, Squadrons "E" or "D," Gerstner Field, is again redesignated - "Base Headquarters and 18th Air Base Squadron, Air Corps." But the passing years, or the various redesignations to keep in tune with modern times and military customs, can never take from those who served with the organization, under whatever name you wish, either as charter members or adopted children, the fond memory of the undeniable pride in having been a part of the organization whose outstanding record, both in peace and war, speaks for itself.

Ed. Note: The author of this article, a member of the organization whose history he has briefly recorded, is also responsible for the cover design with its Hawaiian atmosphere and the insignia of the Base Headquarters and 18th Air Base Squadron, featuring this issue of the Air Corps News Letter. Private Mesaris sketched the design on a mimeograph stencil. In extending our thanks to him, we hope to hear from him again soon.

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Dropping Hot Food (From Page 11).

of the 2nd battalion, 21st Infantry, 30 minutes later. They then returned to their Wheeler Field base.

Lt. Frank F. Everest led the planes on this mission. \* \* \* As the fast ships located the advancing Infantrymen far below, they let go their containers filled with hot food. The parachutes snapped open after a dizzy plunge, floating the welcome rations gently to the ground. An entire six-course dinner including soup, bread and meat, was thereby swiftly delivered to the men at the front.

Just as fast was the work of the photographic plane which filmed the operation. Flown by Lt. James Olive, with Staff Sgt. Marvin Williams handling the camera, pictures were taken of the food containers floating to the ground, of the infantrymen sampling the contents, and of the fast attack ships in action, rushed back to Wheeler Field, developed and printed within an hour."

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Major Lotha A. Smith, Instructor at the Air Corps Tactical School, Maxwell Field, Ala., is under orders to proceed to Hamilton Field, Calif., for duty.

V-7714, A.C.

TRAINING ARMY AIRMEN TO FLY AUTOGIRO  
By the Materiel Division Correspondent

Before many months will have passed, it is anticipated that six new autogiros will be on the flying line at Patterson Field, Fairfield, Ohio, for the purpose of training Air Corps pilots and mechanics in flight and maintenance of this type of aircraft.

For some years the Materiel Division at Wright Field has been studying and conducting experimental tests on this type of equipment. Recently the experimental model at Wright Field passed acceptance tests and is now Air Corps property. As a result of orders placed for six additional autogiros of the same type and model, three are now ready for delivery to the Air Corps and three more will be ready for delivery by May 16th.

Present plans are to transfer the experimental model now at Wright Field to Patterson Field to form one of a fleet of autogiros to be used for training purposes. The first of the six new autogiros will be delivered to the National Advisory Committee for Aeronautics at Langley Field, Va., for further research and experimental purposes. The remaining five will join the one from Wright Field at Patterson Field.

The first class of students, who will be drawn from the various Air Corps fields, will consist of four officers and five mechanics. This class, scheduled to start about April 18th, will offer a six weeks' training course. A second class, also of six weeks' duration and to follow immediately, will consist of five student pilots and four mechanics, so that at the completion of training of the second class, the Air Corps will have a total of twelve autogiro officer pilots and twelve mechanics skilled in autogiro maintenance and operation problems, including the three officer pilot instructors and three mechanics previously trained.

These autogiro classes will be conducted under the direction of Lieut. Colonel Junius H. Houghton, of Patterson Field, who will serve as Commandant. The instructors will be Lieuts. H.F. Gregory, E.S. Nichols and G.H. Snyder, all of the Air Corps.

When the two classes are completed, it is planned to send the autogiros to various stations for further service testing to determine their value as used in cooperation with ground forces of the Army. Previous service testing with the type now at Wright Field has included work with the Coast Artillery Board and School, Fort Monroe, Va.; Infantry Board and School, Fort Benning, Ga.; Field Artillery Board at Fort Bragg, N.C.; Field Artillery School at Fort Sill, Okla.; Cavalry Board and School at Fort Riley, Kansas, and with the Mechanized Cavalry Brigade at Fort Knox, Ky.

PURSUITERS CONTINUALLY ON THE GO

"In just a few more weeks now," wrote the News Letter Correspondent of the Base Headquarters and 3rd Air Base Squadron recently, "we hope to have gathered everyone back from the Everglades - so they can kiss their wives goodbye and get off to the GHQ Maneuvers in New York. Though at least fifty percent of the fellows have been threatened with divorce during the late Florida exercises of the Second Wing, wives and children have now been lulled into a cataleptic state of just not giving a hoot whether their men folk stay at home or not. Some of them have even called attention to rejected proposals from Naval officers, stating that they might have been assured of at least fifty percent of their husbands' manly presence.

"From the latest indications there will be about three officers left here at Selfridge during the May maneuvers. Much practice in the art of bag-holding and weather flights is anticipated for the three stay-at-homes. However, survivors of the late Maneuvers of 1938 claim their budgets won't stand much more strain.

"There are at the present time a larger number of officers here for duty than at any time since the World War, and many are wondering when they will get something to fly. Most of the officers are Reserves, of course, but the flying is a real problem. The last of our well-loved and well-worn P-26's left for Barksdale Field yesterday, and all P-6's are leaving at any moment. The Seversky's are restricted to local flights pending a minor change in the engines, and there are only twenty-one of them in commission anyway. . . . Oh, well!"

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ASSIGNMENT OF C. & G.S. SCHOOL GRADUATES

Special Orders of the War Department, recently issued, direct that the following-named Air Corps officers, effective upon the completion of their present course of instruction at the Command and General Staff School, Fort Leavenworth, Kansas, proceed to the Air Corps stations indicated after their names for assignment to duty:

Major Ral L. Owens to Hamilton Field, Calif.

Captain James F. Bevans to Mitchel Field, N.Y.

Captain John R. Hawkins to Selfridge Field, Mich.

Captains Edmund C. Lynch and Willard R. Wolfenbarger to Langley Field, Va.

Captain Earle E. Partridge to Maxwell Field, Alabama.

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## ACTIVITIES AT HICKAM FIELD

The first week in March saw signs of great activity around the hangar of the 23rd Bombardment Squadron, Luke Field, Hawaii. With the transfer of all the offices of this organization to Hickam Field, all equipment and supplies were loaded into trucks and moved to that new station. All of the B-12A airplanes of the 23rd Squadron were assigned to the two Observation squadrons, and the full time of the personnel of the 23rd was devoted to becoming established in their new location. "At Hickam Field," says the News Letter Correspondent, "we again became pioneers, but after a few hectic days managed to get set up in normal style."

Maintenance crews from the 23rd have been working with the 31st Bombardment Squadron, since the arrival in Hawaii of this organization from Hamilton Field, Calif.

"We are getting acquainted with the new B-18's," continues our Correspondent, "so that when our ships arrive we won't be completely at sea. From all indications the transition period for pilots and maintenance crews will be an interesting one, and we are all looking forward to the day when our quota of ships arrive."

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## CHINA SEA TO OREGON COAST IN TWO YEARS

The Randolph Field Correspondent forwarded to us a photostatic copy of a message, as follows:

"At sea on board U.S. Army Transport Grant July 31, 1936.

Margaret Ann Hastey

Tommy Hastey Jr.

Randolph Field, Texas."

Almost two years later this message reached Randolph Field, with an inquiry added thereon, as follows:

"This note was found in a bottle on Wi-Ne-Ma Beach, located in South Tillamook county, Oregon, March 28th, 1938. We were wondering where it was cast into the water as it took so long to drift in.

Very truly yours,

Evelyn Steppa

Oretown, Oregon."

The message was placed in a bottle and dropped in the China Sea by Lieut. Colonel Thomas W. Hastey, Air Corps, for his two children, when he and his family were returning to the United States following the completion of his tour of duty in the Philippines.

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During March, the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, overhauled 20 airplanes and 54 engines and repaired 56 airplanes and 19 engines.

## FLYING TRAINING ON THE AUTOGIRO

Supplementing the article on the above subject, which appears on page 13 of this issue of the News Letter, later information thereon was submitted by the Materiel Division Correspondent, as follows:

On Wednesday morning, April 20th, students and instructors assembled at Patterson Field, Fairfield, Ohio, for opening classes of the first school to be held in this country for military flight training and maintenance of the autogiro. On the flying line were three autogiros being warmed up for flight, and this incident also savored of the historic, for it was believed to be the first time for three of this type of aircraft to be assembled for simultaneous flight. It was expected that delivery of the fourth autogiro of six would be made on April 21st, and the final two of the fleet shortly thereafter.

The pilot's course in flight of the autogiro will cover complete mastery of autogiro flight technique, including 250 hours in the air for each student. The maintenance course for crew chiefs will cover instruction in pre-flight and 40-hour inspection, and all problems of adjustment and upkeep.

The commandant of this autogiro school is the Commanding Officer of Patterson Field, Lieut. Colonel Junius H. Houghton. The instructors are Lieuts. H. F. Gregory, Officer in Charge; E. S. Nichols, Training and Operations, and G. H. Snyder, Engineering and Supply.

The officers reporting for flight training are Lieuts. P. E. Gabel, of Mitchel Field, N. Y.; J. D. Rutledge, Moffett Field, Calif.; James Van Q. Wilson, Scott Field, Ill., and F. P. Hunter, Jr., Pope Field, N. C. The enlisted men reporting for the maintenance course are Privates R. J. Sorenson, of Fort Sill, Okla.; R. G. Franks, Fort Benning, Ga.; F. M. White, Scott Field, Ill.; L. M. Clingler, Chanute Field, Ill., and F. O. Mallinson,

The instructors of this latter course are Corporal J. M. Teten and Private F. O. Sill, of Langley Field, Va., and Private Jack Felt, of Fort Sill, Okla.

Lieut. Gregory received his autogiro flight training at Langley Field with the National Advisory Committee for Aeronautics about two years ago. He and Lieut. Nichols for the first time in history accomplished telephone communication between heavier-than-air craft and the ground, the heavier-than-air craft used being an autogiro.

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Effective May 1, 1938, Captair John M. Sterling, Air Corps, was relieved from duty at Selfridge Field, Mich., and assigned to the American Embassy, Paris, France, for duty as Assistant Military Attache for Air to France and Belgium.

V-7714, A. C.

## O B I T U A R Y

Second Lieutenant Robert B. Hubbard, Air Corps (Infantry), met his death on April 14th as the result of an airplane crash. He was flying a BT-9 one-half mile north of Kreuger Field, Texas, when the airplane, from causes undetermined, spun into the ground.

Lieut. Hubbard, a resident of New York City, graduated from the United States Military Academy, West Point, N.Y., on June 12, 1937, and was commissioned a second lieutenant of Infantry. Upon his application he was assigned as student to undergo flying training at the Air Corps Training Center. He commenced training with the October, 1937, class at Randolph Field.

Accidents are always tragic, but when death strikes one so young and so soon after graduation from the Military Academy, and on the threshold of his new career, it seems doubly so. The Air Corps sends its profound sympathy to the bereaved relatives of the deceased young officer.

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### RESERVE OFFICERS COMPETE FOR REGULAR COMMISSIONS

Under the provisions of the Thomason Act (H.R. 6250, 74th Congress, approved August 30, 1935), approximately 50 Air Reserve officers recently took the examination for appointment as second lieutenant in the Air Corps, Regular Army.

The Act above referred to provides that for a period of ten years, beginning July 1, 1936, the Secretary of War is authorized to select annually, in addition to the graduates from the United States Military Academy, fifty Reserve officers who shall be commissioned in the Regular Army, the Secretary of War to determine for each annual increment the number to be allotted among the promotion list branches of the Army.

According to the latest information obtainable, the tentative allotment to the Army Air Corps out of the increment of fifty new officers to be added to the Army for the next fiscal year, under the Thomason Act, is eight. It would seem, therefore, that only 16% of the 50 Air Reserve officers who took the competitive examination for a permanent commission are likely to realize their ambition.

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Three Air Corps officers, now pursuing courses of instruction at civilian technical schools, are under orders for duty at the Air Corps Materiel Division, Wright Field, Dayton, Ohio, upon the completion of such courses. These officers and the institutions they are now attending as students are as follows:

1st Lieut. Frederick R. Dent, Jr., Massachusetts Institute of Technology,

Cambridge, Mass.

1st Lieut. Donald J. Kiern, University of Michigan, Ann Arbor, Mich.

1st Lieut. Donald L. Putt, California Institute of Technology, Pasadena, Calif.

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### WAR DEPARTMENT ORDERS Changes of Station

To Maxwell Field, Ala.: Major John M. McDonnell, from Wright Field, Ohio; Capt. William L. Ritchie, from Office of the Assistant Secretary of War, Washington, D.C., for duty as student at Air Corps Tactical School, 1938-1939 course.

To Inglewood, Calif.: Major Franklin O. Carroll, from duty as student at Air Corps Tactical School, Maxwell Field, Ala., to duty as Assistant Air Corps District Representative, Western Procurement District.

To Patterson Field, Ohio: 2nd Lieuts. Hollingsworth F. Gregory and Erickson S. Nichols, from Langley Field, Va.

To Langley Field, Va.: Captain Herbert K. Baisley, from Bolling Field, D.C.

#### Orders Revoked

Assignment of 1st Lieut. Wilson H. Neal, of March Field, for duty as student at Air Corps Technical School, Chanute Field, Ill., in Maintenance Engineering course.

Assignment of 2nd Lieut. Lester S. Harris, from Selfridge Field, for duty as student in Airplane Maintenance Engineering course at Air Corps Technical School, Chanute Field, Ill.

#### Reserve Officers to Active Duty

2nd Lieut. Wilfred Rotherham, of Fresno, Calif., to Moffett Field, Calif., to April 10, 1941.

2nd Lieut. Luther J. Fairbanks, of Burt, Iowa, to Barksdale Field, La., to April 24, 1941.

#### Relieved from Assignment to Air Corps

2nd Lieut. John P. Connor, from duty as student at Air Corps Training Center, Randolph Field, Texas, to the 25th Infantry at Fort Huachuca, Arizona.

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During the latter part of April, Hamilton Field busied itself with the grooming and checking of motors and assembling equipment in preparation for the mimic war in the northeastern part of the United States, while the higher staff officers were engaged in scanning maps and plans.

On April 22nd, 12 B-18 Bombardment airplanes were flown to March Field, Riverside, Calif., to join up with the 19th Bombardment Group to aid in the job of transporting supplies on the "short" hop to New England and points close to Mitchel Field, N.Y. By May 2nd, personnel will be transported by these same planes which will have returned from the East Coast by then. During the concentration, four provisional air transport squadrons will function under direct control of Headquarters, GHQ Air Force.

## FIELD AT FORT LEWIS NAMED "GRAY FIELD"

The War Department recently announced that the Air Corps flying field at Fort Lewis, Washington, has been named "Gray Field," in memory of the late Captain Hawthorne C. Gray, army aeronaut, who lost his life during a free balloon flight from Scott Field, Ill., on November 4, 1927.

Captain Gray was especially interested in studying atmospheric conditions at high altitudes to ascertain, if possible, the effects of rarefied atmosphere on the human body and coincidental physiological reactions. During 1927, he made three balloon flights with these objects in view. On his first flight on March 9th, he reached an altitude of 28,510 feet and broke the American free balloon altitude record. As a result of this flight, valuable data were gathered on the functioning of oxygen apparatus and instruments at high altitudes.

On his second flight on May 4, 1927, Captain Gray, with improvements in oxygen apparatus and other equipment effected as a result of the experiences on his first flight, ascended in his balloon to 42,470 feet, the highest altitude ever attained by man in any type of aircraft, airplane or balloon up to that time. He broke the world's record of 35,433 feet, made by the German balloonists Suring and Benson on June 30, 1901. During the course of his return journey, after passing the 12,000-foot level, Captain Gray, measuring the velocity of his descent through the medium of releasing small parachutes, discovered that the balloon was falling too rapidly to assure a safe landing. All the available ballast in the balloon, utilized for the purpose of reducing its weight and thus checking the rate of descent, having already been thrown overboard, Captain Gray was forced to resort to his parachute. He jumped from the balloon basket at approximately 8,000 feet and landed without injury in a plowed field near Grayville, Illinois. The balloon and the various instruments carried therein were recovered shortly thereafter. For his achievements on this flight Captain Gray was awarded the Distinguished Flying Cross.

On his last balloon ascent on November 4th, he was equipped better than ever before to conduct his experiments in the stratosphere, with further improved oxygen apparatus and superior recording instruments. However, this flight proved fatal. Captain Gray's body was found in the balloon basket which was looped in a tree in the mountains in the vicinity of Sparta, Tenn. His instruments were intact, his body evidenced no signs of violent death, his oxygen mask was still on, and his oxygen valves were open, but there was no oxygen left. It could only be surmised, after closely examining his log, his barograph and the various other instruments, that during the course of

his descent earthward, after passing the 39,000-foot level, his oxygen supply became exhausted, causing his death. Curiously enough the barograph indicated that the highest point reached during this flight, 42,470 feet, exactly duplicated the mark he established on May 4, 1927.

Captain Gray was born in Pasco, Wash., February 16, 1890. He enlisted in the Army for service with the Punitive Expedition into Mexico, on January 19, 1915. During the World War he was commissioned a second lieutenant of Infantry, and was subsequently promoted to 1st Lieutenant and then to Captain. In August, 1920, he was detailed in the Air Corps, and he was permanently transferred to that branch of the service in February, 1921. He was a graduate of the Balloon School at Ross Field, Arcadia, Calif., and the Balloon and Airship School at Scott Field, Ill. During the major part of his service with the Air Corps, he was stationed at Scott Field. In May, 1926, he was sent to Europe as an Army Air Corps entrant in the Gordon-Bennett International Free Balloon Race, in which he finished second.

The naming of Gray Field in memory of a distinguished balloonist is considered especially appropriate in view of the fact that the 3rd Balloon Squadron, Air Corps, is stationed at this field.

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## AWARD OF SOLDIER'S MEDAL

Announcement was made by the War Department, under date of April 28, 1938, of the award of the Soldier's Medal to Corporal Richard F. Miller and Private, 1st Class, Earl W. Jordan, Jr., First Corps Area Air Corps Detachment, for heroism displayed in attempting to rescue a soldier from drowning in Boston Harbor, Mass., on the evening of December 22, 1937.

A soldier, while attempting to make a parachute jump from an Army airplane to Boston Airport in connection with a children's Christmas party being staged at the Airport, unfortunately landed in the water several hundred feet from shore. The only boat available was small and unseaworthy, but nevertheless in the face of apparent danger to themselves, Corporal Miller and Private Jordan voluntarily set out in the boat to search for the drowning soldier. In spite of the leaky condition of the boat, they persisted in their efforts of rescue until the boat capsized and they themselves were in grave danger of drowning. Although they were unsuccessful in rescuing this soldier, their brave attempt in the rough, icy water, in the darkness of night characterized it as an act of heroism.

Corporal Miller is a native of Missoula, Montana, while the birthplace of Private Jordan is Somerville, Mass.

★ AIR CORPS ★  
**NEWS LETTER**



XB-15 NEW "SUPER FLYING FORTRESS"  
 AND P-26 FIGHTER

ISSUED BY  
 THE OFFICE OF THE CHIEF OF THE AIR CORPS  
 WAR DEPARTMENT  
 WASHINGTON

MAY 15, 1938

No. 10

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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## REQUISITES OF A MILITARY COMMANDER ✓

By  
Colonel John D. Reardan, Air Corps

Marshal Foch stated: "There is no studying on the battlefield. It is then simply a case of doing what is possible to make use of what one knows."

"Military Command" is authority inherent in military office or commission. The very essence of the power of a commander to control those under his authority derives from military principles and traditions. For this reason, command should be exercised with great exactitude of method and certitude of finality. A receptive attitude toward authority on the part of soldiers and bluejackets will be secured by firmness and justice in the exercise of the command authority.

While command is an attribute of military office, two individuals successively holding the same command may exercise a greatly different influence over their men. Since the authority is the same in each case, it will be seen that command partakes of the qualities of the commander. McClellan and Grant were in turn Lincoln's principal commanders. The difference in their powers of leadership enabled one to succeed where the other had failed.

The degree of success attained by a commander is largely dependent upon his character and personality. Certain personal qualities are indispensable in a successful commander. Napoleon said: "It was not the Roman army that subdued Gaul but Caesar himself; nor was it the Carthaginian army at the gates of Rome that made the Republic tremble, but Hannibal."

It is difficult to assign an order of importance to the personal qualities essential to the successful exercise of command. "Will-power" is, perhaps, entitled to primacy in the case of the supreme commander. As the importance of the command held diminishes, the importance of certain qualities decreases and that of others increases. For the highest commander, upon whom rests the final decision and the all-inclusive responsibility, the possession of strong will-power is vital to the support of the position he must take and maintain with inflexible determination. However, will-power, without the possession of other qualities such as thorough technical

knowledge, highly developed powers of ratiocination, and experience, cannot insure success to a commander. On the other hand, while a commander may succeed to a degree, even though he may lack any one of the other qualities, he cannot be a great commander without having strong will-power.

"Moral courage" is another vital quality which the great commander must possess; the courage to pay the costs of victory and to withstand the stresses of defeat; the moral courage to stand firm against all opposition and surmount all obstacles. Fortitude, decisiveness and steadfastness of purpose are the ingredients of moral courage. Marshal Saxe stated: "Of all the accomplishments that are required for the composition of this exalted character (Commander-in-Chief), courage is the first."

To employ too many terms to define personal qualities requisite in a great commander is but to obscure those of vital importance. Three more will be mentioned as being essential. These are "resourcefulness," "creative imagination" and "judgment." Imagination discovers the opportunity, resource devises the means to take advantage of the opportunity, and judgment decides the time for action. These qualities distinguish the "man of action."

To summarize, if a commander possesses to a superlative degree and of a high order, will-power, moral courage, resourcefulness, creative imagination and judgment, he has the fundamental qualities essential to success as a high commander. This assumes, of course, that only a military man will attain to high command, and then only after long training and experience in his profession.

This training and experience is necessary in order to gain sound technical knowledge, and an understanding of and ability to handle soldiers, and to develop initiative and executive ability. These attributes, in varying degree, are essentials for all grades of command. Junior commanders, especially, must possess presence of mind and capacity for quick decision in emergencies.

For commanders of all grades there  
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must be added to all these qualities a habit of intensive study. Napoleon said: "The knowledge of the higher branches of the art of war is only to be gained by experience and by studying the history of wars and battles of great leaders." Polybius stated: "For it is history alone, which without involving us in actual danger, will mature our judgment and prepare us to take right views whatever may be the crisis."

Command should be exercised with firmness, kindness, and fairness. Simplicity of method promotes understanding. When to intervene and when to allow subordinates discretion is the final test of judgment. Success in this particular inspires loyalty and a spirit of willingness in the command.

A truly great commander will be a great natural leader, possessing, to the full, the winning qualities which distinguish a great leader, noble bearing, calmness, dignity, affability, patience, and the ability to indoctrinate his followers. Such a commander has prestige. He animates his command and inspires them with faith in his destiny.

All these valuable qualities must be translated into effective action by wise planning, proper orders, and a prompt follow-up to insure execution. A commander must habituate his command to prompt and willing response to his authority and to the proper authority of all the various grades of subordinate commanders. Wellington said: "Habit second nature? Habit is ten times nature."

The high commander's method of habituating his command to authority lies, largely, in the proper instruction and training of his subordinates, and in frequent drills and exercises. The commander must place upon each subordinate the proper degree of responsibility and accord to him an initiative commensurate with his responsibility, so that each officer will acquire the qualities demanded in an officer of his grade. As William James puts it: "Silently, between all the details of his business, the power of judging will have built itself up within him as a possession that will never pass away."

And, finally, the commander must promote discipline by promptly punishing disobedience, and by equally promptly rewarding merit and recognizing bravery. Remember the famous instance of the death of La Tour d'Auvergne on the field of battle and Napoleon's order that the name of La Tour d'Auvergne forever after be borne on the roster of his company.

The functions which command must discharge vary with the echelon of command. The lowest commander has the duty of directly leading his unit in action. Other commanders have additional responsibility for supply, training, and the maintenance of health, discipline and morale.

As the scale of command is ascended

the functions become more embracing and general, and new functions appear which are not required of the lower grades. The highest commander has the function of making changes, where found necessary, in the campaign plan, the major strategy, and in the battle tactics. He is responsible for the formulation of new plans to meet unexpected situations arising during the course of the war.

Each commander having a staff has the function of training it to work as a coordinated team, properly indoctrinated in the commander's own application of military principles, tactics and strategy. The commander having a staff must supervise the functioning of the staff to insure that its every member works to a common end, - the execution of the will of the commander.

The foregoing review of the requisites of a military commander will suggest that not every officer will be equipped to become a senior commander. Some stop far short of this goal. Others approach it more nearly. The following discussion will develop additional reasons why an exceptionally well endowed leader is required for the highest command. He must be somewhat of a statesman, as well as a general or an admiral.

Lincoln states: "Every war is begun, dominated, and ended by political considerations." In war the supreme commander and other high commanders must harmonize their strategy and tactics with existing national policies, in the same way that our war plans formulated in peace time are kept coordinated with such policies. For example, considerations of national policy toward a given neutral may affect operations by reason of the fact that it is necessary to avoid giving offense to such neutral.

During the progress of the war the supreme commander will require to be kept informed by the Government of all changes in policy involving the conduct of the war. His high commanders, also, should have knowledge of policies which may be involved in the operations under their immediate control. This is especially true in the case of naval commanders who, frequently, in isolated situations are called upon to make decisions involving foreign relations.

A great deal of the major strategy during the opening weeks of a war will likely be in accordance with war plans formulated by planning bodies prior to the beginning of the war. However, it is the responsibility of the supreme commander to decide whether or not to use these plans, depending on whether they meet the requirements of the actual situation. If he decides they do not, it is his duty to determine upon the strategy he will employ.

Command and strategy both have the objective of winning the war. More particularly, the aim of the commander is victory in battle; and the strategy he

employs, whether of his own or some other's conception, is devised to bring his command into a situation where such victory is possible, and also to insure that the victory will secure decisive results. The commander must decide upon the time and the place for battle. Silo said: "If thou art a great general, Marius, come down and fight." Marius replied: "If thou art a great general, Silo, make me come down and fight."

In the gigantic operations of modern war it may be that better results can be secured if one man formulates the strategy and another carries it into execution. Ludendorff and Hindenburg are an example of this sort of teamwork. A general staff may devise the strategy and a commander in the field or at sea carry it out. The operation resulting in the battle of Jutland was in accordance with the strategy of the British Admiralty. Admiral Jellicoe, of course, was responsible for the strategy at sea, as made necessary by the actual situations arising during the battle.

The senior commander on the field, however, is in supreme command. Napoleon said: "It is better to have one bad general than two good ones." Montecuculi wrote: "The first security for the success of an army is to confer the command on one individual."

Major strategy, as promulgated in the "strategical plan" for a war does not attempt to provide for what has long been termed "the exigencies of war." Subordinate to the major strategy of the war is a very important field of strategy which is the province of the commander directing the operations of large units in the field, or at sea.

The concentration of these large units on the field of battle in readiness for action must be accomplished by the strategy of the unit commanders in all the details not prescribed in the operations plan. In the case of naval units, especially, this may involve hundreds of miles of steaming and coping with several auxiliary situations en route, not anticipated in the operations plan.

On land, with the rapid communication of the present day, there is often sufficient time to present the nature of the situation encountered to the high command and receive his orders. However, with airplanes and fast tank units such may not be the case.

Perhaps the most important command function in the field of tactics is the determination of the proportion of the whole force to be held in reserve, for the purpose of countering the thrusts of the enemy which may gain unanticipated success, and to follow up the commander's own successes, in order to secure decisive victory. Different situations in a campaign emphasize, in turn, different qualities of the commander. In one situation the vital thing may be to decide to retreat; in another the moment for

the attack; in a third the time to initiate a pursuit.

The commander of the whole force engaged must recognize that it is his function to make major tactical decisions, such as the above. The commander is, likewise, primarily responsible for the training, clothing, feeding, shelter, discipline, and morale of his command. He leads his command in battle and cares for it on the march, in bivouac or camp. No matter how large the force acting as a single command, the commander of the whole force has these tactical functions and command duties.

History is full of examples illustrating the harm done when a commander, who should be independent in the field, is controlled from above. Two will suffice. In 1781, Admiral Hood, operating alone with an independent tactical command, but under the flag of Admiral Rodney, had seventeen vessels-of-the-line under orders to await the French to windward of Martinique. Later, Rodney, against Hood's protest, ordered Hood to take station to leeward of that island. When the French finally arrived, they had the weather-gage of Hood, and the latter's force suffered badly and was unable to prevent the French from capturing Tobago. This success permitted Admiral DeGrasse to go to Chesapeake Bay and cooperate in bringing about the capture of Cornwallis.

In 1862, President Lincoln approved McClellan's strategy for an attack against Richmond by an advance up the York Peninsula. He then interfered with the tactical execution of the plan by detaching McDowell's Corps for the defense of Washington. It is doubtful whether McClellan would have been successful anyway. However, this interference gave McClellan an alibi and resulted in his failing to prosecute his attack vigorously. This inaction probably prolonged the war for a year.

For several months after our entry into the World War, General Pershing was besieged by many in authority among the Allies to agree to the incorporation of American battalions in French and British regiments. He was also advised to train American troops in the doctrine and tactics of the defensive. To the first he returned an emphatic and oft repeated "no." To the second his answer was an order, "All instruction (of troops) must contemplate the assumption of a vigorous offensive"!!! General Pershing thus displayed the true qualities of greatness as a leader. Thus were evidenced his will-power and moral courage.

Few, indeed, are the Caesars who cross the Rubicon, the Hannibals who surmount the Alps, or the Alexanders who conquer the world! Fewer still are the great military commanders who shine brightly even in defeat. Robert E. Lee was at his greatest when he refused to resort to guerilla warfare, but surrendered his

army to Grant at Appomatox.

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### ONE OF THOSE ERRANDS OF MERCY IN PANAMA

The latest errand of mercy by the Air Corps in the Panama Canal Department was on April 20th, when Lieut. T.J. Meyer departed from Albrook Field for Penas Bay, Republic of Panama, to transport medicine to a civilian who was seriously ill. The 150-mile flight and water landing were successfully made in the Douglas Amphibian, but a minor mishap occurred as the ship was being beached by its crew.

Things were going smoothly until one wheel sank in a soft spot in the sand and a large breaker crashed into the tail section at the same time, resulting in a damaged rudder and elevators.

Temporarily disabled, the plane had to remain where it was until a crew arrived by air from Albrook Field and repaired the damages. The medicine was delivered, however, and the plane and its crew returned safely to the home station.

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### HIGH SCHOOL BOYS VISIT ALBROOK FIELD

An inspection tour of the airplanes and post activities of Albrook Field, Panama Canal Zone, by students of the Balboa High School was conducted on Saturday, April 30th. Approximately 75 students arrived at the post at 8:30 a.m., and were given a brief talk by Lieut. Colonel Benjamin G. Weir, post commander, on various phases of Air Corps activities. The students were then conducted through the different organizations on the post, the Engineering shops, the Air Corps Supply Building, Ordnance Building, Hospital, Parachute Department, and the hangars of the squad-

rons. Each squadron had two representative airplanes on the line, with catwalks arranged for easy inspection. The cowlings were removed from the engines. Several officers from the different organizations were designated to conduct the groups of students throughout the inspection tour.

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### IN MEMORY OF FIRST TRANS-ISTHMIAN FLIGHT

Army and Navy flying personnel in the Panama Canal Department fittingly commemorated the silver anniversary, on April 27th, of the first airplane flight over the Panama Canal.

Mr. T.B. Rodenbaugh, Section Superintendent of Pan American Airways, Inc., Cristobal, Canal Zone, on April 28th, addressed the following letter to Brigadier General George H. Brett, Commanding General of the 19th Wing, Albrook Field, Canal Zone, with reference to the above.

"Dear General Brett:

Just a brief note to express to you our appreciation for the interest shown by you in assigning six Army bombers to convoy our DS-3 from Albrook Field to France Field yesterday during the flight commemorating the 25th anniversary of Mr. Robert Fowler's trans-Isthmian flight.

The formation composed of our plane, the Army and Navy planes made a very, very lovely sight from the ground, and we are quite sure that your cooperation in this matter has gone a long way to making this flight a most successful one; one that will be remembered for a long time, not only on the Isthmus but other places as well.

Once more thanking you for your interest and help, and with kindest personal regards from the writer, we remain

Very truly yours,  
PAN AMERICAN AIRWAYS, INC."

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### REVIEW FOR PANAMA CANAL DEPT. COMMANDER

On the morning of April 27th, an aerial review was held in honor of Major General David L. Stone, U.S.A., Panama Canal Department Commander. Upon the completion of a trip to the States, General Stone arrived at Cristobal, Canal Zone, aboard the S.S. CRISTOBAL. As the ship entered the bay, it was met by a formation of Attack, Bombardment and Pursuit planes, led by Brigadier General George H. Brett, Commander of the 19th Wing, Air Corps. After passing in review twice, the airplanes returned to their stations at Albrook and France Fields.

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Major Lotha A. Smith, Instructor at the Air Corps Tactical School, is under orders for duty at March Field, Calif.

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## A FORCED LANDING IN HAWAIIAN WATERS

On the afternoon of April 9, 1938, Lieut. Elder Patteson, of the Headquarters Squadron, 18th Wing, Hawaiian Department Airways Officer, was forced to land an OA-3 Amphibian in the open sea between the Islands of Molokai and Oahu. He was returning to Hickam Field from Morse Field, on the Island of Hawaii, on an administrative flight. Other personnel in the airplane at the time were Privates Wright, crew chief; Ryley, radio operator, and Roark and Barker, passengers. The ceiling was about 1,000 feet, and the visibility from  $\frac{1}{4}$  to  $\frac{3}{4}$  a mile.

The forced landing occurred at about 3:10 p.m. While flying at an altitude of about 800 feet, the left engine, without giving preliminary warning of any kind, cut out completely. It was later determined that the engine failure resulted from slipping of the timing gear. The airplane would not maintain altitude on one engine, so Lieut. Patteson used the one engine to stretch his glide long enough to get properly headed into the wind, making a right turn of approximately ninety degrees to do so. At the same time he directed the radio operator to reel in the antenna. The sea was very turbulent and the landing was rather rough, but apparently did no harm to the airplane. The OA-3 rode the heavy waves very well so long as no attempt was made to taxi. When taxiing, even slowly, the heavy waves threatened to swamp the airplane.

The radio operator was unable to use his command set because it required a trailing antenna, but he promptly began sending distress signals on his short wave set. Lieut. Patteson and the crew chief tried to ascertain what was wrong with the left engine, but were unable to do so. About an hour after the landing, a radio message was received from Hickam Field that their signals had been picked up and that assistance was on the way.

At approximately 4:50 p.m., a large fishing sampan, manned by Japanese, arrived near the airplane. They endeavored to throw a line to the airplane and finally succeeded. At about 5:30, the line was secured and towing was commenced.

Two Navy destroyers on patrol duty around Oahu were diverted to the area and arrived on the scene just before dark. They fell in astern of the Amphibian. Shortly after dark the aircraft tender U.S.S. PELICAN arrived and took over the tow from the sampan. The destroyers kept the airplane flooded with powerful light during all the after dark portion of the towing operations. As the PELICAN took over the tow, a small Coast-Guard cutter also reached the scene. The PELICAN towed the airplane the rest of the way to Pearl Harbor, arriving opposite the Fleet Air Base ramp

at about 11:00 p.m. A Navy motor launch then gave the airplane a tow and pulled it directly to the ramp. The landing gear was lowered and a line was put ashore and secured to a tug which pulled the airplane out of the water onto the ramp.

Lieut. Patteson and the four enlisted men remained aboard the Amphibian throughout the entire period of towing. It was a rough voyage but, with the exception of the "mal de mer" suffered by some, all arrived safe and sound on dry land.

The sincere appreciation and thanks of the entire 18th Wing have been expressed to the Navy, the Coast Guard and to Captain Heikichi Ichida of the fishing sampan.

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## 23RD SQDB. PERSONNEL LEARN ABOUT B-18

The 23rd Bombardment Squadron, Hawaii, participated in the course of instruction on the B-18's given by the 31st Bombardment Squadron the first week of April. After a series of lectures covering all characteristics and equipment of the B-18's, most of the pilots of the 23rd were designated as students, to be checked off either as pilots or co-pilots. At the time this is being written the officers of the 23rd Squadron are flying daily with the 31st Bombardment Squadron to expedite the training period. The scribe of the 23rd expresses the hope that "we will soon be able to qualify as pilots and co-pilots and start flying our own B-18's."

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## LOST AND FOUND

The Commanding Officer of the 35th Division Aviation, Missouri National Guard (Major E.R. Alexander), Lambert-St. Louis Municipal Airport, Robertson, Mo., suggests that a column in the News Letter be used as a medium for reporting lost and found articles. He says that occasionally visiting personnel lose articles but do not make inquiry at stations concerning the loss and, consequently, organizations are unable to return articles to the rightful owners.

The 35th Division Aviation has in its possession a sum of money, one pocket watch and one Sheaffer Life Time pen which are believed to belong to visiting personnel, since inquiry discloses that no member of this organization makes claim for same.

Major Alexander is desirous of returning the above articles to the rightful owners, since some sentiment may be attached to a particular article.

The News Letter welcomes this opportunity to render assistance in effecting the return to rightful owners of articles lost by visiting Army airmen.

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## ARMY BUDDIES TEAM UP IN CIVIL LIFE

Careers which converged in June, 1935, at Randolph Field, Texas, when they were Cadets at the Air Corps Primary Flying School, and followed the same course for three years, will continue to parallel in civil life for Lieuts. Willard D. Griffith and Edward F. Cullerton, Air Reserve, of Kelly Field, Texas.

Lieut. Griffith was granted leave of absence for 25 days and Lieut. Cullerton for 22 days, both officers departing on April 2, 1938. Lieut. Griffith, who is 27 years of age, attended the Iowa State College at Des Moines, from 1928 to 1930. He is a native of Atlantic, Iowa. Lieut. Cullerton, who is 26 years of age, attended Gonzaga University at Spokane, Washington, from 1929 to 1932, and the University of Montana from 1932 to 1933. He is a native of Butte, Montana.

After they met at Randolph Field, their Army careers were practically the same. The two were transferred to Kelly Field on the same day, after completing eight months' training at Randolph Field (Primary and Basic Stages). Both specialized in Attack Aviation and both served a year as Flying Cadets at Barksdale Field, La. Then they were commissioned as second lieutenants in the Air Reserve and assigned to duty at Randolph Field in June of last year. On July 15th, they were sent to Kelly Field, Texas, both being detailed as instructors in the Attack Section.

Upon the expiration of their leaves of absence they were relieved from assignment and duty at Kelly Field and were directed to proceed to their respective homes.

Both officers have accepted positions as pilots with the United Air Lines Transportation Corporation, Municipal Airport, Oakland, Calif.

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## REFRESHER STUDENTS AT KELLY FIELD

Four second lieutenants of the Air Reserve, who recently reported at the Air Corps Advanced Flying School, Kelly Field, Texas, for refresher training, were all assigned to the Attack Section for flying and attached to the 63rd School Squadron for instruction in Duties of Squadron Officers.

Lieut. Charles R. Johnson reported at Kelly Field on April 26th, as did Lieut. Rupert E. Herr, who was on temporary duty at Randolph Field since February 17th. Lieut. Aaron T. Vance joined from Randolph Field on May 2nd, the same date on which Lieut. Thomas A. Davis was assigned to Kelly Field, the latter having been on temporary duty at Randolph Field since February 23rd.

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Captain Roderick N. Ott, Air Corps, is placed on the retired list May 31, 1938, for disability incident to the service.

## ASSIGNMENT OF C. & G.S. SCHOOL GRADUATES

Under Special Orders of the War Department, recently issued, the following-named Air Corps officers are assigned to the stations indicated upon the completion of their present course of instruction at the Command and General Staff School, Fort Leavenworth, Kansas:

To East Boston, Mass.: Major James D. Givens, for duty as Instructor of the 26th Division Aviation, Massachusetts National Guard.

To the Office of the Chief of the Air Corps, Washington, D.C.: Majors Barney M. Giles, Ennis C. Whitehead and Capt. John F. McBlain.

To Selfridge Field, Mich.: Captain Kirtley J. Gregg.

To Dayton, Ohio: Major George H. Beverley, for duty as Air Corps Technical Supervisor.

To Bolling Field, D.C.: Lieut. Colonel Floyd E. Galloway.

To Maxwell Field, Ala.: Major Orvil A. Anderson, for duty as member of the Air Corps Board; Lieut. Colonel Leo A. Walton.

To Randolph Field, Texas: Captains Joseph C. Hopkins and James S. Stowell.

To Kelly Field, Texas: Captain Lawrence J. Carr.

To Langley Field, Va.: Major George C. McDonald.

To Fairfield Air Depot, Patterson Field, Ohio: Major Milo McCune.

To Mitchel Field, N.Y.: Captains Uzal G. Ent and Wallace E. Whitson.

To Chanute Field, Ill.: Captain Joe L. Loutzenheiser.

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Colonel Alfred H. Hobley, Air Corps, who is nearing the completion of his tour of duty in the Office of the Chief of the Air Corps, Washington, D.C., as Chief of the Finance Division, is being relieved from this duty and from additional duty with the Organized Reserves, 3rd Corps Area, effective June 21, 1938. He is detailed as observer, with station at Baltimore, Md., under the provisions of Section 127a, National Defense Act, and will perform duty at such aircraft and aircraft manufacturing plants as may be selected for this purpose by the Chief of the Air Corps.

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The following-named Air Corps officers are being relieved from duty at their present stations and assigned to duty as Air Corps Technical Supervisors at the localities indicated:

To San Diego, Calif.: Major Edward V. Harbeck, Jr., from duty in the Inspection Division, Office of the Chief of the Air Corps, Washington, D.C.

To Harrisburg, Pa.: Major John G. Williams, student, A.C. Tactical School.

To Dayton, Ohio: Captain Harlan T. McCormick, student, A.C. Tactical School.

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Principal speakers at the conference held on Thursday morning and afternoon, April 28th, at the Enlisted Men's Service Club, Langley Field, Va., as a prelude to the mass maneuvers of the General Headquarters Air Force, scheduled to be held in the northeastern section of the United States, May 12th to 17th, were Messrs. A. E. Lodwick, Vice President of the Aviation Corporation of New York City and President of the Stinson Aircraft Corporation, and Devon Francis, Aviation Editor of the Associated Press.

Mr. Lodwick's address concerned the manufacturing aspect of aviation. He discussed modern aircraft in general and mentioned some of the type planes which would be used in the future. Francis spoke on the publicity angle in aviation. He is considered an authority on aviation and has written several articles on the subject, some of them having appeared as news and feature stories throughout the country.

Officers and enlisted men from the six airdromes of the GHQ Air Force attended the all-day meetings. Lieut. Colonel Ira C. Eaker, of the Information Division, Office of the Chief of the Air Corps, had charge of the meeting. Among the officers present were Lieut. Colonel C. W. Connell, Major U. G. Jones and Captain Joseph Smith, of Mitchel Field, N. Y.; Major James P. Hodges, Lieuts. Beirne Lay, Jr., Robert Travis, James Rothrock, David A. Tate, L. L. Brabham and Kenneth B. Berquist, of Langley Field; Lieuts. J. C. Jensen, R. W. Henderson and Henry Fine, of March Field, Calif.; Lieuts. T. S. Olds and H. L. Grills, of Barksdale Field, La.; Lieut. E. P. Dimmig, of Selfridge Field; Lieut. K. R. Kreps, of March Field, Calif., and Lieut. Harris B. Hull, Res., of Washington, D. C. The latter made a brief talk.

Among the enlisted men who attended were: Staff Sergeant Francis Skidmore, Corporal George Becker and Private Norman E. Noll, of Langley Field, Va.; Sergeant Stan Drexler, Privates Leon M. Christianson and Charles Armour, of March Field, Calif.; Sergeant E. M. Divine, Private William J. Turner, of Hamilton Field, Calif.; Private Edward Mansfield, of Selfridge Field, Mich.; Privates T. C. Hollick and Thomas Hallowell, of Barksdale Field, La., and Private Jerry S. Schwida, of Langley Field.

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Three Air Corps officers, now on duty as students at service schools, have been assigned to the Office of the Chief of the Air Corps, Washington, D. C., upon the completion of their present course of instruction, viz: Major Omer O. Niergarth and Captain Donald R. Goodrich from the Air Corps Tactical School, and Captain Donald F. Fritch from the Command and General Staff School.

Two officers (instructors) and twelve cadets from the Oklahoma Military Academy at Claremore, Oklahoma, visited the Air Corps Advanced Flying School, Kelly Field, Texas, on April 22nd.

The visitors were escorted around the field by Lieut. Crickette. The tour of the field included a visit to the Attack, Bombardment, Observation and Pursuit Sections; the Miniature Range Building and the Post Operations Office. An instructor at each section explained the various stages of flying training and outlined the routine section work.

The visitors had the opportunity of renewing old acquaintances with Kelly Field officers who visited Claremore a year ago during the course of a student maintenance flight. The cadets were very much interested in the flying activities of the school and were especially keen about the miniature artillery range.

After such an extensive tour crowded into a single morning, the visitors were quite content to relax and eat lunch at the Cadet Mess as guests of the Cadets of the Advanced Flying School. In the afternoon they departed for a visit to the San Antonio Air Depot at Duncan Field.

The officer in charge of the party was 1st Lieut. James L. Fletcher, Air Reserve, a graduate of the Air Corps Training Center. Lieut. Fletcher, a student of Class No. 12-B, graduated on February 26, 1932, specializing in Observation Aviation. He is now an instructor at the Oklahoma Military Academy.

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#### LECTURES ON ENGINES AND EQUIPMENT AT KELLY FIELD, TEXAS.

First Lieut. George S. Smith, with Major Edwin R. Page, as passenger, flying an A-17 Attack plane, arrived at Kelly Field, Texas, from Wright Field, Dayton, Ohio, on April 25th. The purpose of the visit of these two officers, who are on duty at the Materiel Division, was to deliver a series of lectures on Engines and Equipment to the students of the Advanced Flying School.

Several officers of the permanent garrison at Kelly Field attended the two lectures, since they remembered other instructive lectures Lieut. Smith had previously delivered and, further, that he usually included in his remarks information on the latest and most interesting developments. They found that not only could they learn something about engines from their brother officers at the Materiel Division, but also a thing or two about skeet shooting, as was evidenced by the ability of Major Page and Lieut. Smith to powder them from all angles. Both officers departed.

(Continued on Page 8).

## DISTINGUISHED FLYING CROSS TO COL. OLDS

With military pomp and ceremony, Lieut. Colonel Robert Olds, Air Corps, Commanding Officer of the Second Bombardment Group of Langley Field, Va., was presented the Distinguished Flying Cross on Saturday morning, April 30th, before the personnel of his Group and a large number of friends and spectators.

The honor was bestowed upon Lieut. Colonel Olds for "extraordinary achievement while participating in an aerial flight from Langley Field to Buenos Aires, Argentina, South America."

Major General Frank M. Andrews, Commanding General of the GHQ Air Force, made the award, the citation being read by Major William W. Dick, Adjutant General of the GHQ Air Force.

In presenting the Distinguished Flying Cross to Lieut. Colonel Olds, General Andrews said:

"No words that I might say can add to the honor your country has bestowed upon you, but I would like to add my personal sincere congratulations. In behalf of the GHQ and the Air Force I thank you for your contribution. You have added prestige and honor to the tradition of the Army."

The citation, which was announced several days prior to the ceremonial rites by Hon. Harry Woodring, Secretary of War, follows:

"Robert Olds, lieutenant colonel, Air Corps, United States Army. For extraordinary achievement while participating in an aerial flight from Langley Field, Virginia, to Buenos Aires, Argentina, South America, and return, February 15 to 27, 1938. As commanding officer of a squadron of six airplanes, Lieutenant Colonel Olds was responsible for the planning and execution of this flight in the interest of Pan-American amity, which flight by its nature was extremely hazardous and exacting. His ability, devotion to duty and excellent leadership, supported by the other members of the flight, made possible its successful accomplishment. This outstanding flight reflects the highest credit on the military forces of the United States."

At the conclusion of the military ceremonies, General Andrews extended his personal congratulations to Colonel Olds, and later His Excellency, Radu Irimescu, Roumanian Minister to the United States, extended personal greetings, saying: "Your country has given you a well deserved honor."

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Warrant Officer John J. Arsenault has been relieved from his present assignment and duties at Allegheny County Airport, Pittsburgh, Pa., and assigned to duty at Wright Field, Dayton, Ohio.

## ARTILLERY ADJUSTMENT AT CAMP STANLEY

The students of the Observation Section of the Air Corps Advanced Flying School, Kelly Field, Texas, conducted their Artillery Adjustment Firing at Camp Stanley, Texas, on April 11th.

The 1st Battalion of the 15th Field Artillery, from Fort Sam Houston, Texas, under the command of Major H.B. Parker, conducted the firing. All students assembled at the battery positions during the first period to watch a demonstration adjustment by two of their flying instructors, Lieut. Walker, pilot, and Lieut. Mason, observer.

For the second period, beginning at 1:00 p.m., three student teams worked with each battery. The battery CP's were located on the Bullis landing field, about five miles from the battery positions. Each student fired four problems instead of the six formerly assigned, due to the restricted use for one week of the landing field at Bullis. Fifty-four rounds per student were used on the following types of adjustment:

(a) Bracket adjustment, using both a mark base point and a reference point method of locating the target.

(b) A change target problem to shift to new target with one gun precision adjustment.

(c) A lay-on-me method of designating the target, with bracket adjustment using two-way and one-way radio communication.

(d) A battery precision adjustment, using a smoke ladder.

High explosive shell was used throughout the firing, with the exception of an occasional smoke round on lost rounds and on the ladder bracket adjustment. The firing was completed at 4:00 p.m., on April 14th, with only one morning lost by inclement weather. A total of 955 rounds of shell H.E. and 134 rounds of smoke were expended.

Without such excellent cooperation as was rendered by the 15th Field Artillery, the student firing could not have been completed in the allotted time. The firing batteries were fast and accurate. They were in positions daily before 8:00 a.m., and remained until 5:00 p.m. The Commandant of the Advanced Flying School, through the Commanding General of the Second Division, commended the officers and men of the 1st Battalion of the 15th Field Artillery for the splendid spirit of cooperation which they exhibited.

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Lectures at Kelly Field (From Page 7).

from Kelly Field on the morning of April 28th for the return trip to their home station.

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## CAVALRY DETACHMENT "BOMBED" WITH SUPPLIES

Reporting upon the result of the first day's test of dropping from an Army airplane supplies to a Cavalry detachment in the Big Bend district in the vicinity of Balmorhea, Texas, Brigadier General Ben Lear, Commanding General of the 1st Cavalry Division, Fort Bliss, Texas, states that this test proved to be an outstanding success. Food, hay, grain and wood were dropped from the air to the detachment. Two eggs out of four dozen dropped to soldiers were cracked. One parachute out of twenty failed to open. Otherwise the supplies were delivered intact.

The tests were scheduled to be continued for four days. The 1st Platoon, Troop A, 8th Cavalry, consisting of 30 men and horses, was assumed to be completely isolated in a mountainous region where it is impossible for an airplane to land. It was necessary for more than 1,000 pounds of supplies to be dropped daily from a B-10 Bomber. All supplies, except hay and wood, were dropped in special containers, supported by individual parachutes.

General Lear's telegram to the War Department reporting the result of the first day's test follows:

"The following supplies were delivered by air to cavalry platoon today: 490 pounds of hay, 300 pounds of oats, 200 pounds of wood and 160 pounds of rations. The rations consisted of 8 cans of apple-sauce, 9 pounds of bacon, 12 pounds of corned beef, 32 pounds of bread, 3 pounds of butter, 4 dozen eggs, 14 pounds of smoked ham, 20 pounds of potatoes, two packages of raisins, 5 pounds of onions, 36 oranges, 4 pounds of coffee, 6 cans of corn, two cans of jam, 8 cans of milk, 6 cans of peas and 3 cans of tomatoes.

"The test was highly satisfactory. The time required for dropping 20 bundles was 50 minutes. The condition of packages and contents was excellent except in one case where the parachute failed to open. Only two eggs were cracked out of four dozen delivered. Bales of hay and wood were delivered without parachutes. The altitude of the plane was about 400 feet. Aim of Captain D.W. Mayhue, pilot of the plane, was excellent. All but three of the bundles were dropped within 300 yards of panel."

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The following-named Air Corps officers, upon the completion of their present course of instruction at the Air Corps Tactical School, Maxwell Field, Ala., are assigned to duty at the stations indicated:

Captain Benjamin T. Starkey, 1st Lieuts. Edward H. Alexander and Mills S. Savage to Randolph Field, Texas.

First Lieut. Philip D. Coates to Kelly Field, Texas.

## GENERAL WESTOVER FLIES TO PANAMA

Major General Oscar Westover, Chief of the Air Corps, left Brownsville, Texas, on the Mexican Border, at the mouth of the Rio Grande, on the morning of May 13th, for Panama, via Vera Cruz, Mexico, and Guatemala City, Guatemala, where he was scheduled to land some time in the afternoon.

The purpose of General's visit to Panama was to inspect the Army Air Corps activities in the Canal Zone, this entailing his absence from the United States for about two weeks.

General Westover piloted a Northrop A-17 Attack plane and was accompanied by Staff Sergeant Samuel Hymes, his crew chief.

The Pan American Airways, which operates scheduled air line services between the United States, Panama, and countries to the South, made arrangements to maintain continuous radio communication with General Westover during the entire time of his trip. At no time was he to be out of communication with at least one of the stations of the Pan American Airways from the time of leaving the United States until his arrival in Panama.

Through special permission from the Federal Communications Commission, arrangements were made for direct radio communication between the Pan American Airways radio station at Brownsville and the Army Air Corps radio station at Bolling Field, D.C. In this way, although in the air over Central America, General Westover was enabled to maintain constant touch with his own office in Washington and with the War Department. At 9:15 a.m., EST, he landed at Albrook Field, C.Z.

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## FROM SCHOOL TO NATIONAL GUARD INSTRUCTORS

Majors Robert D. Knapp and Bob E. Nowland, Air Corps, now on duty as students, the former at the Air Corps Tactical School, Maxwell Field, Ala., and the latter at the Command and General Staff School, Fort Leavenworth, Kansas, are under orders for duty as instructors with the Air Corps, National Guard, upon the completion of their present course of instruction.

Major Knapp is assigned with the Arkansas National Guard and Major Nowland with the 40th Division Aviation, California National Guard. The first named officer will be stationed at Little Rock, Ark., and the last named at Los Angeles, Calif.

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Lieut. Colonel William E. Lynd, Air Corps, is under orders for duty in the Hawaiian Department, effective upon the completion of his present course of instruction at the Naval War College.

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## KELLY FIELD ACTIVITIES

Major John V. Hart, Chief of the Bombardment Section of the Advanced Flying School, Kelly Field, Texas; 1st Lieut. Edgar R. Todd, Squadron Engineering and Operations Officer, 64th School Squadron; Technical Sergeant Harry Glasscock and Sergeant Fred S. Simpson, also of the 64th School Squadron, departed from Kelly Field by rail on April 29th for the Douglas Aircraft Factory at Santa Monica, Calif., for the purpose of ferrying one B-18 airplane to their station. They returned on May 4th.

The Engineering Section of the 61st School Squadron, during the month of April, kept a daily average of fifteen P-12's and fifteen Seversky BT-8's in commission for the flying activities of students and instructors of the Pursuit Section of the Advanced Flying School.

The 63rd School Squadron has established a Rest Camp on the Medina River, ten miles from Kelly Field. It is a beautiful site, located under tall spreading pecan trees. Since the camp is so near the field, nearly all of the men in the Squadron have visited it. In addition to the fishing, the camp offers facilities for horseshoe pitching, soft ball, and other athletics. On the first two days of the current fishing season, men in the Squadron caught some prize bass and catfish, also some frogs were stabbed. "Two of the frogs," says the News Letter Correspondent, "were about as large as the 'Flying Fortress.'" All men in the Squadron agree that this camp is something that has been needed for years. It offers the men a perfect place to "unlax."

Mr. Douglas J. Ingells, Correspondent of the MODEL AIRPLANE NEWS, and staff member of the Dayton DAILY NEWS, Dayton, Ohio, was a visitor at Kelly Field on May 4th and 5th. He is gathering material which will enable him to write a feature story on Cadet Life at Randolph and Kelly Fields for the MODEL AIRPLANE NEWS Magazine. Mr. Ingells flew to Kelly Field via American Air Lines and departed on May 5th for the return journey by air to Dayton.

Father Tein and ten students of St. Mary's University, San Antonio, Texas, were visitors at Kelly Field on May 4th, and were conducted on a tour of inspection of the various post activities and installations. All the students evinced special interest in the radio facilities of the Air Corps Advanced Flying School. First Lieut. John H. Bundy, Air Corps, accompanied the visitors on their tour of the post.

## ACTIVITIES AT LUKE FIELD, T.H.

The 4th Reconnaissance Squadron has taken over the old 23rd Bombardment Squadron hangar, and is busily engaged in repairing and touching up the interior before moving in. The News Letter Correspondent states that "it will be a great asset to have our Operations, Armament, Communications and Supply in the same hangar rather than at opposite ends of the field as in the past."

During the period from April 1st to 15th, the flying activities of the 50th Reconnaissance Squadron were limited in view of the numerous lectures and transition in connection with the B-18 airplanes.

On April 13th, Captain Ferguson led a flight of three B-12 airplanes to Kauai for the purpose of making an air-ground reconnaissance in preparation for tentative squadron field duty.

During the second week of April, the Base Headquarters and 17th Air Base Squadron was well protected. Two battleships of the Navy were anchored less than a stone's throw from the Squadron area. Their officers issued an invitation for the men of Luke Field to visit the ships and get a vague idea of how things are done in the Navy, and, adds the News Letter Correspondent, "to make us skeptical as to whether casting our lot with the Army was the proper thing to do."

"We are still trying to become accustomed to our new Squadron designation; also wondering when we will be transferred bag and baggage to Hickam Field."

This Squadron has a hundred percent membership of noncommissioned officers in the recently organized Luke Field Noncommissioned Officers' Club.

Some idea of the enormous amount of work which the Depot Supply Department of the San Antonio Air Depot, Duncan Field, Texas, is called upon to perform may be gained from the fact that during the twelve months ending April 30th, the number of vouchers handled amounted to 98,550. Freight handled by air totalled 1,266,326 pounds, and 455,228 postings were made to the Stock Record Account.

Three field officers of the Air Corps, who are nearing the completion of their foreign service tours, are under orders for duty at Air Service stations in the United States, as follows: Lieut. Colonels Benjamin G. Weir, from Panama, to March Field, Calif.; William O. Butler, from Panama, to Barksdale Field, La., and Thomas S. Voss, from the Philippines, to Selfridge Field, Mich.

## FRANCE FIELD TO SAN SALVADOR FLIGHT

Upon the approval of the Commanding General of the Panama Canal Department, a courtesy training flight of ten B-10B airplanes from the 6th Embardment Group, stationed at France Field, Panama Canal Zone, flew to San Salvador, El Salvador, and returned by way of San Jose, Costa Rica.

The flight consisted of twenty officers and twenty enlisted men, commanded by Lieut. Colonel George E. Lovell, Jr., Air Corps. The officer personnel comprised Major George W. Polk, Jr., Capt. Thurston H. Baxter, 1st Lieuts. Truman H. Landon, Robert F. Tate, Charles Sommers, Alvin R. Luedcke, Morris H. Shedd, Donald B. Diehl, 2nd Lieuts. Frank P. Smith and George O. Bond, Air Corps, pilots, with the following passengers: Colonel Underwood, 33rd Infantry; Major Barnes, Jr., G.S.C.; Major Woodward, Air Corps; Captain Coyne, Finance Department; Captain Harry A. Kuhn, C.W.S.; Captain Lynn E. Brady, Infantry; Captain Donald C. Hill, Corps of Engineers; Captain Charles W. McGeehan, Coast Artillery Corps, and Captain James A. Durnford, Quartermaster Corps.

The flight maintained a direct route from Colon to San Salvador, arriving there at 11:30 a.m., four hours and 30 minutes after departing from France Field. The American Minister, the Hon. Robert Frazer, and staff of the American Legation, together with representatives of the government of San Salvador, formed the reception committee which was present at the airport. In due time the personnel were assigned to hotels in the city of San Salvador, and at the American Legation.

A formal reception was tendered the same day, April 19th, by his Excellency, President Martinez, of El Salvador, at 5:00 p.m. The American officers were presented to the President at this reception, and met the officials of the government, and pilots of the flying corps. This was followed by a buffet supper, which was served at the residence of the American Minister, and to which prominent Americans in San Salvador and officers of the Army of San Salvador were invited.

The flight took off from the airport at 9:30 a.m., April 20th and, after flying in formation over the City of San Salvador, headed toward San Jose, Costa Rica, arriving at the airport of Santa Ana at 11:45 a.m. The Secretary of the American Legation and officials of the Costa Rican Army were present to receive the officers of the flight.

At San Jose there was no reception by the Costa Rican Government, due to the fact that the President of Costa Rica was absent from the city. However, the American Minister, Hon. William H. Hornibrook, was host at a party for the

members of the flight at the American Legation at 5:00 p.m.

April 21, 1938, was devoted to sight-seeing and rest in the Capital of Costa Rica. Individual members of the flight were entertained by prominent Americans at their homes in and near San Jose.

The flight took off the next day at 9:30 a.m., and after passing over the city in formation headed east for the Panama Canal Zone, where all airplanes arrived by noon.

All members of the flight were greatly impressed by the kindness and consideration of all officers with whom they came in contact in El Salvador and Costa Rica. The Ministers and their Staffs were most cordial, and made every effort to make the members of the flight feel that they were welcome.

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## RESERVE OFFICERS TO EXTENDED ACTIVE DUTY

The following-named second lieutenants of the Air Reserve were assigned to extended active duty at the Air Corps stations indicated:

Edgar Minton Wittan, of Portage, Pa., to Langley Field, Va., to May 3, 1941.

Willard Van Deman Brown, of Dallas, Texas, to Barksdale Field, La., to May 17, 1941.

William Grover Benn, of Washington, Pa., to Mitchel Field, L.I., New York, to May 15, 1941.

Wilcox Barnes Wild, of Olympia, Wash., to March Field, Calif., to May 15, 1941.

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The following-named Air Corps officers who are nearing the completion of their tours of foreign service, are under orders for duty at Air Corps stations in the United States, as indicated:

To Maxwell Field, Ala.: Captain Samuel W. Van Meter, from the Philippines.

To Randolph Field, Texas: 1st Lieut. Harold L. Mace from the Philippines.

To Mitchel Field, N.Y.: 1st Lieut. Maurice C. Bisson from the Hawaiian Department

To Randolph Field, Texas: 1st Lieut. Frederick M. Ott from the Panama Canal Department.

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Captain Leo H. Dawson, for a number of years on duty with the 1st Pursuit Group, Selfridge Field, Mt. Clemens, Mich., is under orders for duty at Mitchel Field, N.Y.

Major Lawrence A. Lawson, Air Corps, is under orders for duty at the Denver Branch of the Air Corps Technical School, Denver, Colo., upon the completion of his present course of instruction at the Advanced Flying School.

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## FAST GOING BY "FLYING FORTRESS"

The Second Bombardment Group, Langley Field, Va., has been a bee hive of industry these past few weeks incident to cleaning up the business of the Florida Maneuvers and preparing the hundreds of necessary details in preparation for the GHQ Air Force Maneuvers in the Northeast.

Routine training has not been neglected and, as in the past, the B-17's continue to break records under normal operating conditions.

On April 22nd, Lieut. Colonel Robert Olds, with a crew of three officers and five enlisted men, in a B-17 airplane, established a record flight from the West Coast to Langley Field. Departing from March Field, Calif., at 11:40 a.m., E.S.T., Colonel Olds reached his destination, Langley Field, at 10:35 p.m., E.S.T. His flying time from March Field to Langley Field was ten hours and forty-five minutes. His previous record for this same flight, established in February of this year, was eleven hours and one minute.

Enroute to March Field from Langley Field on a dawn-to-dusk flight, on April 19th, this same crew left Langley Field at 4:36 a.m., as dawn was lighting the eastern sky, and when at 2:03 p.m., Pacific Standard Time, Colonel Olds landed his flagship #10, the same B-17 which he used on the flight to Buenos Aires, Argentina, the previous record for the East-West non-stop "hop" had not only been cut by a full hour to 12 hours and 27 minutes, but the projected dawn to dusk flight had become a breakfast to lunch accomplishment.

New auxiliary equipment and navigational technique were tested during both legs of this flight and proved eminently satisfactory.

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## GRADUATION FROM SCHOOL OF AVIATION ORDNANCE

Describing the School of Aviation Ordnance at Langley Field, Va., as an important factor in the realization of a stronger national defense, Brigadier General Arnold N. Krogstad, the new Commanding General of the Second Wing, GHQ Air Force, on Monday, April 25th, presented diplomas to graduates of the two-months' course.

Fourteen students, including five non-commissioned officers and nine enlisted men, were awarded diplomas. They completed their studies the following Saturday. Twenty-three other students graduated in the first two courses held at Langley Field. The fourth course will begin on October 1, 1938, and continue through November 30th.

The graduates represented the various platoon divisions of the Ordnance Branch of the General Headquarters Air Force, including Langley Field; Barksdale Field,

La.; Mitchel Field, N.Y.; Selfridge Field, Mich., and March and Hamilton Fields, Calif.

Awards were also presented the four instructors of the School, namely: Tech. Sergeant Robert F. Tokoly, Instructor of Ammunition; Staff Sergeant Francis E. Rogan, Instructor in Small Arms; Sergeant Fred Riley, Assistant Instructor in Small Arms, and T.L. Gaines, Principal Ammunition Inspector and Instructor in Ammunition.

Lieut. Colonel Russell L. Maxwell, Commander of the Tenth Ordnance Company; Captain Edward P. Mechling, Director of the School; Major Edison A. Lynn, 2nd Wing Ordnance Officer; Lieut. Colonel John A. Brooks, Jr., Assistant Commandant of the Ordnance Field Service, Raritan Arsenal, N.J., and Major Dache M. Reeves, Air Corps, were among those present at the graduation ceremonies.

Those who received diplomas included: Technical Sergeant F.V. Perritti; Staff Sergeant J.A. Dolan; Privates G.S. Shearin; E.S. Hahne, J. Blaum, 35th Pursuit Squadron, 8th Pursuit Group, R. V. Dimmig and J. Szuibeck, of Langley Field, Va.; Sergeant C.V. Ferguson, of Selfridge Field, Mich.; Corporal J.F. Givens and Private B.F. Hewitt, of Barksdale Field, La.; Corporal K.D. Rising, of Hamilton Field, Calif.; Privates G. Smith and J. Moore, of March Field, Calif., and Private W.E. Clarke, of Mitchel Field, N.Y.

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## ACTIVITIES OF 1ST OBSERVATION SQUADRON

The 1st Observation Squadron, stationed at Marshall Field, Fort Riley, Kansas, was on the alert constantly during the period from May 2nd to 10th, utilizing all airplanes and pilots for day and night missions in connection with the Cavalry School's "Field Exercise Maneuver No. 1." Included in these activities were reconnaissance missions; liaison missions, using radio and dropped messages, and photographic missions, including shots of troops in action and photographs of each day's bivouac.

Three O-19 airplanes were flown to Offut Field, Fort Crook, Nebraska, on May 6th, to cooperate with the 61st Coast Artillery (Anti-aircraft) in a demonstration of defense against night air attack. Approximately 5,000 citizens of Omaha attended the demonstration, despite a heavy rain and low ceiling, which made it necessary to keep all but one airplane on the ground. During the hour in which he conducted simulated machine gun and bombing attacks on the populace, Lieut. G.L. Mason's conversation with the ground station, and other pertinent remarks, were rebroadcast over Station WOW, of Omaha, Neb. This provided the listeners with a most interesting program.

## NOTES FROM AIR CORPS FIELDS

### Kelly Field, San Antonio, Texas, May 5th.

First Lieut. August W. Kissner was relieved from assignment and duty with Headquarters and Headquarters Squadron, Air Corps Advanced Flying School, and from additional duty as Assistant Post Adjutant and Post Recruiting Officer, and was assigned to the 61st School Squadron. First Lieut. John F. Wadman, in addition to his other duties, was detailed as Assistant Post Adjutant and Post Recruiting Officer, both changes being made as of May 1st.

Second Lieut. Norman L. Callish, Air Reserve, departed from Kelly Field in an A-17 on April 29th on an extended navigation flight to Indianapolis, Indiana, accompanied by Private 1st Cl. Lewis W. St. John. They returned to Kelly Field on May 1st.

First Lieut. Benjamin W. Webster was detailed as Squadron Adjutant, and 1st Lieut. Charles A. Clark, Jr., was detailed as Squadron Supply Officer and relieved from duty as Assistant Squadron Adjutant.

Private John S. Maher was transferred to Mitchel Field, L.I., New York, Air Corps, unassigned, on May 1st, on which date also Private William H. Rancier was transferred to the 3rd Weather Squadron, Barksdale Field, La., and placed on detached service at this station.

61st School Squadron: Major Clarence E. Crumrine, Commanding Officer of the Squadron, recently took a brief leave of absence to visit in Monterrey and Mexico City, Mexico.

New arrivals in the Squadron are as follows: Staff Sergeant James Pilizari, transferred from Lowry Field, Colo.; Sergeant Frank Prescotte, transferred from Selfridge Field, Mt. Clemens, Mich., and assigned to duty in the Squadron Supply Office.

Four enlisted men recently departed for Chanute Field, Ill., to attend the Air Corps Technical School, Privates, 1st Class Stephen E. Anderwald and Paul W. Stack for a course of instruction in radio, and Corporal Charles H. Blankenship and Private Hughes Turnbow for a course in Mechanics, Aero Engines.

64th School Squadron: Staff Sergeant Martin K. Peger rejoined the Squadron on April 25th, after taking the Bomb Sight Course at the Denver Branch of the Air Corps Technical School at Lowry Field. He made an excellent grade and was rated "Superior" on his graduation from the course. Private, 6th Class, Specialist, Dwight E. Wooff rejoined the Squadron on April 27th, after taking the Airplane Mechanic Course at the Air Corps Technical School at Chanute Field, Ill. He made an excellent grade on graduation from this course.

### San Antonio Air Depot, Texas, May 5, 1938.

Major C.F. Horton, of this Depot, was relieved as Assistant Depot Supply Officer and appointed Executive Officer of the Depot, effective May 1st. He was also appointed Adjutant, Air Corps Civilian Employment Officer, Public Relations Officer and Recreation Officer, relieving Lieut. C.B. Collier, Air Reserve, who will continue on his present duties with the 3rd Transport Squadron.

Recent visitors at this Depot included the following: Lieut. Colonel J.H. Houghton, Commanding Officer of the Fairfield Air Depot, April 19th, on an interdepot transport trip to the Rockwell Air Depot; Mr. J.D. Williamson, representative of the S.K.F. Industries, April 21st, conferring with Engineering Department personnel on S.K.F. bearings in aircraft; Captain C.W. Davies, Air Corps Instructor with the New Jersey National Guard, Newark, with Major C.L. Mullins, Jr., Inf., of the Office of the Chief of Infantry, as passenger, April 25-26, enroute cross-country in an O-46A from Newark to the West Coast; Major J.F. Powell, of the Air Corps Materiel Division, Wright Field, in an A-17 plane, April 27-30, and Colonel Davenport Johnson, Commanding Officer of Chanute Field, Ill., May 5th, returning to that station from a flight to Randolph Field in a B-18.

### Luke Field, T.H., April 15th.

Baseball is in the air and the possibilities of the 4th Reconnaissance Squadron look promising for the coming season. However, our last allotment of recruits left us wanting in the pitching line, and if any trouble develops it will be in that capacity. Several prospects are unlimbering their arms and some latent talent may be found.

Landing gear troubles have again been encountered on the B-12's in the 4th Squadron, necessitating another period of extra maintenance. This fact, plus a series of ground instruction lectures for all personnel, limited our flying to date to a "new low." We expect very shortly, however, to start normal operations.

### Langley Field, Va., May 5th.

A leave of absence for 15 days, effective May 3rd, was granted 2nd Lieut. Herbert A. Orr, of the 3rd Observation Squadron.

Staff Sergeant Albert Graham was transferred from the 1st Balloon Squadron, Fort Sill, Okla., to the 3rd Observation Squadron.

Sergeant Alex Westbrook, of the 21st Reconnaissance Squadron, went into retirement several days ago.

Corporal D.E. Boynton, of the 2nd Weather Squadron, at present on detached service at Patterson Field, Ohio, was appointed Sergeant.

Private 1st Cl., Specialist 1st Cl. Thomas R. Norris, and Private Harry Cole, both of the 21st Reconnaissance Squadron, were promoted to the grade of Corporal.

### Maxwell Field, Ala., May 5th.

'Twas the night before pay day and everything was quiet - Oh, yeah? ? ? The Day Room of the 13th Air Base Squadron was the scene of a swell party on the 29th in honor of a fellow by the name of Max Simon, who after 30 years of service decided he wanted to quit the Army and try his luck at fishing. The party started at 8:00 p.m., and man what a crowd! The folks all received chow and refreshments, and the party started with a bang, bang. The personnel of the Squadron chipped in and purchased Max a

traveling bag and a complete fishing outfit, which were presented to him by the gang. Being a quiet, reserved fellow, Max had to be tossed upon the table for a short speech and, folks, he sure was a proud soldier.

We hate to see Max leave us, but we all want to check out some time, so here's to you, Max! May you enjoy your civilian life, and we wish you lots of luck.

The Maxwell Field Pistol Team was host to pistol teams from the Infantry School at Fort Benning, Ga., and from the Naval Air Station, Pensacola, Fla., on Saturday, May 7th. A total of seven 5-men teams competed. The course fired was the National Match Course as held in the National Matches at Camp Perry, Ohio.

Team Scores:

Maxwell Field.....	1221
Fort Benning Team #2.....	1205
Infantry at Large.....	1198
Fort Benning Team #1.....	1197
Fort Benning Team #3.....	1190
Naval Air Station Team #1.....	1152
Naval Air Station Team #2.....	1091

The individual high score (262) was made by Captain Allen, Infantry, of Fort Benning.

The individual scores of the Maxwell Field team were as follows:

Master Sergeant Mills, A.C.....	247
Captain B. Sterns, S.C.....	246
Technical Sergeant Higbie, A.C..	245
Staff Sergeant Frost, A.C.....	244
Staff Sergeant Burlingame, A.C..	239

Staff Sergeant Frost made the only possible in the match, 50 x 50 at 25 yards, timed fire.

We can well be proud of our team, since the Naval Air Station has defeated nearly every team in this part of the country, and the teams from Fort Benning are training to represent the infantry in the National Matches at Camp Perry this summer.

Albrook Field, Canal Zone, May 3rd.

Air Corps personnel in Panama are tremendously interested in recent articles published in the local newspapers concerning proposed construction at Albrook Field. It was stated by the press that the War Department is planning a program which would involve the expenditure of \$2,254,400 for depot shops, a warehouse, and quarters for officers and civilian employees; \$330,000 for barracks; \$1,229,320 for officers' and noncommissioned officers' quarters and gas storage facilities.

At 10:00 a.m., on Wednesday, April 27th, six B-10 airplanes of the 6th Bombardment Group escorted a Pan-American Douglas airplane across the Panama Canal from Albrook to France Field, in honor of Mr. Robert G. Fowler, who was aboard the PAA Douglas. Mr. Fowler is noted for having been the first aviator to fly over the Panama Canal on April 27, 1913.

Gray Field, Fort Lewis, Wash., May 6th.

There's lots of activity at Fort Lewis these days. The 15th Infantry arrived at the Port of Tacoma on the U.S.A.T. GRANT on March 24th, after having been based in Tientsin, China, since the days of the Boxer Rebellion. This added approximately 30 officers and 800 enlisted men to the Fort Lewis garrison. There being

a shortage of married men's quarters and no available barracks, most of the married personnel were placed on commutation status, and the enlisted men temporarily in tentage. A PWA building program is now under way which will assure the troops adequate housing before the cold fall rains set in.

It is considered a decided advantage, tactically, to have Infantry, Field Artillery and Air Corps troops at the same station, and all concerned are looking forward to future cooperative missions between branches which should afford very valuable training.

'Landing Field, Fort Lewis, Washington' has been the official designation of this Air Corps station for the past two years. War Department General Orders No. 2, dated March 11, 1938, officially names the flying field at Fort Lewis, Washington, 'Gray Field,' in memory of Captain Hawthorne C. Gray, Air Corps, who lost his life in a balloon accident in the mountains near Sparta, Tenn., on November 4, 1927. We are all highly honored to have our field named in memory of Captain Gray.

Our standing invitation to all Air Corps pilots to drop in and see us in our little home in the Great Northwest still stands. We would like to see more Air Corps traffic through here and can guarantee you the most beautiful weather and country in the world (well, that's the truth during July and August).

The 91st Squadron occupied the last two weeks of April performing aerial gunnery on ground targets. The resulting scores were far from satisfactory. Exceptionally rough air throughout this period and the fact that the O-46 airplane has a free firing, wing gun, mounted approximately five feet from the line of sight were contributing factors to the low scores. The individual pilots have expressed a preference for the synchronized gun over the wing guns.

Port Angeles has again been selected as the base for field training exercises in June. The entire squadron will be in camp for a period of three weeks, during which time practice and record gunnery will be conducted on towed targets over the Straits of Juan de Fuca. The Squadron anglers are busily engaged in oiling up their fishing gear in preparation for their attack on King Salmon. Post Angeles, 'The Home of the Salmon Derby,' offers some of the best salt water fishing available in the Northwest. Colonel F.E. Galloway's record fish of 38 pounds during the 1937 season is definitely threatened if intentions and preparations mean anything.

Second Lieutenant Jesse A. Tobler, Air Reserve, a recent graduate of the Air Corps Training Center, reported in for duty with the 91st Squadron. We are pleased to have him with us and could use a few more good young pilots on the roster.

## KEEPING FIT

**Luke Field** At the inter-squadron track meet, held at Luke Field on April 12th, the 72nd Bombardment Squadron carried off top honors with a score of 50 points. Competing squadrons were the 23rd and 72nd Bombardment, 4th and 50th Reconnaissance and 17th Air Base.

It was a clear, bright day, with a strong wind blowing from the east, which may or may not have curtailed the accomplishments of the various teams. A good crowd was in evidence as all squadrons turned out in full force to root for their respective teams. Officers and enlisted men seemed to enjoy the proceedings and applauded the efforts of their favorites.

The following events and their winners are listed, with the performance record:

440-yard dash: Lehman and Biro, of the 4th Squadron, came in first and second, respectively; third place, Wilson, of the 23rd. Time: 58 and 5/10 seconds.

Shot Put: 1st, Dickson, 72nd, 36 ft., 5 3/4 in.; 2nd, Riechal, 23rd, 35 ft., 2 1/4 in.; 3rd, Billings, 4th, 35 ft., 1 1/4 inches.

Discus Throw: Riechal, 118 ft.; Lieut. Chapman, 72nd, 116 ft., 3 1/4 inches; Dickson, 115 ft. 9 inches.

Javelin Throw: Lieut. Thomas, 72nd, 149 ft., 8 inches; Laspina, 23rd, 136 ft. 6 inches; Campbell, 4th, 130 ft., 2 inches.

High Jump: Morgan, 72nd, 5 ft., 9 inches; Johnson, 17th, 5 ft., 8 inches; McKinley, 72nd, 5 ft., 7 inches.

120-yard high hurdles: McKinley, 72nd, first; Johnson, 17th, second; Lieut. DuFrane, 50th, third; time, 15.8 seconds.

One Mile Race: First, Fettrow, 23rd; second, Hurly, 17th; third, Latta, 4th; Time: 5:41.5.

120-yard low hurdles: Scherr of the 23rd, Kahn of the 50th and McCarthy of the 50th came in in that order. Time: 14.7.

880-yard run: Biro and Lehman, of the 4th, first and second, respectively; Manning, 72nd, third. Time: 2:27.8.

220-yard dash: First, Carter, 4th; second, Berry, 72nd; third, Pearlman, 72nd.

The 100-yard dash, due to many entrants, was run off in three heats, with a final heat to decide the winner. Finals: First, Hughes, 72d; second, Gallup, 23rd; third, Carter, 4th. Time: 10.2.

Pole Vault: First, Morgan, 72nd, 10 ft.; second, tie by McCue of the 4th and Erickson of the 23rd.

Half Mile Relay: Teams from the 72nd, 23rd, 4th and 17th Squadrons finished in order named.

Summing up the standing of the five competing squadrons, the 72nd garnered 50 points; 23rd, 39 points; 4th, 32 points; 17th, 10 points and 50th, 5 points.

The meet was conducted very efficiently and every event was run off with a minimum of delay, due to the foresight of the Post Athletic Officer, Lieut. D.C. Strother, and his able assistants.

**Selfridge Field** On May 5th, the 17th Pursuit Squadron kept the famous 1st Pursuit Group's nose clean by winning the glittering loving cup from the Base Squadron

and invited guest, which is not in the First Pursuit Group, on the 20th anniversary of the Group.

Although the score was 23 to 23, the 17th won the cup by capturing the softball game from the tiring Base, which had to play two other games to reach the finals. Following this tied score was the Fighting 94th, with 18 points; the 27th with 3 points, and Headquarters and Headquarters Squadron with 2 points.

Buckles of the 17th seemed to be the man of the day. He won the hundred yard dash, played on the winning softball team, and was on the team which won second place in the 150-yard relay.

The following is the summary:

Squad Drill Competition: First, 94th; second, Base; 3rd, Headquarters.

Softball: First, 17th; second, Base.

Volleyball: First, 94th; second, 17th.

100-yard dash: First, Private Buckles, 17th; second, Private Grimstead, Base; third, Corp. Black, Base.

Egg Race: First, Base; second, 17th; third, 27th (Grimstead, Paris and Emerson).

Tug-of-War: First, 94th; second, Base.

150-yard Relay: First, Base; second, tie, 17th and 27th.

Three-Legged Race: First, 17th; second, 94th; third, Headquarters (Winners, Weese and Wheeler.

**Hamilton Field** The 88th Reconnaissance Squadron is getting ready for the coming softball season. Balls, bats and gloves are being dug out of storage, and throwing arms are limbering up. Plenty of good material is on hand to replace the men transferred since last season, so that the Squadron should have a first rate ball club.

The Squadron is out to defend their Hamilton Field softball championship again this year and are determined to give all comers a good run for their money.

**Langley Field** Coach Sergeant K.W. Kerr and his gang of 49th Bombardment Squadron volleyball players were declared the 1938 champions of the Langley Field Volleyball League on April 28th, after defeating the 21st Reconnaissance Squadron, 15 to 10 and 15 to 8 in the first and third games of a three-set series.

Although the Pelicans turned the tide in the second frame by scoring a surprising 15 to 10 upset, the Bombardiers returned to normal stride in the final match.

The newly crowned champions comprise Albert Sherman, John Mahler, Donald Caton, William Olmstead, Charles Dangle, Fred Albright and Owen Davis. They fought their way into the finals by defeating the 23rd Pursuiters in the semi-finals, two out of three, 15 to 13 and 15 to 6.

A four run splash in the final half of the sixth inning netted the Administrative Section baseball clouters an 8 to 5 margin over the Yorktown Marines in an independent game played on the Langley Field diamond on May 4th. Three singles a double and a triple in this hectic frame decided the issue. Errors were mainly responsible for the scoring by the Marines.

Maxwell Field The Maxwell Field enlisted men's four-man golf team is very eager to meet a similar team from any other Air Corps station on Maxwell Field's sporty 18-hole course. An interesting time on the links and off is promised.

The Maxwell Field team has met and defeated a team from Barksdale Field and is looking for further worlds to conquer. The team is composed of Staff Sgt. (Lefty) Hrvnak, winner in the second flight of the 1938 Post Golf Tournament; First Sergeant (Red) Lawrence, runner-up in 1937 and semi-finalist in the 1938 tournaments; Private Troy Smith, recently returned to this station after burning up the courses in the Philippines, and Staff Sergeant E.L. Higbie, for several years a keen competitor on local courses.

Any team desiring to take up this challenge, please get in touch with First Sergeant H.E. Lawrence, 91st School Squadron, Maxwell Field, Ala.

The Annual Golf Championship Tournament of Maxwell Field was conducted from April 27th to May 1st and resulted in many excellent and close-fought matches. About 65 players took part in the qualification round, and after withdrawals there were sufficient players for 7 flights of match play. Captain Gus Shea and Lieut. Carl Storrie, the 1937 Champion, who were the two present tournament favorites for the Championship, lived up to expectations and came through to meet in the final match for the Field Championship.

The match was for 36 holes and was staged on May 1st. In the morning round it was nip and tuck all the way and finally when the players went to lunch, Lieut. Storrie had a one hole advantage over his rival. Resuming play in the afternoon, Captain Shea turned out an unbeatable brand of golf. He squared the match on the first hole with a birdie and went into the lead on the second hole with another birdie. With Storrie's putter failing to perform in its usual manner and Shea playing par or better golf on every hole, the match ended with Shea 7 up and 6 to play at the 12th hole. When the match ended, Shea was 5 under par for the day. He also won the honors in the qualifying round with a low gross of 70, which was 3 under par.

The results of other matches in the final round were as follows:

First Flight Consolation: Captain R.L. Easton defeated Major "Pop" Weddington, 4 and 3.

Second Flight: Sergeant J.C. Hrvnak defeated Lieut. Colonel Hume Peabody, 1 up.

Consolation: Captain A.H. Hardy defeated Lieut. W.W. Aring, 3 and 2.

Third Flight: Major H.W. Holden defeated Captain C.K. Rich, 1 up.

Consolation: Major L.E. Sharon defeated Captain E.S. Davis, 1 up.

Fourth Flight: Major J.K. McDuffie defeated

Major C.E. Thomas, 2 and 1.

Consolation: Captain C.V. Allan defeated Colonel A.L. Sneed, 2 and 1.

Fifth Flight: Captain D.J. Ellinger defeated Captain S.F. Landers, 3 and 2.

Consolation: Captain H.G. Messer defeated Captain W.L. Cooper, 2 up.

Sixth Flight: Captain L.S. Kuter defeated Captain R.C. Oliver, 1 up.

Consolation: Lieut. D.F. Meyers beat Sergeant Theo. Roberts, 3 and 2.

Seventh Flight: Major C.H. Ridenour defeated Colonel C.G. Helmick, 2 and 1.

Consolation: Major H.G. Crocker beat Captain R.A. Snow, 6 and 4.

Albrook Field In the Pacific Sector thirty-six hole match play golf tournament, held at Fort Amador on April 21st and 22nd, Albrook Field was edged out by a narrow margin when Warrant Officer Davidson of Quarry Heights took the match with a 73 and 75 against Lieut. Underhill, of Albrook, who ran him a close second. Albrook Field had the greatest number of players represented on the Pacific Sector, coming in second on team play. Among these were General George H. Brett, Commanding General of the 19th Wing, who played his usual consistent game throughout the match, finishing well within the first eight top ranking players of the tournament.

The annual Panama Canal Department track and field meet was held at Fort Clayton, Canal Zone, on April 23rd. The Albrook Field team was not very successful except for the efforts of Private, 1st Class, Stamm, of the 44th Reconnaissance Squadron, who garnered all of the team's thirteen points by winning first place in the high jump and the broad jump and second place in the high hurdles.

Marshall Field Earnest baseball practice has been under way at Marshall Field, Fort Riley, Kansas, during the past month, under the direction of Lieut. H.Y. Sewart, Coach. A formidable team is taking shape, and experts predict a very successful season for the First Observation Squadron.

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#### WAR DEPARTMENT ORDERS

First Lieut. John A. Austin, of Wright Field, Ohio, was transferred to the Sacramento Air Depot, Calif.

Orders assigning Major Joseph T. Morris from the Rockwell Air Depot, Calif., to duty as student at the Air Corps Tactical School, 1938-1939 course, have been revoked.

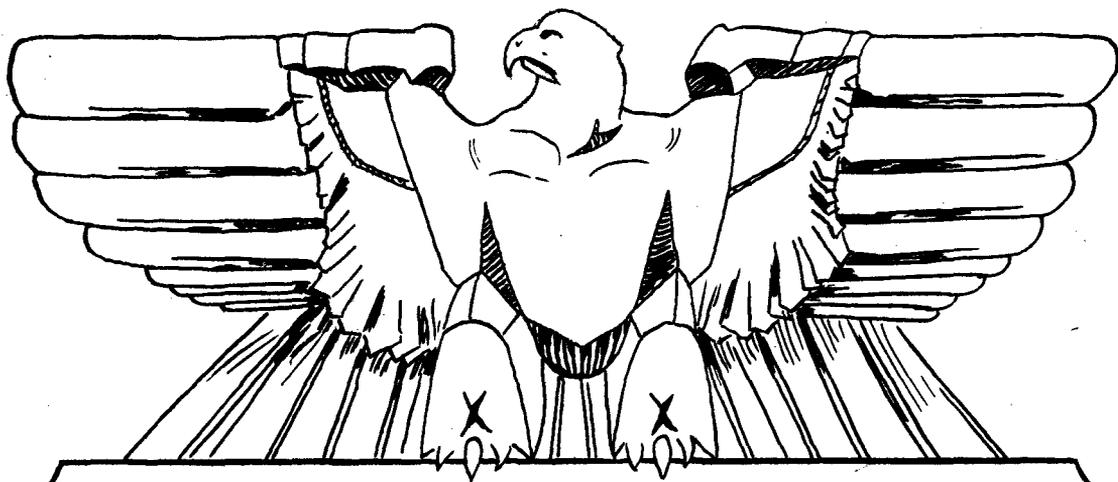
The following-named second lieutenants have been relieved from assignment and duty at the Air Corps Training Center, Randolph Field, Texas, and assigned to the organizations and stations indicated for duty:

Gilbert F. Bell to the 11th Infantry at Fort Benjamin Harrison, Indiana.

John F. Foy, to the 5th Infantry at Fort Williams, Maine.

Winfield L. Martin to the 16th Infantry at Fort Jay, N.Y.

COL. H. H. C. RICHARDS, A.C.



Air  
Corps  
News Letter

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Information Division  
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June 1, 1938

Munitions Building  
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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### ROUND TRIP PANAMA FLIGHT BY THE CHIEF OF THE AIR CORPS

Major General Oscar Westover, Chief of the Air Corps, returned to Washington on Wednesday, May 25th, as scheduled, following a journey by air to the Panama Canal Zone, and reported a most enjoyable flight as well as a very interesting inspection of Air Corps activities there.

Enroute to Panama, General Westover stopped over at Kelly Field, Texas, on May 12th, for a brief visit with Colonel Frank D. Lackland, Commandant of the Advanced Flying School. He first landed at Randolph Field and had a short visit with his son, 2nd Lieut. Charles B. Westover, who is a student on the basic stage at the Primary Flying School. He then flew his special A-17AS Attack airplane to the San Antonio Air Depot, Duncan Field, Texas, for a thorough mechanical check before taking off at 2:00 p.m. for Brownsville, Texas, where he arrived an hour and 45 minutes later.

Remaining overnight at Brownsville, the General took off at 6:00 a.m. the following day (May 13th) for the Panama Canal Zone, via Tampico; Vera Cruz, where the plane was refueled; Minatitlan, Tehuantepec, Tapachula, and Guatemala City, Guatemala, where he remained overnight. On May 14th he flew to Managua, Nicaragua, and, after refueling at that point, continued on to David, Republic of Panama. After passing through several bad storms enroute, he decided to land at David to check for weather reports and, upon receiving partially favorable reports, started for Albrook Field. He proceeded for a distance of only about forty miles, however, when he found all chances of getting through blocked by severe thunder storms, heavy downpours of rain, and no visibility. He had no alternative other than to return to David, where he remained overnight, taking off early the next morning (May 15th) for Albrook Field, where he arrived at 9:00 o'clock.

In the afternoon, General Westover attended a reception given in his honor by the officers and ladies of France and Albrook Fields, and at which were also present the Governor of the Panama Canal, Colonel Clarence S. Ridley, and Mrs. Ridley; Major General David L. Stone, Commanding General of the Panama Canal

Department, and Mrs. Stone, and Brigadier General and Mrs. Frederic H. Smith.

On May 16th, General Westover made an inspection of Albrook Field, and on the following day he inspected the field work and bombing practice at Rio Hato, also the proposed sites for new Air Corps installations. In the afternoon and evening of that day (May 17th) he began to suffer from an infection, the result of an insect bite he received while at David, and was confined to his bed for two days undergoing treatment.

On Friday, May 20th, General Westover inspected France Field and the Panama Air Depot thereat, returning to Albrook Field just before the heavy afternoon rains made flying impracticable. He spent Saturday in conference with the Department Commander (General Stone) and Brigadier General George H. Brett, Commander of the 19th Wing, relative to observations and conclusions reached by him as the result of his trip. He then made preparations for his return journey.

Leaving Albrook Field at 7:00 a.m., Sunday, May 22nd, and after refueling at Managua, General Westover arrived at Guatemala City, Guatemala, at about 1:00 p.m., where he spent a most delightful return visit. Speaking of Guatemala City, the General stated:

"I consider this city very distinctive and worth while visiting by any person who is fond of travel."

On Monday, May 23rd, General Westover flew from Guatemala City to the San Antonio Air Depot, Duncan Field, proceeding via Vera Cruz, Mexico, where his plane was refueled, and the port of entry at Brownsville, Texas, where he cleared the customs and quarantine. He left his airplane at the San Antonio Air Depot for the usual 20-hour check. In the meantime, he learned that he had become a grandfather, so he lost no time in paying a visit to his grandson, who was born during the General's absence from the United States.

Leaving San Antonio on the morning of May 25th, the General arrived in Washington on the afternoon of that day. He was accompanied on this aerial journey to Panama and return by Staff Sergeant Samuel Hymes, his mechanic.

## STARTER MOTORS

Touching on some of the observations he made during the course of his round trip flight to the Isthmus, General Westover stated:

"Aside from the experience of flying over this very varied and interesting terrain on the general route followed by airplanes being ferried to Panama, I was able to observe the operations of the Pan-American Airways and to appreciate the hearty cooperation continually extended by that remarkable organization to Army pilots flying to and from the Canal Zone. At Managua I saw an airport, the buildings and installations on which I believe fully to be the equal of the best we have in the United States. I was particularly impressed with the government buildings on this airport.

"I found Guatemala City a most intriguing place, possessing a cleanliness which is outstanding, and police and municipal discipline was manifested to a degree which was not alone distinctive in character but reflected a high degree of civic pride and responsibility. Here I was also able to view a large topographical map of Guatemala which showed the volcanic peaks and the mountainous terrain of that country in a most picturesque and illuminating manner and caused me to appreciate the wisdom of flying a coastal route rather than to attempt to fly over these mountainous areas by dead reckoning without radio direction finder equipment in my plane.

"I found the Air Corps personnel at Albrook and France Fields apparently contented, happy and deeply interested in their work. The tactical units exhibited fine efficiency in their field operations and were highly complimented by me for the high standard of performance in administrative and tactical operations. Much is required in the way of new and modern facilities and equipment, all of which I shall hope to be of assistance in providing as the result of my better understanding of conditions obtaining in the Panama Canal Department."

While at Guatemala City, General Westover was the guest of Mr. Fay A. DesPortes, the American Minister, and Mrs. DesPortes; also the guest at dinner of Lieut. Colonel Victor W.B. Wales, Cavalry, and Mrs. Wales. He was extensively entertained during his stay in the Canal Zone, where he was the house guest of Brigadier General and Mrs. George H. Brett, the Wing Commander.

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The following named Air Corps officers, effective May 1, 1938, were given permanent promotions to the rank indicated, these officers holding temporary rank up to that date:

Lieut. Colonel Charles B. Oldfield  
Major Carl F. Greene  
Major Chilion F. Wheeler

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A memorandum Report (Serial No. U-54-254, dated April 15, 1938) of the Engineering Section, Air Corps Materiel Division, Wright Field, Ohio, prepared on a starter motor failure has a definite interest for all service activities. The failure of the starter motor, it was stated, was due to overheating of the armature commutator to such an extent as to soften the solder on the armature binding wire, allowing it to come off.

Recommendation was made that the Service be instructed to check over the starter and battery whenever it appears that more time is required than usual for energizing the starter flywheel.

"It is believed," says the Materiel Division Correspondent, "that the Service is familiar enough with the inertia starter to tell without the use of a tachometer when a starter flywheel is slow in coming up to speed. When this condition exists, the starter should be checked to determine if engine oil has leaked into the starter gearing and, if so, the starter should be changed. A starter free from oil should run four minutes before the flywheel stops turning when the initial speed of the flywheel is 12,000 r.p.m. An approximate check on this is sufficient. If the starter is found to turn freely, then the battery voltage should be checked while the starter is being energized. This voltage should not drop below 8.6 volts. The Materiel Division is working with the starter manufacturer to develop a fan-cooled starter motor which will eliminate overheating."

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## MAYO CLINIC DOCTORS VISIT WRIGHT FIELD

Dr. W.M. Boothby and Dr. W.R. Lovelace, of the Mayo Clinic, Rochester, Minn., came to Wright Field during the latter part of April to consult with officers of the Physiological Research Laboratory on the problems of oxygen administration. Dr. Boothby is an expert on metabolism. The study of the two Mayo Clinic physicians was undertaken on behalf of commercial airlines. They expressed themselves as being much interested in the equipment and the results obtained in the Physiological Research Laboratory.

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Under Special Orders of the War Department, recently issued, Captain Louis M. Merrick, Air Corps, is relieved from assignment and duty as Instructor of the 43rd Division Aviation, Connecticut National Guard, Hartford, Conn., and assigned to duty at Mitchel Field, N.Y. He will be succeeded as Instructor of the 43rd Division Aviation by Major Jasper K. McDuffie, now on duty as student at the Air Corps Tactical School.

V-7749, A.C.

## THE GHQ AIR FORCE MANEUVERS

Major General Frank M. Andrews, Commanding General of the GHQ Air Force, took off at 3:00 p.m., May 17th, in his command plane enroute to Langley Field, Va., in the advance echelon as the war games concluded, and staffs and tactical units departed for home stations.

Prior to his departure, General Andrews expressed complete satisfaction with the handling of tactical units, the direction of the war games by the staffs, and emphasized particularly the excellence of supply and air base plans and results.

The GHQ Air Force Commander emphasized the fact that, despite the difficult flying schedules, involving more than 7,000 aircraft hours, much of which was at night and in uncertain weather, there were no accidents, the most serious damage to materiel being a bent propeller. No Army Air Corps officer or soldier suffered the slightest injury. "That, to me," said General Andrews, "is the happiest and most satisfying feature in connection with these war games. It also emphasizes the magnificent training and superb flying skill of the pilots in our Air Force, and it points unmistakably to the excellence of their equipment and the unequalled care with which maintenance crews performed their arduous duties, even under the stress of 24-hour service."

Prior to his departure, the GHQ Air Force Staff submitted to the Air Force Commander brief summaries of the operations conducted under the supervision of each branch. Lieut. Colonel Joseph T. McNarney, G-4, GHQ Air Force, submitted the following compilation of logistic figures:

Motor vehicles employed	400
Gasoline distributed (gals.)	400,000
Bombs distributed	2,184
Weight of bombs (lbs.)	260,000
Food distributed (tons per day)	10
Plane hours flown (operations only)	2,295
Plane miles flown (operations only)	340,254

Lieut. Colonel C.W. Lewis, Signal Corps, Signal Officer on the GHQ Air Force Staff, pointed out the results obtained in the first trials of a complete teletype communications system servicing widely separated units. Colonel Lewis pointed out that the teletype circuits involved 39 machines and 1,100 miles of wire. The average daily transfer of orders and information over this teletype circuit was 20,000 words, and the heaviest day of the maneuver found 30,000 words transferred over this system. He gave it as his opinion that the teletype-writer communications system had proved itself as a fast and reliable means of communications between ground establishments.

Asked to summarize the high lights of

the maneuver, Colonel Walter H. Frank, Chief of Staff, speaking for General Andrews, pointed to the initial phase wherein three B-17 Flying Fortresses made a reconnaissance flight, locating a commercial vessel 776 statute miles at sea, employing celestial navigation, and the last phase of the maneuver, known as the "black-out" problem, or air raid drill, which was conducted successfully at Farmingdale, L.I., New York, on Monday evening, May 16th. Colonel Frank stated that the reconnaissance mission far to sea demonstrated the high state of navigational training which obtains in the GHQ Air Force. He was particularly enthusiastic about the thorough cooperation and excellent spirit demonstrated by the citizens in the Farmingdale area in cooperating with the Army Air Corps in the first air raid drill in America. "Definitely," said Colonel Frank, "we have learned from the air raid drill many things which will strengthen the air defense of the nation."

On the morning of May 18th, all remaining units of the GHQ Air Force began their return to their home stations, employing air transport. The 19 temporary air bases were expected to be completely abandoned by sunset of that day.

Haggard troops of "war" came home to Langley Field on Tuesday, May 17th, from the "battle zone," where men and planes from this station joined with others of the General Headquarters Air Force in defending the Northeastern section of the United States from attack by a "coalition of Asiatic and European powers."

Thirty airplanes and approximately 150 officers and enlisted men were included in the various contingents to return to the airdrome.

Leading one parade of returning air might was Lieut. Colonel Adlai H. Gilkeson, Commanding Officer of the 8th Pursuit Group, who was in front of 25 two-seater Pursuit planes which arrived at the Peninsula airdrome at 3:55 p.m., from Miller Field, New Dorp, N.Y., and Camp Dix, in New Jersey.

Major Caleb V. Haynes led six "Flying Fortress" Bombers, one Martin B-10 and one Pursuit ship home from Harrisburg, Pa., where the 49th Bombardment Squadron from Langley Field was stationed. Three of the four-engined "Flying Fortresses" which came home behind Major Haynes returned to Aberdeen Proving Ground, Phillips Field, Md., with Captain A.Y. Smith in charge, to ferry personnel and equipment of the Second Bombardment Group. He left Langley Field at 2:00 p.m., arrived at Aberdeen at 3:00 p.m., and returned to Langley Field at 4:00 p.m.

The Hamilton Field Correspondent reports that the commotion which was heard late in the afternoon of May 22nd was only the arrival of Hamilton Field's Air Force from the East Coast, where mimic warfare under the name of GHQ Air Force Maneuvers had been held for the past three weeks.

The arrivals consisted of four flights, totaling ten Douglas B-18 Bombers. Lieut. Colonel George E. Stratemeyer, Commanding Officer of the 7th Bombardment Group, and his flight of five planes; Major Lucas V. Beau, Jr., of March Field, Calif., attached to the 7th Bombardment Group for the duration of the Maneuvers, with a flight of three planes; Major Newton Longfellow, Commanding Officer of the 88th Reconnaissance Squadron, and 1st Lieut. Joseph J. Ladd, Assistant Engineering Officer of Hamilton Field, with one plane each. The planes were loaded to capacity with men and equipment from all squadrons of the field.

Their faces seemed extremely happy as they set foot upon the terra firma of their home station again. The ones who seemed the happiest, however, were the officers' wives, who had been anxiously telephoning the dispatcher's office all during the afternoon, requesting the time of their arrival and if any more news had been heard from them. The combination of real mattresses to sleep on, real civilized food to eat (no beans) and the beaming faces of loved ones to greet them made these warriors declare their appreciation of "Home, Sweet Home."

Arriving unannounced at Mitchel Field, N.Y., at 9:20 a.m. EDT on the morning of May 5th, flying his Northrop Attack plane, Major General Oscar Westover, Chief of the Air Corps, was met by the Base Commander of Mitchel Field, Lieut. Colonel T.J. Hanley, Jr., Air Corps, and immediately set out on an inspection of the preparations made at Mitchel Field for the direction of the most realistic maneuvers ever held by the GHQ Air Force, Mitchel Field being the nerve center of the exercises, with GHQ Air Force Headquarters, under Major General Frank M. Andrews, Chief of the GHQ Air Force, and

Wing Headquarters, under Brigadier General Frederick L. Martin, already set up. This was General Westover's first stop on a two and one-half day inspection trip which was to take him to all the 19 airdromes in the maneuver area, where combat units of Bombardment, Pursuit and Attack airplanes were in the final stage of digging in before the start of the "war" on May 12th.

Before taking off an hour and a half later for his next stop at Farmingdale, L.I., General Westover made the following statement:

"Having an opportunity to observe the maneuvers of the GHQ Air Force on the West Coast last year at first hand, I am able to grasp quickly the essential feat-

ures that characterize preparations for any Air Force exercise on a large scale. I was impressed, as a result of my brief inspection at Mitchel Field this morning, with the fact that the system being employed this year in troop movements, establishment of operating facilities, and rapidity of concentration is undoubtedly superior to any previously employed. I fully expect that the practicability of this year's plan will be confirmed by the results achieved when active operations commence. I wish to congratulate General Andrews and his staff as a result of what I have already seen."

Three Provisional Transport Squadrons brought to the maneuver area in 27 airplanes a total of 295 officers and men.

The First Provisional Transport Squadron, equipped with eleven bi-motored B-18 Douglas Bombers, flying from March Field to the East Coast, with stops at Biggs Field, El Paso, Texas, and Barksdale Field, Shreveport, La., included 33 officers and men of the First Wing Headquarters, 22 officers and men of the 17th Attack Group Headquarters, 22 officers and men of the 19th Bombardment Group, 20 officers and men of the 30th Bombardment Squadron and 22 officers and men of the 95th Attack Squadron. This Squadron, under the command of Major Paul Prentiss, Air Corps, proceeded to Schenectady, N.Y.; Groton, Conn., and Hartford, Conn., delivering officers and men to their unit airdromes at those cities.

The Second Provisional Transport Squadron, equipped with five bi-motored Douglas B-18 airplanes, in command of Major Newton Longfellow, Air Corps, flew from Hamilton Field, Calif., to Westfield, Conn., and Hartford, Conn., with a stop at Salt Lake City, Utah, and an overnight stay at Fort Riley, Kansas. The officers and men comprising the Squadron on this movement included 33 from the 7th Bombardment Group Headquarters and 23 from the 9th Bombardment Squadron.

The Third Provisional Transport Squadron, under the command of Captain E.A. Hillery, Air Corps, and consisting of eleven bi-motored Douglas C-33 airplanes, flew to maneuver bases at Camden, N.J.; Allentown, Pa.; Floyd Bennett Airport and Mitchel Field, N.Y., from Barksdale Field, La., stops being made at Maxwell Field, Ala., and Langley Field, Va. Officers and men participating in this movement included 33 from the Third Wing Headquarters, 22 from the 20th Pursuit Group Headquarters, 22 from the 13th Attack Squadron, 22 from the 55th Pursuit Squadron and 22 from the Third Attack Group Headquarters.

The three Wing Commanders of the GHQ Air Force, with their respective staffs, reached the maneuver area on May 3rd.

Brigadier General Delos C. Emmons, commanding the First Wing, set up his headquarters at New Haven, Conn.; Brigadier General Arnold N. Krogstad, commanding the Second Wing, at Middletown, Pa., and Brigadier General Frederick L. Martin, commanding the Third Wing, at Mitchel Field, N.Y.

Colonel Walter H. Frank, Chief of Staff of the GHQ Air Force, arrived at Mitchel Field on the afternoon of May 3rd in a B-18 Bomber from Langley Field, Va.

Seven members of Major General Andrews' staff arrived at Mitchel Field on the morning of May 4th, and included Colonel Walter G. Kilner, Assistant Chief of Staff, G-3, who was in direct charge of air operations; Lieut. Colonel Russell L. Maxwell, Ordnance Officer; Lieut. Colonel C. C. Drake, Quartermaster; Major Wm. W. Dick, GHQ Air Force Adjutant General; Major James P. Hodges, Assistant Chief of Staff, G-2; Major Walter Reed, Acting Assistant Chief of Staff, G-2; and Major C. C. Chauncey, Assistant to Colonel Kilner, G-3.

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The system of communication, previously referred to, capable of handling five times the traffic of the previous system and of handling it far more quickly, was a teletype hook-up to enable General Andrews' Headquarters to communicate simultaneously with all units or to reach any unit individually without holding up messages on other circuits, a vitally important consideration with any air force, for two reasons; first, the mobility, which is a chief asset of an air force, can be largely lost if it cannot transmit its orders promptly; and, second, an efficient teletype system, replacing radio communication, releases use of the air for ground to plane and interplane communication.

Formerly, messages could not be transmitted faster than a man could type them on the machine. Under the new system, any number of messages can be punched out on strips of paper and held, like a pianola roll, until the line is open, when they are sent out by the machine at sixty words a minute. An instrument called a Perforator, a sort of message "storage box," will record a communication and hold it while right of way is given to a more urgent message. The Perforator then sends its delayed message through at the first opportunity.

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During the course of the GHQ Air Force Maneuvers, General Andrews and his Staff arranged extensive tests of new portable field equipment, among them being a complete field lighting system, portable by air; a portable weather station; rolling photo laboratories; rolling gasoline tank car; sealed-in Air Food Containers; full feathering propellers (these can be stopped in the air to cut down wind re-

sistance when one engine fails); photo-flash bombs for night photography, and portable lifting jacks for heavy bombers.

The field lighting system consists of a gasoline generator for electric power, runway and obstruction lights, and an airport beacon. The entire unit packed in three boxes can be carried in one of the larger type airplanes and set up in a short time. Should it prove successful, it means that a Pursuit Squadron, which does not have landing lights on its airplanes because of the weight factor, can operate during war time from an unlighted field in a remote section where no electricity is available. Such a field would restrict or prohibit night flying if a portable field lighting system were not available, with a consequent loss of effectiveness and mobility to the air force. Ten sets of this equipment were made up for test and two special sets (these include the beacon, which compares favorably with permanently installed beacons).

The portable weather station consists of a truck fully equipped with meteorological instruments, weather maps and radio for reception of Bureau of Air Commerce broadcasts. A detachable mast is mounted on the truck's roof to place the windvane and anemometer, which measure wind velocity, high enough for accurate readings. Again, mobility is the issue, for without reliable weather forecasts a squadron's flying operations may be greatly curtailed - or conducted at unnecessary risk. In either case, the advantage gained from the speed of the airplanes is largely lost.

The rolling photo laboratory, with developing and printing equipment installed in a trailer, towed by a 1½-ton truck, and constituting a portable photographic workshop, can hand the commanding officer of a reconnaissance squadron prints of an enemy airdrome within six minutes after the reconnaissance plane has landed from its mission.

No airplane is highly mobile without gasoline in its tanks, hence the test of a new method of furnishing fuel for widely dispersed squadrons. Arrangement was made with five leading oil companies for spotting tank cars on rail sidings within easy reach of government gas trucks, these in turn servicing the airplanes directly. The former system of "spotting" thousands of drums of gasoline at the sites to be used by squadrons in the field entailed a tremendous amount of work and curtailed mobility by tying down squadrons to those fields where fuel had thus been made available in advance. The employment of this system in the Maneuvers would have necessitated 5,540 drums of gasoline, representing a total weight of 2,515,000 lbs., being transported and rolled into place on the various airdromes, or 787 truck-loads from the railheads.

## ENGINEER OFFICERS BIG HELP TO MECHANICS

According to the News Letter Correspondent, the mechanics in the 63rd School Squadron, Kelly Field, Texas, consider themselves very fortunate to have a Squadron Commander and Squadron Engineering Officer who are experienced engineers and test pilots. The Squadron Commander is Captain Harvey F. Dyer, and the Engineering Officer, 1st Lieut. Harry S. Bishop. These two officers served together at the Hawaiian Air Depot. Lieut. Bishop was Station Engineering Officer at Luke Field prior to reporting for duty at Kelly Field.

Both officers are conversant with engineering and supply problems of the Air Corps, and it is a great help to the enlisted mechanics of the 63rd School Squadron to have such capable engineers and test pilots in the organization. The pilots quickly diagnose any engine, airplane or radio trouble, in flight, making the mechanic's work much lighter.

The 63rd Squadron has Attack airplanes which have most of the late types of Air Corps equipment.

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## FUEL SERVICING TRUCK

The Type F-1 Fuel Servicing Truck has been standardized, according to the News Letter Correspondent at the Materiel Division, Wright Field, Dayton, Ohio. This truck is of the tractor-trailer type, and its capacity is  $7\frac{1}{2}$  tons. It is a six-wheel, six-wheel drive truck, with a rocking, self-aligning, interchangeable coupling mounted on the chassis frame for connecting the tank trailer. The semi-trailer is of the drop frame, tandem dual-wheel type, with a four-compartment, 4,000-gallon tank mounted thereon.

The tank is provided with emergency controls in accordance with the rulings of the Automotive Committee of the American Petroleum Institute. A self-powered dual pumping system consisting of the following equipment is provided on the trailer: gasoline engine, 10-14 h.p.; two segregators; two pumps; two strainers; two meters; two expansion (surge) chambers with pressure gauges; four hose reels, two of which are used for suction and two for dispensing; and all necessary valves and piping. The engine is enclosed by flame-proof, fire-resisting bulkheads.

The rear compartment, containing the pumping and the gasoline engine, is protected by an automatic CO<sub>2</sub> fire extinguishing system, which is actuated by sudden temperature rise or by explosion. Manual control is also provided.

The trailer is designed for a fuel dispensing capacity of 200 gallons per minute, 100 gallons per pump, but the system can be reworked to a capacity of 300 gallons per minute when the need arises. A

lighting system makes night operation possible. In order that maneuverability by means of military trucks and tractors may be accomplished, a dolly is supplied which converts the semi-trailer to a full trailer.

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## MEMORIAL FLIGHT ACROSS ISTHMUS OF PANAMA

On April 27, 1938, six airplanes from the 25th Bombardment Squadron, France Field, Panama Canal Zone, detached themselves and took up formation with a Pan-American Airways Douglas DC-3 passenger plane, flying from Albrook Field to France Field. Historical significance could be attached to this flight, for a passenger in the Douglas transport was Mr. Robert G. Fowler, who 25 years ago on that date, made the first airplane flight from the Pacific to the Atlantic side across the Isthmus of Panama. In 1913, Mr. Fowler flew a hydroplane across the Isthmus, landing off the point of what is now Fort Randolph. By this feat, he was the first man ever to have flown from the Pacific to the Atlantic ocean, non-stop.

The 35 miles between the two oceans took 57 minutes to cover. In attempting to beach his airplane after landing, minor damage occurred which became major damage to him, since there was not an airplane part within a distance of a thousand miles of him. The damage eventually cost Mr. Fowler \$4,000, which sum had been offered to him by the Costa Rican government for an exhibition flight the following week. The repair of the damage itself cost \$25.00.

"In this day and time, with large fields on each side of the Canal, military and civilian aircraft making the trip many times daily, we must not minimize the accomplishments of this first flight," says the Albrook Field Correspondent. "It took a man of exceptional ability and courage. It took tremendous preparation. It blazed the way for later craft, and so, Mr. Fowler, the pilot officers on duty in Panama salute you."

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Under Special Orders of the War Department, recently issued, Brigadier General James E. Chaney, Air Corps, upon the expiration of his appointment as Assistant to the Chief of the Air Corps, July 16, 1938, is relieved from assignment and duty at the Air Corps Training Center, Randolph Field, Texas, and assigned to the command of Mitchel Field, New York.

The appointment of Brigadier General George H. Brett, Air Corps, as Wing Commander, with the rank of Brigadier General, and his assignment to the command of the 19th Wing, Albrook Field, Panama (Continued on Page 11).

## AND I LEARNED ABOUT FLYING FROM THAT

We pilots were prone to think that because regulations require the use of oxygen in flights above 15,000 feet altitude, it is not necessary to resort to oxygen at lower levels than this. Perhaps many of us have come home, after having flown over the top from 10,000 to 12,000 feet for a considerable length of time, and have been informed later in the evening by our better halves or room mates that we were certainly allowing flying to get us down and that it was pretty tough to have to put up with one of those birds who takes his flying so seriously that four or five hours in the air would turn him into a perfect "Grouch."

Our retort in such cases has usually been: "Oh, it's just the noise of that motor that has deafened me; I can't hear a thing you say and, besides, it may have been something I ate."

Experience has recently shown, however, that such "grouches" were usually caused by lack of oxygen at high altitudes and not by any worry induced by weather conditions, fear of motor failure or the like.

Now, grouchiness is not our normal state, but it is reasonable to assume that in flying at high altitudes the oxygen supply has been insufficient and has rendered us abnormal in a psychological sense. An instance of this was recently brought to the author's mind when flying between two Army fields 400 odd miles apart. Weather conditions were excellent, both at the place of take-off and at the place of landing, but for 350 miles between these two fields, however, low clouds, dense rain and generally poor flying conditions under the clouds confronted our hero, so he promptly went over the top. This was not as simple as it sounds, for over the top meant an altitude of 12,000 feet - sometimes 13,500 feet - to avoid plunging through turbulent cloud-mountain peaks which were strewn along the way.

A rather strong wind was blowing across the course, which necessitated crabbing a bit to keep on the radio range beacon course. With the "N" (-.) signal droning in his ears and the cloud bank below his airplane, the boy pilot headed towards his destination. The drone of the radio range beacon signal became tiresome, so the radio was switched off and it was not until an hour later that it was switched on again to confirm the fact, or the hope, that the plane was still on its course.

When the radio was again switched on, the droning sound came in much stronger than it had before, but whether the signal was the "N" (-.) or the "A" (-) signal it was almost impossible to determine. It was several minutes before the pilot was sure that he heard a --

instead of a .- signal. At this time the radio range beacon station was passed, and again the radio was turned off, as the pilot was quite sure of the compass course that he must fly in order to keep on the air line. It was one and one-half hours later when the radio was again turned on. This time, however, it was absolutely impossible to determine whether the .- or the -. signal was sounding in the earphones. There were two notes, one following the other. The pilot was quite uncertain as to which was the dash and which note was the dot.

It was not until he had purposely turned from his course and had gotten quite a distance off the radio range or away from the twilight zone that his dulled conception made the signal evident to him.

The pilot had never before experienced any trouble in distinguishing between the -. and the .- signal, so he assumed that the fact that he was flying at between 12,000 and 13,000 feet altitude for several hours without oxygen was the cause of so dulling his senses.

Two days later, the pilot subjected this theory or assumption to the test, for on the return to his home station he purposely went aloft to the same altitude, used oxygen, flew around for three hours at that altitude, and had no trouble at all in readily distinguishing between these two signals.

What the pilot learned in this case was that oxygen is quite necessary for long flights below 15,000 feet as it is for shorter flights above 15,000 feet.

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Circular No. 17, War Department, March 28, 1938, amending paragraph 29a of Army Regulations 95-15, states:

"a. Except in urgent, unforeseen emergencies, all personnel will use artificial oxygen at all times while participating in flights above 15,000 feet. Artificial oxygen will also be used when remaining at an altitude below 15,000 feet but in excess of 12,000 feet for periods of two hours or longer duration and when participating in flights below 12,000 feet but at or in excess of 10,000 feet for periods of six hours or longer duration."

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In an article on the subject of Aviation Medicine, published in the March issue of the Journal of the Aeronautical Sciences, Captain Harry G. Armstrong, Medical Corps, of the Physiological Research Laboratory, Air Corps Materiel Division, Wright Field, Ohio, states that operation at the higher altitudes produces a condition of oxygen want in the body; that oxygen is the most vital of the bodily requirements, and that while the lack of food and water may be

tolerated for days, oxygen must be supplied almost continuously and in adequate amounts, for the body only carries a reserve of approximately 400 cc., sufficient for about  $1\frac{1}{2}$  minutes.

As one ascends above sea level, the atmospheric pressure becomes less, and consequently the partial pressure of oxygen becomes less. This change is such that the partial pressure of atmospheric oxygen is reduced by one-fourth at 7700 feet; one-half at 17,980 feet and three-fourths at 33,000 feet.

From the figures given by Captain Armstrong, it may be assumed that in flying between 12,000 and 13,500 feet without oxygen, the partial pressure of atmospheric oxygen is reduced by approximately one-third.

Captain Armstrong goes on further to say that oxygen-want acts very much like alcoholism. In most cases the more one is affected the better one feels. It affects judgment and memory and one who is under its influence is not responsible for his actions or for his subsequent statements. "It is regrettable," he says, "that oxygen-want is not an extremely painful process."

Explaining that from the strictly medical standpoint the specific altitude above which oxygen should be administered to pilots cannot now or can it ever be answered by a single, simple statement, Captain Armstrong states that it varies with the individual, the altitude at which he resides, the rate of climb, the duration of the flight, the frequency of flights, and the lapse of time since a previous flight at altitude.

At the Materiel Division it has been determined that the effect of oxygen-want is not only proportional to the altitude but also to the time spent at any altitude. It has been determined that flights of long durations at altitudes as low as 8000 feet have produced a profound fatigue which requires 48 hours for recovery. Other studies at the Materiel Division which are not yet complete indicate that relatively mild degrees of oxygen-want are much more serious than was previously thought and that it is certainly one of the most prominent causes of pilot fatigue.

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#### OBSERVANCE OF NATIONAL AIR MAIL WEEK

In the observance of National Air Mail Week, May 15th to 21st, the San Antonio Air Depot, Duncan Field, Texas, as one of the large Air Corps Depots, was glad to enter whole-heartedly. On National Air Mail Pick-Up Day, May 19th, the San Antonio Post Office dispatched eight airplanes, piloted by prominent San Antonians engaged in aviation, to various towns in its surrounding feeder areas to pick up air mail for transmission throughout the nation. One of

these trips was to the Army stations in the vicinity of San Antonio, and this airplane, piloted by Jack Beretta, landed at Duncan Field on the afternoon of the 19th. An enormous amount of air mail was collected at this station for this trip and bore a Duncan Field insignia stamp. This was first deposited at the South San Antonio Post Office for special cancellation, and was then returned to the Field, to be picked up by the plane, by Mrs. C.S. Fowler, Postmistress of South San Antonio, accompanied by a group of South San Antonio school girls who had contributed essays in a recent statewide air mail contest.

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#### AIR LIAISON INSTRUCTION IN PHILIPPINES

For the past few weeks, officers from Corregidor, Stotsenburg, McKinley and Santiago, Philippine Islands, at the rate of about six per week, have been attached to the 2nd Observation Squadron, Nichols Field, P.I., for liaison instruction. They were given Observation Squadron instruction the first three days and Bombardment for the last three. In general, the instruction involved organization equipment and training objective of Air Corps units in the Philippine Department, care and maintenance of parachutes, organization, equipment and training objectives of Observation and Bombardment Aviation, to include air observation and bombardment missions for those officers desiring to participate in aerial flights, and the use of photographic equipment. The last day was usually devoted to a group of tactical exercises in which the ground officers acted as observers.

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#### ANNIVERSARY OF DEDICATION OF CHAPEL

The third anniversary of the dedication of the Langley Field post chapel will be observed on June 19th with a special ceremony by Chaplain Silas E. Decker of the Air Base.

Appropriate ceremonies have been planned for the occasion, and the principal address will be made by Colonel Alva J. Brasted, Post Chaplain of Fort Belvoir, Va. Chaplain Brasted, former Chief of Chaplains of the United States Army, dedicated the Langley Field Chapel on June 16, 1935.

The Langley Field Chapel is one of the most modern in the entire United States Army. The architectural design of the structure makes it imposing and stately. It was built at a cost of \$110,000, and is located on Dodd Boulevard, one of the main thoroughfares of the airdrome. Religious worship for both Protestants and Catholics is conducted each Sunday morning and, in addition, a Sunday

(Continued on Page 11)

THE GHQ AIR FORCE MANEUVERS  
By Harris B. Hull  
Reprinted from the "Sperryscope."

The most realistic air exercise ever conducted by the U.S. Army were held in May, when more than three thousand officers and men of the General Headquarters Air Force flew into New England, converted twenty commercial airports into temporary military operating bases, and "defended" the Atlantic Coast from an "enemy" attack.

Someone has characterized these extensive maneuvers as "war games." But when Army Pursuit, Attack and Bombardment planes assembled from all over the country fly nearly a million and a half miles, transport three million pounds of materiel, and then simulate a wartime situation full of long, hard flying missions operated during the day and at night, in good and bad weather, it must be admitted that this is no "game."

The success of the 1938 summer maneuvers is well known to almost every newspaper reader. Difficult missions were completed on split second accuracy. And happily there were no accidents. At the conclusion of the exercises every officer and man from Major General Frank M. Andrews, commanding, to the youngest enlisted soldier could well afford to feel proud that he had played some part. On all sides, from official and from private sources, came congratulations of a job well done.

Almost as interesting and just as important as the conduct of the actual maneuvers was the assembly of the GHQ Air Force from home stations to the temporary "war" bases. From the west came Brigadier General Delos C. Emmons and his First Wing. Up from Langley Field came Brigadier General Arnold N. Krogstad with his units, including the famous "Flying Fortresses." Brigadier General Frederick L. Martin led his Third Wing from the South.

The northern sector of the New England area was taken over by General Emmons' Wing, with headquarters at New Haven, Connecticut, and with tactical units based at Hartford and Groton, Conn.; Westfield, Mass.; Schenectady and Albany, New York. General Krogstad's Second Wing operated in the South with headquarters at Middletown, Pa. Units of the Second Wing operated out of Lancaster, Allentown and Harrisburg, Pa.; Aberdeen, Md., and Camden, New Jersey. General Martin's Third Wing occupied the center sector with headquarters at Mitchel Field, Long Island, and with units located at Farmingdale, Grumman Field, Roosevelt Field and Floyd Bennett Airport on Long Island; Miller Field on Staten Island, and Camp Dix, New Jersey. With the GHQ Air Force installed at these unfamiliar airports, a detailed "General Situation" was announced and defense

plans started.

Briefly, the tactical situation presented to General Andrews and his staff officers at Mitchel Field was this:

"War exists between a coalition of Asiatic and European powers, Black, and the United States, Blue, Canada and Mexico are neutral. The Blue Main Fleet based on Hawaii, is engaged in defensive operations in the Pacific; Blue naval forces in the Atlantic are sufficient for coast patrol. The GHQ Air Force is ordered to concentrate in the New England area. The fleet of a European power, a member of the coalition, is escorting troop transports. Information indicates this force intends to attack in the New England area."

At the outbreak of "hostilities" it was apparent to General Andrews that more detailed information of the "enemy" was needed immediately. To obtain this, three of the "Flying Fortresses" were dispatched on a 1,500-mile non-stop reconnaissance flight out over the Atlantic.

This impressive flight, conducted under adverse weather conditions to a dot in the Atlantic Ocean, 750 miles at sea, proved to be one of the most interesting phases of the maneuvers. Without advance notice, Major C.V. Haynes and Captains Cornelius Cousland and A.Y. Smith were ordered to take off in their four-engined Boeing Bombers and conduct this mission. As there was no real enemy lurking out in the Atlantic, it was decided that the pilots should find the entirely friendly Italian liner REX, which was proceeding to New York. Certain sketchy information concerning the REX's course was given to the navigators, and out to sea they flew in land-type airplanes on a flight unprecedented in Air Corps history. The trackless wastes of the Atlantic were rain-swept as the big "Fortresses" thundered on for four hours. The navigators saw their instruments "hit the roof" as the "bottom dropped out" when line squalls and wind shifts were encountered.

Yet under these handicaps they navigated accurately, for after four hours of flying, the REX was sighted at "Twelve o'clock," which means "dead ahead" or "right on the nose." Having found the REX, the three bombers circled the ship, Major George Goddard, ace Air Corps photographer, taking a picture of the big liner with two of the bombers shown flying beside her. Needless to say, the passengers and crew of the REX were surprised to see giant planes circling overhead.

The mission completed, Major V.J. Meloy, Group Executive Officer, called Captain Attilio Frugone of the REX on

the radio and exchanged greetings. With true Italian courtesy, the REX's Captain invited Meloy to luncheon. However, as the "Fortresses" are land planes, Major Meloy declined with thanks and ordered the planes to proceed back to Mitchel Field.

Adverse weather conditions were encountered again on the returning flight, but the big ships arrived home on schedule with enough gasoline left for several more hours of cruising.

Second in interest only to the long range reconnaissance flight was the "Blackout" of Farmingdale, Long Island. Although "Blackouts" frequently are practiced abroad in order to make it difficult for approaching bombers to "spot" their targets, none ever has been held in the United States. As Farmingdale is the home of the Seversky and Grumman airplane factories and is therefore a typical target for hostile bombardment, it was chosen for this air raid drill.

In other "Blackouts" drills main switches have been pulled at the power houses and areas darkened. In the Farmingdale drill, however, it was decided to solicit the cooperation of civic authorities and to request that lights be turned out voluntarily in each home and place of business. Incidentally, this plan was decided upon when an officer remembered that in a recent European "Blackout," when switches were pulled, a surgeon was just ready to operate. The operation was performed with considerable difficulty.

The officials and residents of Farmingdale responded to the air raid drill with enthusiastic cooperation. When the bombing planes were heard approaching, the warning was given by siren and radio, and out went Farmingdale's lights.

"We couldn't see anything," one pilot said later. "It might just as well have been a wheat field at midnight in Texas. We thought that when the residents of Farmingdale turned out the lights we would be able to find the city, as we expected that the other nearby towns would be well lighted. But apparently everyone lived in Farmingdale the night of May 16, or else they just decided to make it hard for us. Because everyone for miles around had his lights off."

Groping through the night, unable to find Farmingdale, the pilots of the bombers dropped flares. These turned out to be a help to the defending Pursuit units which immediately were dispatched from Seversky Field, object of the bombing raid. The Bombers were spotted as they criss crossed Long Island searching for the aircraft factories. No bombs were dropped, of course, the pilots agreeing that had the aircraft factories been an actual target, it would have been difficult to know when to do their bombing.

During any maneuver problem such as the GHQ exercises, the spotlight of interest

naturally falls on the actual flying missions on which officers and men work out simulated war problems. However, the staff at General Andrews' headquarters was equally interested in observing and studying the supplementary ground equipment, some of which were undergoing the first field trials. In the final analysis, an air force can have the finest airplanes and the best pilots, but unless the supply system, the communications net, the field lighting equipment, and many other pieces of field equipment have mobility, the airplanes cannot be flown efficiently. During the May maneuvers the GHQ tried out its new communications net. This features a teletype hook-up which enables commanding officers to communicate simultaneously with all units or to reach any unit individually without holding up messages on other circuits. As a result, the air can be used exclusively for ground-to-plane and interplane communication.

Formerly, messages could not be transmitted faster than a man could type them on a machine. Under the new system, any number of messages can be punched out on strips of paper and held until the line is open, when they are sent out at sixty words a minute. This is accomplished through the use of an instrument called a "Perforator" which serves as a sort of message "Storage Box."

A new field lighting system also was given tests during the exercises. With this system a Pursuit squadron can operate from a remote field not equipped with adequate landing lights. Such a field would restrict, if not prohibit night flying if a portable lighting system were not available, with a consequent loss of effectiveness and mobility to the air force.

Another piece of supplementary ground equipment was a portable weather station. This rolling weather office consists of a truck fully equipped with meteorological instruments, weather maps and radio. A detachable mast is mounted on the truck's roof to place the wind vane and anemometer, which measures wind velocity, high enough for accurate readings.

Ordnance arrangements under Lieut. Colonel Russell L. Maxwell, the GHQ Ordnance Officer, played an important part in the maneuvers. The largest complement of ordnance personnel and stores ever used in peace time air exercise were employed. Shortage of ordnance materials in the past has made it necessary for tactical units on maneuvers to use sand-filled practice bombs and a limited load of high explosive bombs. In the May maneuvers full loads were carried on many missions.

Instead of 100-pound practice bombs representing 1,100-pound demolition bombs, actual bombs were carried, sizes varying from the 25-pound fragmentation bomb employed by attack, the 100-pound practice

and high explosive bomb, the 300-pound practice bomb and the 600-pound high explosive bomb to the 1,100-pound demolition bomb.

In addition to arrangements for bombing, Colonel Maxwell, as Ordnance Officer of the GHQ, was required to provide aerial and anti-aircraft machine gun ammunition, ball and tracer machine gun ammunition, ballistic data for bomb-sights, distress, signal and parachute flares, as well as many other types of ordnance equipment.

Tactical phases of the maneuvers completed on May 17, after a five-day "war," General Andrews ordered an aerial assembly at West Point, New York. High above the Military Academy the Army planes assembled and then formed a line which flew over Mitchel Field in salute to the Commanding General and his staff, which consisted of Colonel W.H. Frank, Lieut. Colonel Ralph Cousins, Major James Hodges, Colonel W.G. Kilner and Lieut. Colonel Joseph McNarney.

The last of the planes gone and on their way to their home stations, officers at Mitchel had an opportunity to inspect the giant XB-15, a new Bomber built by Boeing for the Army. This ship, largest land plane ever built in this country, is the latest development in long range bombardment aircraft. In coming maneuvers, planes of this type are almost sure to play an important part in increasing the range of reconnaissance flying even farther than was achieved by the "Fortresses" on their flight out to the REX.

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#### 19TH WING GREETES DEPARTMENT COMMANDER

Twenty-seven airplanes from the 19th Wing flew a greeting formation on April 27th, last, on the return of Major General David L. Stone, Commanding General of the Panama Canal Department, who had been in the States for two months undergoing examination and treatment at the Walter Reed General Hospital.

"We are glad to have him back with us in such good health," comments the News Letter Correspondent.

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#### FLIGHT HAZARD REMOVED FROM DUNCAN FIELD

"It was with great satisfaction," reports the News Letter Correspondent from the San Antonio Air Depot, Duncan Field, Texas, "that authority was recently received from the Quartermaster General for removal and sale of the Lower Water Tank at this Depot. This tank, which stands on a 138-foot steel tower, is located at the junction of two branches of the new airplane runway at Duncan Field and has long constituted a serious flight hazard."

#### TRANSPORT PLANES FOR THE MANEUVERS

In the recent GHQ Air Force Maneuvers on the East Coast, the San Antonio Air Depot, Duncan Field, Texas, loaned its two C-33 transports, with crews, for duty with the 3rd Provisional Transport Squadron, one for the initial concentration, April 30th to May 8th, and the other for the final evacuation, beginning May 17th. The first crew was composed of Lieut. L.P. Kleinoeder, pilot; Lieut. C.B. Collier, co-pilot, and Staff Sgt. W.M. Cornell, mechanic. The second crew consisted of Lieut. P.S. Blair, pilot; Staff Sergeant F.O. Tyler, co-pilot, and Staff Sergeant G.L. McCollum, mechanic. These men reported a very interesting and instructive, as well as an exciting experience on this duty.

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#### LANGLEY FIELD CHAPEL (From Page 8)

School provides religious instruction for the children of the Post.

The chapel has a large vested choir and an expensive pipe organ.

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#### CHANGES AFFECTING A.C. GENERAL OFFICERS (Continued from Page 6)

Canal Zone, terminating on October 29, 1938, he is assigned to duty in the Office of the Chief of the Air Corps, Washington, D.C., upon the completion of his present tour of foreign service.

Brigadier General Barton K. Yount, Air Corps, is relieved from command of the 18th Wing and from further duty at Hickam Field, Territory of Hawaii, and assigned to the command of the Air Corps Training Center, Randolph Field, Texas.

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Previous orders assigning Lieut. Col. Benjamin G. Weir, upon the expiration of his tour of duty in Panama, to March Field, Calif., have been amended, and he is assigned to duty in the Office of the Chief of the Air Corps, Washington, D.C.

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The following-named Air Corps officers, upon completion of their present course of instruction at the Air Corps Tactical School, Maxwell Field, Ala., are assigned to duty, as follows:

Major Kenneth McGregor with the Organized Reserves, 5th Corps Area, Schoen Field, Indiana.

Captain Clifford P. Bradley with the Organized Reserves, 9th Corps Area, Seattle, Wash.

Captain Cecil E. Henry to the Office of the Chief of the Air Corps, Washington, D.C.

1st Lieut. Minton W. Kaye to the Hawaiian Department.

1st Lieut. Robert L. Schoenlein to the Philippine Department.

**RANDOLPH FIELD OBSERVES AIR MAIL WEEK**  
By the News Letter Correspondent

Randolph Field is the West Point of the Air. Perhaps at no other place are there as many persons so vitally interested in all phases of flying. This interest is not confined to the Air Corps personnel stationed here, but is evidenced by all persons residing here. The school children are particularly enthusiastic. The beauty of Randolph Field enhances this interest in flying. No person can live here without becoming imbued with the spirit of aviation's pioneers. Visitors viewing our Field for the first time catch a glimpse of this spirit, and attempt to express to whomsoever is at hand the emotion that they feel. They are proud to be a part of the nation that has made the West Point of the Air what it is - the greatest institution of its kind in the world.

Air Mail Week was appropriately observed by our personnel. To Mr. Fred A. Benedict, the Randolph Field Postmaster, should go the greatest credit for the work he accomplished to interest our personnel in Air Mail. Preparations were made for a special Air Mail Plane to land at Randolph Field on May 19th to pick up outgoing Air Mail. Mr. Benedict prepared a special cachet for canceling air mail stamps on this date. Hundreds of letters were received from all parts of the United States, to be mailed on May 19th, in order that they may bear this special cachet. Letters mailed at Randolph Field were to travel by air to all parts of the world.

Through the cooperation of the Post School, Mr. Benedict conducted a contest offering prizes, which he personally provided, to school children who submitted the best posters advertising the United States Air Mail. Fifty-five children submitted drawings. The posters were excellent. Even after several children's drawings were eliminated, due to unauthorized assistance by over enthusiastic fathers, the judges had such great difficulty in selecting the winners that Mr. Benedict felt compelled to award two additional prizes.

Miss Nova Jane Wiley, daughter of Staff Sergeant Eugene Wiley, of the 46th School Squadron, was awarded first prize. She received from Mr. Benedict a large coupon book of tickets to the War Department Theatre. Miss Shirley Brown, sister of Lieut. J.K. Brown; and Miss Jane Lenow, daughter of Captain C.B. Lenow, each won honorable mention and a prize of tickets to the War Department Theatre for one week.

In the group of posters submitted by children below the 4th grade, Miss Mary Delma Grabsky, daughter of 1st Sergeant Walter Grabsky, won first prize, a small War Department Theatre coupon book. Miss Willie Sue Carroll, daughter of Staff Sergeant William Wilson, and Master J.B.

Rosser, son of Staff Sergeant J.C. Rosser, 46th School Squadron, won honorable mention and tickets to the War Department Theatre for one week.

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**72ND SQUADRON MOVES TO HICKAM FIELD**

April was moving time for the 72nd Bombardment Squadron, Luke Field, T.H. It was a busy period of transition of personnel and equipment from Luke to Hickam Field, the Army's newest and largest air field. Situated on the mainland, only ten miles from Honolulu, it will be accessible and, when completed, it will be the finest field of its kind anywhere.

The new hangars are large, light, airy and cool at all times, with the very latest equipment available in all departments. The offices are especially bright and well laid out, with a multitude of windows and door space assuring accessibility and fine working conditions. It is up-to-date in every way.

The Squadron took over 5 B-18's from the 31st Bombardment Squadron, and with all the ships in commission operations are now rapidly approaching their usual status.

The following officers have been assigned or attached to the Squadron in the new home: Major Harold L. Clark, Captain Charles B. Stone, Lieuts. Stranathan, Karnes, Mundell, Clark, Anderson, Walker, Leber, Gorman, Alness, Randolph and Lindsay.

Now that all the equipment has been moved over, work will progress rapidly under ideal conditions. As soon as the barracks are completed at Hickam Field, the last obstacle will be removed and the Squadron will be completely ensconced in its new home.

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**FIELD TRAINING FOR 82ND OBS. SQUADRON**

The 82nd Observation Squadron, Moffett Field, Calif., will go into field training camp in June. The camp site will be located near the ocean and close to colorful Monterey, Calif. "Besides satisfying the purpose of the camp," says the News Letter Correspondent, "we have selected one of the most beautiful spots on the coast of California, and along with our training there we are hoping for plenty of fishing and swimming, deep-sea.

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Fifty Reserve officers came to Wright Field, Dayton, Ohio, on Sunday, May 1st. Following a tour of the flying line, a lecture, illustrated with moving pictures, was given by Major Carl F. Greene, Chief of the Engineering Procurement Branch.

Forty members of the Cincinnati Gyro Club visited the field on May 5th.

V-7749, A.C.

**LOW-MOUNTED GUNS PERMIT GREATER ACCURACY**  
By 1st Lieut. Norman H. Ives, Air Corps

A recent issue of the Air Corps News Letter contained the following statement making indirect reference to the comparative accuracy of Pursuit gunnery with guns mounted some distance below the sight, as in a P-26, and guns mounted up close below the sight:

"Due to the fact that boresighting plays such an important part in the firing of the guns mounted on a P-26A airplane and the range at which fire is delivered is so great, phenomenal results have not as yet been accomplished. 'We hope,' says the News Letter correspondent, 'the new airplanes with guns mounted close to the sights will give much better results.'"

It is evident that the writer of the above is under the impression that the vertical distance of 34 inches between guns and sight on the P-26 airplanes is a serious handicap and contributes to the inability of the P-26 pilots to accomplish "phenomenal results." If better scores are made with airplanes on which the guns are mounted nearer the sight, it will not be because of that lesser distance between guns and sight, but in spite of it.

Contrary to general opinion, far greater accuracy at the medium and long ranges may be obtained by mounting the guns from 30 to 35 inches below the sight than can possibly be obtained by mounting the guns from 10 to 15 inches below the sight. If a bullet traveled in a straight line, then it would be very desirable to mount the guns as close under the sight as possible. However, due to the fact that a bullet has considerable drop at the ranges now used by Pursuit, greater vertical distance between the guns and sight permits greater accuracy through a much longer range.

A bullet fired horizontally from a gun mounted 34 inches below the sight and harmonized for a range of 500 yards travels within 6 inches of the line of sight for a distance of 352 yards; from 186 yards out to 538 yards. If the gun is only 11 inches below the sight, and the gun and sight are harmonized for 500 yards, the bullet will travel within six inches of the line of sight for only 86 yards; from a range of 444 yards out to 530 yards. Therefore, the P-26 pilot can fire at any range from 186 yards out to 538 yards, aiming at the center of the bull's-eye, and the bullets will never deviate more than six inches from the line of sight. The pilot of an airplane which has the guns mounted only 11 inches below the sight must fire between 444 yards and 530 yards in order to keep the center of impact within six inches of his point of aim.

The above information was obtained by carefully plotting, on graph paper, the

trajectories and sight lines for both installations. In plotting the trajectories, the drop of a caliber .30 M1 bullet fired horizontally from a Browning Aircraft Machine Gun was corrected for an airplane speed of 200 miles per hour. Obviously, a bullet fired horizontally from a stationary mount will have considerably more drop than a bullet fired forward parallel with the flight line of an airplane flying 200 miles per hour. For example, fire control tables O.30-A-1 and O.30-C-2 show that a caliber .30 M1 bullet fired horizontally from a stationary mount has a drop of 83 inches at 500 yards. Correcting the drop for a speed of 200 miles per hour, using ranges obtained assuming that the increase in range equals three times that due to increase of 100 f.s. muzzle velocity, it is found that the bullet has a drop of only 63 inches at 500 yards.

According to the graphs, a bullet fired from a gun 34 inches below the sight and harmonized at a range of 500 yards, intersects the line of sight at 250 yards and again at 500 yards. At 186 yards the bullet is 6 inches below the sight line; at 200 yards, 4.2 inches below; 300 yards, 4.2 inches above; 400 yards, 5.7 inches above; 538 yards, 6 inches below; and at 600 yards the bullet will strike 14.6 inches below the point of aim. A bullet fired from a gun mounted only 11 inches below the sight and harmonized for 500 yards, intersects the line of sight at 88 yards and again at 500 yards. At 200 yards, the bullet is 9.6 inches above the sight line; at 300 yards, 13.5 inches above; 400 yards, 10.2 inches above; 444 yards, 6 inches above; 530 yards, 6 inches below; and at 600 yards the bullet will strike 19.3 inches below the point of aim. The above measurements of the distance between trajectories and lines of sight, taken from the graphs, are accurate within one inch. The center of the bull was used as the point of aim for both installations.

Incidentally, if trajectories and lines of sight are plotted for the different ranges and ammunition used by Pursuit, using both the center of the bull's-eye and the bottom of the bull as the point of aim, it will be found that in some cases aiming at the center of the bull will insure greater accuracy through a longer range, and in other cases if the bottom of the bull is used as the point of aim, better results will be obtained. The desired point of aim must be used when installing and harmonizing the guns and sight, and then carefully used by the pilot when firing.

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## ENLISTED MEN SELECTED AS FLYING CADETS

Thus far, nine enlisted men of the Regular Army have been selected for appointment as Flying Cadets (five from the Air Corps and four from other branches of the service), and they are under orders to report at the Air Corps Primary Flying School, Randolph Field, Texas, for assignment to the July, 1938, Class.

The Air Corps enlisted men are:

Pvt. William R. Cullen, 96th Bomb. Sq., GHQ Air Force, Langley Field, Va.

Pvts. Kenneth A. Beatty, 3rd Weather Sq., and Harry G. Libbey, Jr., Base Hq. and 6th Air Base Sq., GHQ Air Force, Barksdale Field, La.

Pvt. Hugh M. Bangasses, 5th Air Base Sq., Hamilton Field, Calif.

Pvt. John I. DeVine, Jr., Base Hq. and 4th Air Base Sq., GHQ Air Force, March Field, Calif.

The enlisted men (Privates) from other branches of the military service are:

James D. Moytl, Hq. Battery, 11th Coast Artillery, Fort H.G. Wright, New York.

Maurice Barton, Det. Medical Dept., Station Hospital, Fort Benning, Ga.

Thomas G. Swift, Station Hospital, Fort Logan, Colorado.

Franklyn T. Green, Hq. and Service Co., 2d Engineers, Fort Logan, Colorado.

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## CONTACT COURSE FOR TECH. SCHOOL STUDENTS

Thirteen Air Corps officers, now undergoing the course of instruction in Airplane Maintenance at the Air Corps Technical School, Chanute Field, Ill., arrived at Wright Field, Dayton, Ohio, for a contact course from the 9th to the 15th of May. Inspection trips were made to the various laboratories, hangars, shops, and final assembly building. Lieut. R.J. O'Keefe was the officer in charge. Other officers in attendance were Captain Z.C. Hopkins, Lieuts. C.E. Hughes, T.C. Odum, C.F. Damberg, C.B. Dougher, F.G. Jamison, B.W. Armstrong, R.M. Montgomery, B.E. Brugge, J.C. Shuck, L.S. Fulwider and C.B. Harvin.

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## TACTICAL SCHOOL STUDENTS IN PAPER WAR

During the middle of May, with the annual gunnery and bombing C.P. exercise practice over, the students and faculty members of the Air Corps Tactical School and enlisted men returned to Maxwell Field, Ala., from the sub-station at Eglin Field, Valparaiso, Fla. The bombing and gunnery "paper war" problems are held each year at Eglin Field as a routine part of the Tactical School training course. This year, about 76 students, 14 faculty members and about 120 enlisted men took part. Transportation between the two posts consisted of six Army trucks, a fleet of private automobiles and 35 airplanes.

## A NEAR CAT - ASTROPHE ON "JINX" DAY

"Friday, May 13th," says the News Letter Correspondent, "dawned clear and warm at Maxwell Field, Ala. Among others who take lightly the tales of misfortune connected with Fridays the 13th is Colonel Jacob H. Rudolph, Air Corps, President of the Air Corps Board at this station. On this particular morning, Colonel Rudolph mounted a trusty BT-2, intending to practice a little instrument flying. He had as his safety observer Master Sergeant George Mendel.

A few minutes after the take-off and before closing the cockpit hood, the Colonel felt a definite stiffening of the control stick. A further attempted movement indicated something was amiss. The controls were jammed!

Being only a few hundred feet off the ground, the situation was a very serious one. Glancing toward the rear cockpit, he was further surprised and dismayed by the apparent emptiness of the rear cockpit. The safety observer was nowhere in sight. Struggling with the controls, he managed to keep the ship from diving into the ground and succeeded in gaining a little more altitude. "To jump or not to jump" was the question. Before a decision to abandon the ship, however, had been made, he felt a slight jar on the stick and a lurch of the ship forward. Glancing quickly to the rear, he saw Sergeant Mendel's head 'pop' up and at the same time the control stick became free and the old BT resumed normal flight. A big grin spread over the Sergeant's face, and a moment later he held up a big, almost black cat.

A feeling of relief came over the Colonel, and after spending a few moments in testing the controls he brought the plane in for a landing.

It seems that the cat had stowed away and shortly after the take-off, while exploring the ship, had become wedged between the stick and the edge of the square aperture around the control column. Sergeant Mendel swears by all that's holy that he had to stretch that cat at least two feet before it would turn loose of the stick.

It is rumored that the Colonel is still trying to explain to the Operations Officer why he took an unauthorized passenger for a ride. Further, rumor has it that both the Colonel and the Sergeant have suddenly developed a respect for things superstitious."

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Upon the completion of his present course of instruction at the Command and General Staff School, Fort Leavenworth, Kansas, Captain Yantis H. Taylor, Air Corps, will assume the duties of Instructor of the 35th Division Aviation, Missouri National Guard, St. Louis, Mo.

## BOMBER BROUGHT DOWN WITH WHEELS RETRACTED

Flying a Martin Bomber from Mitchel Field, N.Y., to Langley Field, Va., on the afternoon of May 17th, Captain Francis B. Valentine, Air Corps, the pilot, was unable to release but one wheel of his retractable landing gear while flying over Langley Field, and he was ordered to proceed to the Middletown Air Depot, Pa., where he landed his ship with both wheels retracted. The ship was damaged slightly, but there was no injury reported to personnel of the craft.

Captain Valentine circled over Langley Field at about 5:00 p.m., preparatory to landing, but when he found that one of his wheels failed to respond to the release he notified the airdrome authorities by radio of his plight. He was instructed to continue circling and informed that a plane would be sent up to render aid.

Major William C. Goldsborough later took off in an observation plane, carrying about a hundred feet of rope, with which it was hoped a kit of tools could be lowered to the distressed crew. In the kit there were tools that would have been used to pry the balking wheel loose but, in the meantime, Captain Valentine had decided to proceed to Middletown before his gas was used up and to attempt the forced landing. He left Langley Field shortly before 5:30 p.m., and came down at Middletown at 6:50 p.m.

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## CONTACT COURSE FOR NAVY PERSONNEL

Postgraduate officers and instructors of the Postgraduate School, U.S. Naval Academy, Annapolis, Md., arrived by air transport on the afternoon of May 4th for a three-day contact course at the U.S. Army Materiel Division, Wright Field, Dayton, Ohio. The course included inspection of all departments and laboratories, lectures by department heads, and introduction to the various aeronautical projects under development.

On Thursday, May 5th, the group was welcomed by Lieut. Colonel Oliver P. Echols, Chief of the Engineering Section. Lectures on recent aircraft developments and probable future trends were given by Major H.Z. Bogert and Lieut. C.K. Moore. Inspection of the Flying Branch and experimental airplanes followed.

In the afternoon, the Propeller Laboratory was visited. Captain T.A. Sims and Mr. D.A. Dickey gave lectures on propeller research and propeller vibration.

Friday's program included a visit to the Power Plant, with lectures on aircraft power plants, fuels, oils, and engine installations by Major E.R. Page, Lieut. G.F. Smith and Mr. F.L. Prescott.

The Equipment Branch was open for inspection on Friday afternoon, with a

lecture on the various activities by Major F.S. Borum. Mr. J.B. Johnson, Chief of the Materials Branch, lectured on recent developments in aircraft materials, after which an inspection of materials testing laboratories followed.

On Saturday morning there was a conference with Lieut. R.P. Swofford, Jr., and civilian instructors of the Air Corps Engineering School, and a visit to the Army Aeronautical Museum. The officers flew from Annapolis to Wright Field in a Navy transport. They returned on Saturday to the Naval Air Station at Anacostia, D.C.

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## THINGS PICK UP IN 4TH RECONNAISSANCE SQD.

The 4th Reconnaissance Squadron, Luke Field, T.H., has suddenly jumped from a 5-ship squadron to a 10-ship squadron, and, says the News Letter Correspondent, "the smoothness with which our engineering section has taken hold is a credit to all in that department. During the past two weeks we have averaged six and one-half airplanes in commission, and very possibly this figure can be increased later.

"The Squadron plans on sending six ships to Hilo for a period of three days on a reconnaissance mission. It is hoped that there will be no hitch in the plans which will prevent a pleasant several days at Kilauea Military Camp in addition to the flight to and from the big island."

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## B-18 TRAINING FOR DEPARTMENT OF COMMERCE INSPECTORS

Seven Inspectors of the Bureau of Air Commerce, department of Commerce, who hold commissions in the Air Corps Reserve or in the National Guard, and who also hold military aeronautical ratings as "Airplane Pilots," arrived at the Advanced Flying School, Kelly Field, Texas, on May 9th for temporary duty to receive a special course of pilot instruction on twin-engined equipment. The arrivals were Captains A.P. Kerr, G.W. Neel, M.F. Clark, 1st Lieut. J.H. Douglas, 2nd Lieuts. H.L. Simons and A.M. Alcorn, all Air Corps Reserve officers, and 1st Lieut. F.H. Longeway, of the Minnesota National Guard.

These Inspectors, who were attached to the Bombardment Section, remained at Kelly Field approximately two weeks. Arrangements have been formulated similarly to train fourteen additional Department of Commerce Inspectors, seven of whom are expected to arrive on June 9th, and seven on September 30th.

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Colonel Jacob H. Rudolph, Air Corps, has been relieved from duty as Director of the Air Corps Board, Maxwell Field, Ala., and assigned to Lowry Field, Colo.

V-4749, A.C.

**A COLORFUL NONCOMMISSIONED OFFICER**  
By 1st Lieut. Edward A. Suarez, Air Corps

Perhaps one of the most colorful figures in the top ranking noncommissioned officers of the Army is one, 1st Sergeant Edward L. Winans, for the past two years "Top Kick" of the 26th Attack Squadron.

Prior to transferring to the Air Corps in grade in 1931, 1st Sergeant Winans was a motor transportation expert. Because of his efficient manner of performance of his duties as supervisor, motor pool, Fort Sam Houston, Texas, he was given the job of handling all of the transportation used in some of the outstanding military motion pictures, namely: "Big Parade," "Rough Riders" and "Wings."

As a young soldier, 1st Sergeant Winans distinguished himself in having been chauffeur for more Generals than any other soldier. Because of his neat appearance, 1st Sergeant Winans was chosen to chauffeur for General John J. Pershing, Commander-in-Chief of the American Expeditionary Forces, and Marshal Foch, Commander-in-Chief of the Allied Armies during the World War, on the inspection trip which they made just after the World War. Sergeant Winans has chauffeured for Major Generals John L. Hinds, Edward M. Lewis and Joseph T. Dickman, all former commanders of the Eighth Corps Area.

In 1931, Sergeant Winans was transferred in grade to the Air Corps, with station at the Air Corps Training Center, Randolph Field, Texas. After serving for five years at this station, he came to Hawaii in 1936. During his two years in the 26th Attack Squadron, he has won a place in the hearts of all Squadron personnel. Always willing to lend a hand, always smiling, Sergeant Winans' absence will be felt when he departs on the transport for Barksdale Field, La.

Alho, "Top"! May you continue to carry on at Barksdale as you have done throughout your service - efficient, loyal and "Just."

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**ANOTHER B-18 BOMBER FOR HAMILTON FIELD**

Hamilton Field's flying equipment was recently increased by an additional Douglas B-18 Bomber, which was flown to that field from the Douglas Aircraft Company, Santa Monica, Calif.

The crew consisted of Colonel John F. Curry, Air Corps, Commanding Officer of Hamilton Field, and Major Edward C. Black, Air Corps, Commanding Officer of Base Headquarters and 5th Air Base Squadron, as pilots; Staff Sergeant William A. Murray, Crew Chief, and Private 1st Cl. Ferdinand A. McCallum, radio operator.

This new addition gives Hamilton Field a total of 21 B-18's, the majority of which participated in the GHQ Air Force Maneuvers on the East Coast.

**MAINTENANCE FLIGHT BY ADVANCED STUDENTS**

The Observation Section, the student personnel of which consists of 16 Flying Cadets, 2 Regular Army officers and 2 Foreign officers, departed from the Advanced Flying School, Kelly Field, Texas, on May 18th, for Abilene, Texas, on a Maintenance Navigation Training Flight. Accompanying the flight were Captain R.E. Randall, 1st Lieut. C.F. Densford and R.B. Epler, Air Corps, and 2nd Lieut. A.R. Walker, Air Reserve, instructors, with four enlisted mechanics. Before returning to Kelly Field, the flight was scheduled to visit Fort Sill, Oklahoma; Amarillo, Texas; Albuquerque, New Mexico; El Paso and Midland, Texas. The 24 airplanes on the flight, comprising 13 O-25's and 11 BT-9's, were to be serviced and maintained by the students, under the supervision of their instructors, one day being devoted to maintenance at El Paso.

The Bombardment Section, the personnel of which consists of 10 Flying Cadets, also departed from Kelly Field on May 18th on their Maintenance Navigation Training Flight, with Barksdale Field, La., as their stopping point, then to Fort Sill, Oklahoma; Albuquerque, New Mexico, and El Paso, Texas, and returning to Kelly Field via Abilene, Texas. Four instructors accompanied this flight - Major J.V. Hart, 1st Lieut. D.T. Spivey, R.J. Browne and R.D. Butler - and six enlisted mechanics. The students were charged with the responsibility of servicing and maintaining their airplanes while on the trip, a one-day stop being scheduled for El Paso, Texas, for the purpose of maintenance.

Due to the greater size of the Pursuit and Attack Sections, their maintenance flights will consist of two echelons each, which will follow, in general, the itinerary of the Observation and Bombardment Sections. The first echelon of the Attack Section was scheduled to depart from Kelly Field on May 23rd, the first echelon of the Pursuit Section on May 25th, the second echelons of the Attack and Pursuit Sections on June 1st. All flights are expected to be completed by June 4th.

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Major Leland C. Hurd, Air Corps, arrived at Wright Field, Dayton, Ohio, on April 23rd, ferrying in from the plant of the North American Corporation, Inglewood, Calif., the first production article on the contract for O-47 airplanes. The O-47 will receive full inspection and flight testing at the Materiel Division before the remaining airplanes on contract are released for production and flight acceptance tests.

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## CADET LOSES LIFE IN AIRPLANE ACCIDENT

Flying Cadet Kinch Eram Brister, Jr., a student in the Attack Section at the Air Corps Advanced Flying School, was killed in an airplane accident - the cause of which is unknown - on a farm about eight miles southwest of Kelly Field, Texas. At the time of the crash, which was at approximately 8:45 a.m., on May 20th, Cadet Brister was engaged in a local flying mission in an A-12 airplane.

According to witnesses, the plane was in a power dive from about 1,000 feet, and flew into the ground and crashed, apparently out of control. Mr. Memwich, who lives near Macdona, Texas, the town nearest the scene of the crash, drove to Kelly Field to report the accident and that he had found the remains. The airplane was completely demolished by fire.

Cadet Brister was born February 19, 1916, at Yazoo City, Miss. He is survived by his parents, Mr. and Mrs. K.E. Brister, who reside in Yazoo City.

The deceased Flying Cadet reported at Kelly Field on February 23rd, last, and would have graduated on June 16, 1938. He held a commission as a second lieutenant in the Coast Artillery Corps Reserve. He graduated in 1937 from the Mississippi State College with a Bachelor of Science degree.

The sympathy of the Air Corps is extended to his bereaved parents.

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## ENGINEERING AND SUPPLY CONCLAVE

The annual Engineering and Supply conference, which is made up of the engineering and supply officers from the five Air Depots in the United States, convened at Wright Field from April 11th to 16th. The subjects under discussion were the maintenance and engineering problems regarding Air Corps airplanes, engines and equipment. The following officers from the various Depots were in attendance:

Lieut. Colonel W.B. Mayer and Major C.F. Wheeler, Scott Field Air Depot.

Majors Ray A. Dunn and George Lundberg, Middletown Air Depot.

Lieut. Colonel Henry J.F. Miller, Commanding Officer; Majors E.D. Ferrin and J.M. Clark, San Antonio Air Depot.

Lieut. Colonel S.J. Idzorek and Major J.T. Morris, Rockwell Air Depot.

Majors R.B. Walker and R.S. Heald, Fairfield Air Depot.

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Major A.E. Simonin, Air Corps, recently ferried to Wright Field from the plant of the Curtiss Company, Buffalo, N.Y., a new P-36A airplane for inspection and flight testing by the Materiel Division. This is the first production article to be delivered on a contract for 210 of these airplanes placed in July, 1937, at a total cost of \$4,113,550.

## NEW ARMY-NAVY AERONAUTICAL SPECIFICATION UNIT ESTABLISHED AT MATERIEL DIVISION.

For the purpose of obtaining standardization of aeronautical specifications between the Army and the Navy, a new Army-Navy Aeronautical Specification Unit has been established at the Air Corps Materiel Division, Wright Field, Ohio, which shall be known as the "A-N Aeronautical Specification Unit." The administrative control of this unit will be vested in the Chief of the Materiel Division, and the executive control in the Permanent Working Committee of the Aeronautical Board, Washington, D.C.

The Air Corps Specifications and Standards Unit, which is at present at the Materiel Division, will cooperate with the new unit in all matters of an administrative nature pertaining to specification requirements, also in all matters pertaining to the change of specifications already prepared into A-N or, if feasible, into Federal specification form. Specifications under the new unit will fall into the following categories:

Those which have been covered by A-N Aeronautical Standards;

Those which have been covered by A-N Commerce Aeronautical requirements;

Those which cover commodities having exactly identical technical requirements for the Army and Navy, or those having requirements which may readily be brought into accord; and

Those which are requested by either service as containing requirements satisfactory to both.

With full coordination and cooperation between all working agencies, it is hoped that closer standardization may be brought about.

Lieut. Colonel Harrison W. Flickinger, Office of the Chief of the Air Corps, is the Army member of the Permanent Working Committee in charge of the new unit. Working personnel consist of three engineers, particularly qualified because of familiarity with technical requirements of the Materiel Division, and clerical assistants.

A similar Coordinating Unit has been organized, representing Navy requirements, and is functioning at the Naval Aircraft Factory, Philadelphia, Pa. Lieut. Commander J.E. Dyer is the Naval member of the Permanent Working Committee in charge of the new Navy A-N Unit, which office corresponds with that of Colonel Flickinger's for the Army.

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Wright Field, on Saturday, April 30th, was visited by 250 members of the Junior Association of Commerce in convention in Dayton from all parts of Ohio. They toured the field, the flying line and the Army Aeronautical Museum and listened to lectures on outstanding engineering activities by Major Carl F. Greene, of the Engineering Procurement Branch, and Mr. D.A. Dickey, of the Propeller Unit.

## WEATHER OFFICERS

Under Special Orders of the War Department, recently issued, eight Air Corps officers are slated for duty as students to pursue a course of instruction in Meteorology at civilian educational institutions.

First Lieut. Paul H. Johnston, of Mitchel Field, N.Y., is to proceed to Cambridge, Mass., to pursue the summer course of instruction in Mathematics and the regular course of instruction in Meteorology at the Massachusetts Institute of Technology.

The following-named officers are to pursue the special course of instruction in Meteorology, the summer course of instruction in Mathematics and the regular course of instruction in Meteorology at the California Institute of Technology, Cambridge, Mass:

First Lieuts. John DeP. T. Hills and Wilson H. Neal, from March Field, Calif.

The five officers named below, also slated to attend the California Institute of Technology, Pasadena, Calif., are to pursue the summer course of instruction in Mathematics and the regular course of instruction in Meteorology, viz: 1st Lieuts. Leo P. Dahl, from Barksdale Field, La.; R. Loyal Easton and Robert F. Fulton, from Randolph Field, Texas; Donald N. Yates from Brooks Field, Texas, and Ivan L. Farman from Chanute Field, Rantoul, Ill.

Six Air Corps officers, who are nearing the completion of their course of instruction in Meteorology at civilian educational institutions, are under orders to proceed to the Air Corps stations indicated for duty, viz:

1st Lieuts. Edwin G. Simenson and Marcellus Duffy, from the Massachusetts Institute of Technology, Cambridge, Mass., the former to Selfridge Field, Mich., and the latter to the Fairfield Air Depot, Patterson field, Ohio, for duty as Post Weather Officers.

Of the remaining four officers, attending the California Institute of Technology, Pasadena, Calif., 1st Lieuts. Sidney A. Ofsthun is slated for duty with the 3rd Weather Squadron, Barksdale Field, La.; Harold L. Smith to duty with the 1st Weather Squadron, March Field, Calif.; Sebastian Stone as Post Weather Officer at Fort Lewis, Wash., and John B. Ackerman as Post Weather Officer at Chanute Field, Ill.

First Lieut. Anthony Q. Mustoe has been relieved from duty as Post Weather Officer at Selfridge Field, Mich., and assigned to duty as Weather Officer of the GHQ Air Force, with station at Langley Field, Va.

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## ASSIGNMENT OF TACTICAL SCHOOL GRADUATES

The following-named Air Corps officers are assigned to duty at the stations in-

dicated upon the completion of their present course of instruction at the Air Corps Tactical School, Maxwell Field, Ala.:

To Langley Field, Va.: Major Harrison G. Crocker and Captain Clyde K. Rich.

To Mitchel Field, N.Y.: Major Sigmund F. Landers, Captain George H. Sparhawk, 1st Lieut. Raymond L. Winn.

To Chanute Field, Ill.: Captain Reuben F. Kyle, Jr.

To Lowry Field, Denver, Colo.: 1st Lieut. Paul T. Cullen.

To Barksdale Field, La.: 1st Lieut. Lloyd H. Watnes.

To Maxwell Field, Ala.: Major Warren A. Maxwell.

To Hamilton Field, Calif.: 1st Lieut. George W. Hansen.

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## AIR CORPS NATIONAL GUARD INSTRUCTORS

Major Leonard D. Weddington, under orders for duty as Instructor of the 31st Division Aviation, Alabama National Guard, Birmingham, Ala., upon the completion of his present course of instruction at the Air Corps Tactical School, relieves Captain Ronald L. Hicks, who is assigned to duty in the Office of the Chief of the Air Corps, Washington, D.C.

Captain Lee Q. Wasser is assigned to duty as Instructor of the 34th Division Aviation, Minnesota National Guard, St. Paul, Minn., upon the completion of his course of instruction at the Tactical School.

Major David R. Stinson is relieved from duty as Instructor, Air Corps, Massachusetts National Guard, and assigned to duty at Langley Field, Va.

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## AERONAUTICAL ENGINEERING COURSES

The following-named Air Corps officers are under orders for duty as students to pursue a course in aeronautical engineering at the educational institutions indicated, viz:

To the University of Michigan, Ann Arbor, Mich.: 1st Lieut. Daniel F. Callahan, Jr., upon the completion of his present course of instruction at the Air Corps Engineering School, Wright Field, Ohio.

To the California Institute of Technology, Pasadena, Calif.: 1st Lieut. Clark N. Piper, upon the completion of his present course of instruction at the Air Corps Engineering School.

To Leland Stanford, Jr. University, Stanford University, Calif.: 1st Lieut. Samuel R. Brentnall, upon the completion of his present course of instruction at the Air Corps Engineering School.

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Major George C. Kenney is relieved from duty as instructor at the Infantry School, Fort Benning, Ga., and assigned to the 97th Observation Squadron, Mitchel Field.

V-7749, A.C.

## NOTES FROM AIR CORPS FIELDS

### Luke Field, T.H., May 5th.

23rd Bombardment Squadron: The recent reassignment of officers within the 5th Bombardment Group changed the Squadron roster to a considerable extent. We regret the loss of Lieuts. Bisson, Bateman and Mears, and hope that they carry on as efficiently in their new organizations as they did with us. The Squadron welcomes the following officers: Lieuts. A.V.P. Anderson, Kahoe, Muehlsisen, Kugel, Matthews, Schmid and Ogden.

Lieuts. Mitchell and Bateman and families returned after an enjoyable stay at Kilauea on the Big Island the first part of April and recommend such a trip for all.

With our check pilots busy getting our pilots ready for normal operation with the B-18's, we hope to get back in stride before long.

50th Reconnaissance Squadron: New officers assigned to the 50th as a result of the 5th Bombardment Group reorganization were: Captain J.R. Anderson from the 72nd Bombardment Squadron, and 1st Lieut. Cary, 2nd Lieuts. G.R. Anderson and Volin from the 31st Bombardment Squadron. First Lieuts. Stranathan and Gorman transferred to the 72nd Squadron and 2nd Lieut. Olson transferred to the 31st Squadron. The following named officers were attached for flying to our Squadron, effective April 19th: Majors John I. Moore, Ames S. Albro, 1st Lieut. Sory Smith and 2nd Lieut. Gilkes. Officers who had previously been attached for training were 1st Lieuts. William Ball, Lindsay and Sams.

During the past two weeks, the Squadron worked cooperative missions with the 11th Field Artillery and the Harbor Defenses of Pearl Harbor.

Base Hq. and 17th Air Base Sq.: During the month of April we lost three officers, but gained three in the persons of 1st Lieuts. Bisson, Wheatley and 2nd Lieut. Ingram. We are wondering just what other changes are to be made during the present shake-up.

### Albrook Field, Canal Zone, May 10th.

A reception was given on April 21st by the officers and ladies of the Atlantic Sector to Brigadier General and Mrs. Richard C. Moore, the new Commanding General of the Atlantic Sector. General Moore has an enviable record of successful commands in the States. The officers of France Field join with other officers of posts in the Atlantic Sector in wishing for General Moore a successful and happy tour in Panama.

### Maxwell Field, Ala., May 24th.

Air Corps Tactical School: The hot weather "Fell on Alabama" in a big way the last couple of weeks and everyone was very glad to see the swimming pools open. Due to some few cases of measles and chicken pox on the post, only adults will be allowed to use the pool for the present time.

We notice every student officer of the Air Corps Tactical School wearing a big, healthy smile these days. We believe these smiles indicate their consolation of consummating a wonderful course of instruction at this School. The Air Force Map Maneuver is now in session

and the students are working hard for a good end. As usual, an Air Force Map Maneuver is the last thing scheduled for the school year.

About 65 members of the present class have already received their orders for new stations. It will not be long before this station will be as quiet as the old haunted house.

Orders have been received on 73 new students and three new instructors for the coming school year. We expect to receive orders on the remainder of our quota for next year's class within the next few days.

It was heard around and about that Major Gates, Air Corps, the Instructor in Observation, was walking around the hallways talking to himself. From the gist of his mutters we have decided that the Air Force Map Maneuver "has got him." Major Gates is second in command of this "war."

Hq. and Hq. Sq. A.C. Tactical School: We have had a number of changes in assignment to duty recently with the organization. Staff Sgt. Charley F. Stieringer was detailed from the Squadron Sergeant Major's duties to Post Headquarters as Assistant Post Sergeant Major, and Sgt. John P. Mulligan was detailed from the Assistant Post Sergeant Major's duties to Post Exchange Steward.

Staff Sgt. Andrew L. Runkle and Pvt. 1st Cl. Russell C. Scott departed on May 17th for Fort Benning, Ga., to accompany several mounts from this station to compete in a Horse Show thereat.

Second Lieut. Robert H. Monroe, Air Reserve, departed May 16th for leave of absence for six days.

Corporal John D. Arnold and Staff Sgt. Clarence E. Weidaw were both sent to the Army and Navy General Hospital, Hot Springs, Ark., for observation and treatment. We hope their stay there will be very brief and that we will have them back with us at an early date.

### Material Division, Wright Field, O., May 18th.

Brigadier General A.W. Robins, Majors E.T. Kennedy, T.H. Chapman, R.W. Probst and Lieut. E.S. Perrin took off on May 9th for Hartford, Conn., and the East Coast in connection with the GHQ Air Force Maneuvers.

The Hon. Harry H. Woodring, Secretary of War, and Major General T.Q. Ashburn, Chairman of the Advisory Board of Inland Waterways Corporation, piloted by Captains W.L. Ritchie and G.W. McGreggor, arrived at Wright Field from Washington on May 10th and took off for St. Louis immediately after having their airplane serviced.

Reginald Denny, of moving picture fame, was at Wright Field on May 10th to confer with the engineering officers regarding a small airplane which he had developed for possible target purposes.

### Kelly Field, Texas, May 20th.

Second Lieut. Wilhelm C. Freudenthal, Air Corps, son-in-law of Major General Oscar Westover, Chief of the Air Corps, was a recent visitor at Kelly Field. He arrived May 9th in an A-17 airplane on an extended navigation training flight and departed for his home station, Bolling Field, on the 11th.

Major (Captain) Roderick N. Ott, Air Corps, recently received War Department Orders placing him on the retired list, effective May 31, 1938, due to disability incurred in the service. Maj. Ott has been stationed at Kelly Field since July, 1934, during which time he has served in various capacities, - as Squadron Commander of the 68th Service Squadron to September 1, 1936; as commanding officer of the 64th School Squadron to January 27, 1937, and since that time as Post Police and Prison Officer, Property Inspector, E. & R. Officer, Summary Court Officer and Trial Judge Advocate.

Technical Sergeant Kalman Asherkowsky, 12th Air Base Squadron, will sail from Charleston, S.C., on or about July 18th for the Hawaiian Department, where he will replace Technical Sergeant Ross Carpenter.

Staff Sergeant Rogers L. Pearson, 62nd School Squadron, will sail from Ft. McDowell, Calif., about October 1st, for the Philippine Department. Upon his arrival there he will replace Staff Sergeant Joseph Budzienski.

Sergeant Eddie Kizer, 61st School Squadron, will sail from Fort McDowell about June 23rd for the Philippine Department, where he is scheduled to replace Sergeant John W. Sproat.

The first days of May witnessed the opening of the Kelly Field swimming pool and the Inter-Squadron Soft Ball League. The pool was opened to the personnel of Kelly Field, Duncan Field and the Normoyle Quartermaster Depot on May 5th.

64th School Squadron: Sergeant Fred Simpson and Pvt. 1st Cl. Kenneth D. Lindsay were scheduled to leave by air for Chanute Field, Ill., on or before May 24th, for the purpose of pursuing the Radio Operator and Mechanics course at the Air Corps Technical School.

Captain Walter G. Bryte and 1st Lieut. Edgar H. Todd, in addition to their present duties, were assigned as instructors in the Bombardment Section for the purpose of giving transition time on B-18 airplanes to the seven Department of Commerce Inspectors now undergoing instruction at this field.

#### San Antonio Air Depot, Texas, May 19th.

The personnel of the Depot was much pleased to receive a visit on May 12th from Major General Westover, Chief of the Air Corps, whose A-17A plane was repaired here in the course of his recent flight to Panama.

On May 11th, the Depot was honored by a brief informal visit from the Hon. James V. Allred, Governor of Texas, who, on a visit to San Antonio, landed at and departed from this field in a National Guard plane piloted by Major Harry Weddington, Air Corps, Instructor with the Texas National Guard.

Lieut. Colonel W.F. Volandt, Majors J.P. Richter, F.S. Borum and Captain C.J. Crane, with four technical engineers from the Air Corps Materiel Division, Wright Field, in the Wright Field Laboratory Plane C-38, on a flight to this vicinity for a special test of navigation instruments, visited this Depot May 7-8. This was the second visit of the Laboratory Plane within recent months. The visits have been of much interest and pleasure to this Depot, and it is hoped they will be repeated often.

Lieut. Colonel Henry J.F. Miller, the Depot

Commander, and Major E.D. Perrin, Chief Engineering Officer, took off on May 16th in a C-33 for Denver, Colo., and other points in this control area, transporting Air Corps supplies and also coordinating supply and engineering matters.

Major L.A. Dayton, of Maxwell Field, who was Adjutant of this Depot some years ago, made a pleasant informal call on May 7th, while in this vicinity.

Major John M. Clark, Depot Supply Officer, made a trip by air to the Middletown Air Depot and return, ferrying a BT-9B for Randolph Field, May 16-18.

Naval Cadet C.W. Shattuck, of the Pensacola Naval Air Station, flying a Navy TBD-1 plane, was a visitor at this Depot May 6-11 for repairs to his plane, and then joined the recent flight of Navy Bombers which visited Randolph Field.

Master Sergeant C.P. Smith, pilot, of the 3rd Transport Squadron, took off on May 10th for a navigation training flight via Amarillo, Texas; Denver, Colo., and Salt Lake City, Utah, to La Grande, Oregon, and return.

During the month of April, the Engineering Department of the San Antonio Air Depot overhauled a total of 17 airplanes and 72 engines and repaired 68 planes and 35 engines.

During the first three months of 1938, the Signal Corps Radio Repair Section of this Depot, in charge of Captain W.T. Guest, Signal Corps, repaired 502 separate items of radio equipment, and completely overhauled all the radio, interphone, and radio compass equipment of 53 airplanes sent to the Depot for overhaul.

#### Nichols Field, Rizal, P.I.

2nd Observation Squadron: The Squadron Operations Office almost got a glass inclosed bulletin board last month. Air Corps Maintenance returned the communication, which requested construction of the board, "approved," but also naively stated that construction would be deferred until such time as funds become available.

Presents distributed on April 1st are usually not so good. However, Private Machias was promoted to Private, 1st Class, on April Fool Day, and it was no rumor as his pay envelope on April 30th attested. More promotions - "Goldilocks" Goldizen to AM 2nd Class; "Bunker" Bean now proudly sporting two stripes; Cahill to Private, 1st Class, and ratings to Griffin, Godsey, Hardin, Webb, Ellis, Crane, Gardner and Tweedy.

Privates Olson, Webb and Klein returned on April 16th from Southern Island flights. Olson was gone four days and the others six. All stopped at Del Monte, but no pineapples were hurled in our general direction upon their return.

#### Maxwell Field, Ala. - 91st School Squadron.

Staff Sergeant Claude J. Snitkus, who came to us from the Hawaiian Department in March, 1937, in grade of Sergeant, has again fallen for the spell of the tropics. Snitkus, who had the distinction, if not the honor, of being the only single staff non-com in this Squadron, sailed from Charleston for the Philippines on the May

26th transport.

The second week of May found 71 members of our organization doing their daily stunt at Eglin Field, Valparaiso, Fla., in connection with the Tactical School bombing and gunnery.

Randolph Field, Texas, May 23, 1938.

During the past month the Randolph Field Dramatic Club directed its energy to the production of "Journey's End," the World War drama written by R.C. Sherriff. The play was very appropriate to a cast of Army officers. The Club visited Beaumont, Texas, on April 30th, as guests of the Beaumont Little Theatre. The first performance was given there. The actual performance was a superb presentation before a full house. On May 6th and 7th, the show was presented to the Randolph Field audience.

The cast included Lieuts. Robert L. Scott, Richard W. Fellows, Horace Greeley, Harold Marr, Kenmit Schweidel, Harry Elkins, Robert Jones, John Dunning, Bruce Holloway, Richard P. Klocko, Elmer C. Blaha, and Private Dunnington. The cast was directed by Maria Ascarra Wagoner. Acknowledgment must be made to Lieut. H.F. Muentner, Mrs. R.L. Scott, Lieut. John R. Ulricson, Sgt. Granger and Pvts. Coughlin and Roberts for their assistance in the production.

The next performance will be Stevens "On the Night of January 16th."

The Noncommissioned Officers held their first dance of the summer season on the outdoor pavilion of the club building on the evening of May 21st. The pleasant surroundings and cool evenings make this regular function an exceedingly popular dance and social gathering.

Selfridge Field, Mich., May 28th.

Hqrs. and Hqrs. Squadron: Pvt. 1st Cl. Durmi returned from Chanute Field, Ill., where he graduated from the Radio Mechanics and Operators course on May 20th.

Pvt. Sellers was scheduled to return May 19th from the Motor Transport School, Camp Holabird, Md.

The Squadron welcomes to its ranks Pvt. Gene C. Beckett, who came to us from Hqrs. Battery, 68th Field Artillery, Fort Knox, Ky. Beckett reported here May 13th and is at present assigned to Group personnel.

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### KEEPING FIT

Selfridge Field



Private Cajetan B. O'Brien of 1st Pursuit Group Hqrs. probably set some kind of a world's record here on May 18th when he pitched 16 innings of a soldier ball game, struck out 32 (yes, thirty two!) batsmen of the opposing team, made three hits in four times at bat (including the only extra base hit of the

game) - and lost the game to the 3rd Air Base Squadron. The game was the opening scrap of the season at Selfridge Field, and was witnessed by several hundred hysterical officers and

men of the Air Corps, after the Group Commander Major Edwin J. House, had started the affair by throwing out the first ball. The two opposing pitchers, O'Brien and Rogers, virtually fought out the whole game themselves. Rogers lagged a bit behind O'Brien in strike-outs, but he won the struggle for the Air Base team when he singled in the 16th, driving in the tying run, stole second and scored the winning run on Wohlgezogen's single. O'Brien struck out ten successive batters, these in the 13th, 14th, 15th and 16th innings. Score by innings:  
3d Air Base 002 200 000 101 000 2 - 8  
Hqrs. 1st G'p 001 000 201 101 000 1 - 7

The 3rd Air Base team won its first softball game from Handies Service of Mt. Clemens by a score of 4 to 2. Juhl, veteran hurler from Selfridge, limited the Handies to 3 hits, but found himself in trouble because of 7 errors made by his team mates.

Selfridge lost its second game in the Twilight league at Selfridge, May 26th, to Fisher Tower of Mt. Clemens, 4 to 0. Poor base running and errors proved very costly to Selfridge in the early innings.

Two weeks of the Inter-Squadron League have elapsed, with the 27th and 17th Pursuit Squadrons tied for the lead. The 27th won two games and the 17th one. Neither team lost a game.

Because of rainy and cold weather, only one game was played the past week.

Luke At the end of the first round of the Field Inter-Squadron Baseball League, the 50th Reconnaissance Squadron tied with the 23rd Bombardment Squadron for the top position.

Base Hqrs. and 17th Air Base Squadron has had the roughest breaks in the Inter-Squadron League known to many of the old timers here in the organization. It appears that the News Hawk of the Squadron is in for plenty of razzing for statements he made in previous issues of the News Letter. After getting off to a very bad start by losing 3 games to the other squadrons, we finally won a game - believe it or not.

Kelly The first games of the Inter-Squadron Field Softball League on May 17th, when the 63rd played the 64th, and the 61st took on the 62nd Squadron. Each squadron on the field is represented by a team and will meet each other several times before the close of the season, scheduled to end about July 13th

Maxwell The Inter-Squadron Softball League Field is nearing the final round. So far, it seems that Hqrs. Squadron and the 13th Air Base Squadron will vie for honors in the final three-game series. Hqrs. Squadron has only lost one game during the season, and that to the 13th Air Base, but we expect to be found in the midst of the final series with every member of the team doing his utmost to annex another Trophy for the Squadron.

The Post Baseball Team, after some weeks of strenuous practice, played its initial game on May 14th on the home diamond and took a 15 to 1 victory from the Taylor Tractor and Implement Co., of the Commercial League of Montgomery.

In the second game, also on the home diamond, the Fliers took a close game from the strong Clanton Team by the score of 5 to 4.

**Randolph Field** Unseasonal rains played havoc with the Inter-Squadron Baseball League and, due to numerous postponements, a temporary halt was called in the league competition to make way for the Army League. When this league finishes its schedule, the Inter-Squadron League will resume its activity.

Headquarters Squadron is now leading the squadron loop with 6 wins and 1 defeat, but a loss or two on their part might change the picture. The 52nd, 53rd and 46th School Squadrons are still fighting definitely in the scramble. The hitting has been outstanding during the games thus far, the leaders being Yeager (47th) .500; Naranjo (52nd) .444; Spencer (52nd) .417, and Ritter (53d) .417.

The Army League began on May 30th, continued inclement weather causing an unexpected delay. Randolph Field opened in great style, crushing the 12th Field Artillery Caissons, 7 to 1. In a night game on May 20th, the Ramblers defeated the 23rd Infantry, 3 to 1. Crostwaite, giant hurler from the 46th School Squadron, fanned 17 batsmen - a remarkable and outstanding pitching feat. As defending champions of the League for the past five seasons, the Ramblers must fight it out with the 9th and 23rd Infantry, the 12th and 15th Field Artillery, and Kelly Field.

The Inter-Squadron Softball League began on May 13th. The seven teams competing in this sport will each play 24 games. The 53rd School Squadron, winners of the title for the past two seasons, is the defending champion of the post.

**Langley Field** In the game on the Langley Field diamond, May 11th, in which the Administrative team downed the Materiel aggregation, 9 to 2, young Johnny Crapp, hurler for the winners, almost had a no-hit game. Two extra base drives resulted in as many tallies for Materiel. Curly-headed Johnny fanned 16 Materiel mechanics and, as if that was not enough, he drove in four tallies with two doubles.

**Nichols Field** The 2nd Observation Squadron ball tossers are doing right well by themselves on the post team. McBride is pitching with fair success; "Beanno" Hild is "cavorting" around the initial corner; Hill is playing a nice game at second; Gorrell, Cheek, Debes and Doyle are in the outfield. The latter is showing considerable promise in the middle garden, and with proper handling may develop into a real fly chaser.

Sgt. "Blimp" Hall, our "big-hearted" Supply Sergeant, umpired a "bawl" game one April Saturday afternoon. He had a difficult time of it, inasmuch as the contestants and "sweaters" took vociferous exception to his decisions. At the completion of the game, Hall was seen going cross-country. This was due no doubt to the fact that one of the violent "sweaters" was seen approaching the diamond with sufficient rope for a necktie party.

**Moffett Field** The baseball season has begun, and from the results of the first few games we are expecting some very good

exhibitions out here. Sergeant Browning, 82d Observation Squadron manager, proved that his pitching days are far from being over. In one game he struck out fourteen. So the tally reads - four games won and one lost.

**Chanute Field** A nine-team softball league is under way here, three teams representing Headquarters Squadron, two the 10th Air Base Squadron, and one each the 1st and 2nd School Squadrons, Quartermaster Corps and Medical Corps. In the games thus far played, the Bears of the 10th and the Reds of the 1st School Squadron each won five games, with no defeats chalked up; the Dodgers of the Medics won 3, lost 1; Cubs of 10th won 3, lost 3; same for the Athletics of Hqrs.; Braves of Hqrs. won two, lost 2; Eagles of 2nd, won 1, lost 4; and Rovers of QM and Cardinals of Hqrs. lost 4 and 5 games, respectively.

The 10th Air Base Correspondent says, with respect to the fact that the 1st School Squadron is tied with the 10th for the lead, that the ball tossers of the 1st have not yet met the stalwarts from the 10th. The toughest competition so far was from the Medics, when the only tallies of the game, two in the first inning, were made by the 10th.

The 10th Air Base Correspondent has a vague impression that somewhere in a previous issue of the News Letter he read an article in which a brother of the press from Headquarters Squadron said something about betting even money that at least one of the teams entered from that Squadron would finish in front of the teams from the stronghold of athletes, the good old 10th. From the reported standing, it would appear that it is about time one of the teams got started, as it is not believed it is the intention of the powers that be to continue the league for an indefinite period.

Hqrs. and Hqrs. Squadron Correspondent says that "to date none of the three Hqrs. Sqd. teams are impressive, but they are plenty potent. 'Killer' Seidenberg, Captain of the Braves, is well satisfied with his material. Among the outstanding players on his team are Roy Christoff, first baseman; Chester Fie, shortstop; and 'Red' St. Germain, a demon catcher. The Athletics have a 500 average so far, which is a poor indication of their power. I pick either the Braves or Athletics to top the league."

"We are tied with a 10th Air Base team for first place," says the 1st School Squadron Correspondent, "but not for long - because we intend to shove the cocky 10th into the ranks of 'also ran.'"

The 2nd School Squadron Correspondent says: "We have a fighting ball club, but so far we've been handicapped by lack of a pitcher. Now we have two hot ones, and the old Second School steamroller is going to move."

Chanute Field is entering a softball team in the Champaign City League, and great things are expected. First Sgt. Homer E. Ferguson, of the 10th Air Base Squadron, is managing the team, and at the present time has 15 men lined up for tryouts. This is the first time a softball team from the Post has been entered in an outside league.

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Moffett  
Field



The Officers' Tennis Team has been quite active lately, counting among its victims the Navy Base at San Diego, Calif. The team, composed of 1st Lieut. Robert Alan and 2nd Lieuts. Kermit Tyler, Robert M. Mainin, Frederick Moore, Willard Lazarus, Herb Schultz and Johnny Pechuls, has shown itself capable of some very good tennis, having won six out of seven matches.

Randolph  
Field

The Enlisted Men's Singles Tennis Tournament has been completed, with Pvt. 1st Class Alson Moody the winner. His victory, however, was no easy one. He played a total of 44 games in the semi-finals to win from Pvt. 1st Class Norman G. Hower. In the finals it required 48 games to cop the title from Pvt. 1st Class Charles W. Jones.

Randolph Field finds itself well represented in the Army Tennis Tournament. For the Eighth Corps Area Elimination Contest the following have entered in the singles: Lieuts. Reginald Heber, Hudson S. Upham, Privates 1st Class Weldon S. Deck, Alson Moody, Norman G. Hower, Charles W. Jones and Private Burton J. McCoy. Lieuts. Heber and Upham will also play as a doubles team.



Results in bowling at Randolph Field to include May 19th, show in the Officers' League Lieut. Miller's outfit in the lead; Lieut. Wright as having the high single game; Lieut. Spicer high 3-game set; Colonel Brooks, high average, and Lieut. Heber's team, high team score.

Leading the Enlisted Men's League is the 47th School Squadron; with Owen having the high single game; Dulevitz, high 3-game set and high average, and Headquarters Squadron, the high team score.

The Randolph Field Blue is at present pushing the Cibolo Lumber Company for the lead in the Tri-County League.

Langley  
Field

Although the Langley Field Bowling League competition ended several days prior to the recent GHQ Air Force

tactical maneuvers in northeastern United States, it was not until several days ago that the League Statistician and the alley attendant awoke to announce that the Administrative Section keglers are the 1938 champions. The climax of this terrific and exciting frontier feud came in that last tilt of the scheduled match between the Headquarters and Headquarters Squadron of the 8th Pursuit Group and the Operations Section, Base Hq. and 1st Air Base Squadron.

Charlie Hargis and his gang needed but this victory to force their way up the ladder and

into a two-way dispute with the league contenders. It was tough and evenly matched up to and until the last several frames, when the Pursuiters seemed to take to the strike and spare epidemic. After all the smoke had cleared away, old "Doc. Statistician" hung a huge black and dismal wreath on the Operations lumber alley, enabling the neighboring Administrative Section definitely to clinch the '38 pennant.

This is the second consecutive year the "Pencilmen" copped top honors in this particular sport. It was last year, being represented by Captain Jack Greer, Staff Sgts. C.T. Hargis, William Laskey, A.M. Ash, Sgt. I.A. Smith, Private 1st Cl. W.F. Smith, Privates S. Koyto and Hahan, when they staged that surprising last minute back slap to win out over the Materiel Section by a rather wide margin.

Private Al O'Rourke, a Tyrone, Pa., youth, could probably be considered as the hero. It was he who fought a hard and thrilling battle from start to finish. His splendid follow through system netted for himself a top notch berth in the individual high average column (180), as well as second place in the individual high single game (258) and a third place in the individual high for three games (630). His team mates also took to the bowling limelight, all ending the season in the upper tier section of the individual average column.

Staff Sergeant William Laskey, who earned for himself many beautiful trophies since his 11-year stay in the Peninsula Tidewater area, scored a 177 plus 21 final, while Private 1st Class Raymond Carter, Staff Sergeant Ashby M. Ash, Private 1st Cl. Joseph Basley, Private Tony Eckhart and Corporal Philip Boucher hung up the respective finals of 175 plus 4, 173 plus 29, 172 plus 2, 167 plus 35 and 163 plus 35.

In the official final league standing, the Administrative team leads with 71 wins and 16 losses; Operations, 70-17; GHQ, 62-25; 2nd Wing, 55-32; 8th Pursuit Group, 52-35; 36th Pursuit, 52-35; Materiel, 43-44; 21st Reconnaissance, 40-47; 2nd Bombardment, 37-50; 3rd Observation, 33-54; 49th Bombardment, 33-54; 96th Bombardment, 28-59; 20th Bombardment, 23-64; 33rd Pursuit, 22-65, and 10th Ordnance, 12-75. -- By Norman E. Noll.

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The officers of the Panama Air Depot attended a reception at the Union Club, Panama City, on May 15th, in honor of Major General Oscar Westover, Chief of the Army Air Corps, who was on the Isthmus on a short tour of inspection.

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Major Henry H. Reilly, Air Corps, of the Middletown, Pa., Air Depot, who arrived on the U.S. Army Transport ST. MIHIEL on May 6th, made a complete technical inspection of the Panama Air Depot during the period May 12th to 14th, inclusive.

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Sergeant Jacob G. Terian, of the 53rd School Squadron, Air Corps, was placed on the retired list at Randolph Field, Texas, effective May 31, 1938.

WAR DEPARTMENT ORDERS  
Changes of Station

To Washington, D.C.: Major Robert M. Webster, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas; Captain Lawrence J. Carr, upon completion of present course of instruction at Command and General Staff School, previous orders in his case being amended.

To Langley Field, Va.: Major Arthur Thomas, from duty as Instructor, Air Corps, Missouri National Guard, St. Louis, Mo.; Lieut. Colonel Earl Naiden, from Barksdale Field, La.

To Maxwell Field, Ala.: 1st Lieut. William O. Senter, from duty as student, Massachusetts Institute of Technology, Cambridge, Mass., for weather duty; Colonel John H. Pirie, from March Field, Calif., for duty with the Air Corps Board; Colonel Millard L. Harmon, from the Hawaiian Department, for duty with the Air Corps Tactical School.

To Fort Sill, Okla.: Captain David J. Ellinger, from duty as student, Air Corps Tactical School, Maxwell Field, Ala., to duty with Flight C, 12th Observation Squadron.

To Materiel Division, Wright Field, Ohio: 1st Lieut. Robert S. Macrum, from duty as student, Harvard Graduate School of Business Administration, Cambridge, Mass.

To Randolph Field, Texas: 1st Lieut. Daniel A. Cooper, from the Hawaiian Department; Capt. John T. Sprague, from the Panama Canal Department.

To Hamilton Field, Calif.: Lieut. Colonel Joseph T. McNarney, from Langley Field, Va.; Lieut. Colonel William B. Wright, from assignment and duty at Hqrs. 5th Corps Area, Fort Hayes, Columbus, Ohio.

To Fort Hayes, Columbus, Ohio: Colonel Robert E. M. Goolrick, from Barksdale Field, La., for duty at Hqrs. 5th Corps Area.

To Logan Field, Baltimore, Md.: Major William L. Boyd, upon completion of present course of instruction, Air Corps Tactical School, Maxwell Field, Ala.

To Miller Field, Staten Island, N.Y.: Capt. Charles T. Myers, upon completion of present course of instruction at Air Corps Tactical School, Maxwell Field, Ala.

To Fort Benning, Ga.: Major Charles McK. Robinson, from duty with the 16th Observation Squadron, that station, to duty as Instructor, Infantry School.

To Air Corps Technical School, Chanute Field, Rantoul, Ill.: 2nd Lieut. Paul H. Dane, from Langley Field, Va., for duty as student in the 1938-1939 Communications Course; 2nd Lieut. Harold L. Kreider, to duty as student in 1938-1939 course, Airplane Maintenance Engineering, previous orders in his case being amended; 2nd Lieut. Joseph B. Stanley, for duty as student in 1938-1939 Airplane Maintenance Engineering course, previous orders in his case being amended.

To Denver, Colo.: 2nd Lieut. Raymond P. Todd, to duty as student in 1938-1939 course at Denver Branch of Air Corps Technical School, previous orders in his case being amended; 1st Lieut. Paul G. Miller, for duty as student in the 1938-1939 Armament Course at Denver Branch of the

the Air Corps Technical School, previous orders in his case being amended.

Relieved from assignment to Air Corps  
2nd Lieuts. Carl L. Lindquist and Edward C.D. Scherrer relieved from assignment and duty at the Air Corps Training Center, Randolph Field, Texas, and assigned to the 1st Cavalry Division, the former with station at Fort Clark, Texas, and the latter at Fort Brown, Texas.

Detailed to the Signal Corps  
1st Lieut. Richard J. Meyer, effective September 5, 1938. He is relieved from assignment to 2nd Balloon Squadron, Pope Field, N.C. and assigned to duty as student, Signal School 1938-1939 Company Officers' Course, Fort Monmouth, N.J.

Orders Revoked  
Assignment of 2nd Lieut. Joseph D. Lee, Jr., from Langley Field, Va., to duty as student in the 1938-1939 Communications Course at Air Corps Technical School, Chanute Field, Ill.

Extended Active Duty for Air Reserve Officers  
2nd Lieut. Cecil Lee Folmer, of Hempstead, L.I., New York, to Langley Field, Va., to June 1, 1941.

2nd Lieut. Frank Norwood, of Santa Monica, Calif., to March Field, Calif., to June 6, 1941.

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ARMY BUYS BELL FIGHTERS

Under date of May 21st, the Hon. Louis Johnson, Acting Secretary of War, announced the award to the Bell Aircraft Co., Buffalo, N.Y., of a contract for 13 YFM-1 Fighter planes, at total cost of \$3,168,265, including spares.

Equipped with two new engines recently developed Allison Engineering Corp., the Bell Fighter includes several radical departures in design not included in any military plane being supplied in quantity to any country in the world. The high speed of this airplane is believed to be sufficient to overhaul any modern Bomber now in production or building.

Due to the fact that it is a pusher type, engineers believe that this will give increased propeller efficiency. It will permit the wing gunners, one on either wing, to have a free field of fire and observation to the front, uninterrupted by engine or propeller. It also frees the gunners from having to work in the propeller blast, a handicap to gun maneuver and accuracy. The plane is armed with 6 guns, including two aircraft cannon - more powerful armament than ever before carried on a fighter. It carries a crew of five - pilot, copilot-navigator, radio operator-gunner, and two outboard gunners. The latter operate the guns located in the noses of the two engine nacelles. All the members of the crew may change places without difficulty while in flight. Complete telephone inter-communication is provided between all stations.

Gasoline is carried in the wings, thereby reducing the fire hazard. The plane has complete night-landing equipment, and all modern radio equipment is provided in order to insure the safety of the plane and its personnel. The monoplane embodies the latest devices to increase its speed and air-worthiness.

# AIR CORPS' *News Letter*

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WAR DEPT.  
VOL. XXI.

OFFICE OF THE CHIEF OF THE AIR CORPS.  
JUNE 15, 1938.

N.J.R.  
WASHINGTON, D.C.  
NO. 12.

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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### GREETINGS TO THE FIRST CLASSMEN AT MITCHEL FIELD

**T**HE Air Corps welcomes the First Class, United States Military Academy, to Mitchel Field for its two weeks' air experience course. Whether you plan military flying careers or have determined to elect one of the older branches of the service, I think you will find your brief period with the Air Corps an interesting and instructive one. With this end in view, I believe that some general observations by the Chief of the Air Corps on the duties and opportunities of an officer of the Air Corps are appropriate.

In these times it behooves every military man to become thoroughly familiar with the powers and limitations of the airplane as a weapon and with air forces as important elements in fighting teams.

Concerning the claims of those who would minimize the effect of the air phase of modern warfare, it seems sufficient to point to the fact that all the leading air powers are now busily engaged in air armament. Their expenditures for aviation equipment this year will exceed those of any other year in peacetime history.

There are some very definite things which members of your class may well do during your brief period at Mitchel Field. First, you can make some first hand observations on military aircraft and on the functions of Army air units - their tasks, their methods, their organization, their equipment and their training. Next, each of you can conduct a worth while self analysis; you can determine whether you are suited by temperament, characteristics and physical and mental set-up to fit into the military air picture as a flying officer. Then, you can make some valuable observations and form some definite conclusions which should influence your whole Army career no matter what service or arm you may elect.

You will observe what effect the presence of aviation may have on dispositions and methods of employment of ground forces and to see the cooperation and assistance which air units may render to the other branches in field operations. Lastly, it will be arranged, I hope, so that you can see some of our latest military types of planes and auxiliary flying equipment and gain some

conception of the present state of aeronautical experimentation and development.

No prospective Army officer should look forward to a life in the Air Corps as a career purely of adventure, of ease, of recreation or of inaction. Certainly no industry has been less static than has the aviation industry in its short period of existence. Military aviation has kept pace with that rapid advance if, indeed, it may not have led the way.

In the air world, the fantasies of yesterday become the experiments of today and the realities of tomorrow. No branch of the service has developed more rapidly or grown so fast. It is necessary for every Air Corps officer to work and study and learn continually in order to keep abreast of the magic advance in the art of flying and to maintain even a passing acquaintance with new equipment. An old pilot once summarized this aspect quite accurately when he said: "Today I flew my plane for several hours; I know it thoroughly; I can do anything with it; I know every instrument; I know how it flies, every peculiarity, every characteristic of it and all its parts; but tomorrow I shall have to learn it all over again, for tonight they are hanging some new instruments on it; they are making some changes to increase maneuverability and performance. In the morning my old plane will look differently, feel differently and act differently."

There was a time when an airplane was a fairly simple mechanism. Pilots flew them largely by what they called "feel." Those were the times when they were made of stick and wire and cloth; when they were powered by little engines of less than a hundred horsepower, when they weighed less than a ton, and when they mounted fewer than half a dozen instruments. Now, many of them weigh more than thirty thousand pounds, mount four engines of more than a thousand horsepower each, and on their instrument boards are more than two hundred tell-tale "gadgets." Some of them carry crews of nine, ten or eleven men; they can fly for three thousand miles without landing; some can cruise at nearly three hundred miles per hour; they are built of metal and house ordnance which gives them a fire power of more than six thousand

and rounds per minute and a bomb capacity of more than ten thousand pounds. Such planes require trained specialists - navigators, engineers, gunners, bombers and pilots - all welded and trained into coordinated combat crews.

While the life of the Air Corps officer is not a simple nor an idle one, it is filled with some engrossing aspects. The first years of a flying officer are engaging, for this business of learning to fly is filled with its full measure of duties and incidents and experiences which appeal to healthy young men. Those years immediately following are not devoid of interest. The officer rises to the rank of Captain and is assigned to the command of one of the "Flying Fortresses"; or he becomes a flight leader; or, provided he elects to specialize, he may take up advanced instruction in engineering phases at our own service schools or at the civil engineering institutions. Those succeeding years, when longer service brings increased rank and responsibilities, have their compensations, too. I have no doubt that our group commanders who lead our large formations of bombers or fighter planes on military missions feel that they have reached a peak in personal satisfaction.

Some idea of the variety of life and work in the Air Corps may be gained from current examples. A few weeks ago, nine of our men flew six "Flying Fortresses" to Buenos Aires and return, a trip of more than eleven thousand miles, consuming approximately 59 flying hours. Last month, GHQ Air Force Maneuvers were held in the northeastern section of the United States, requiring the assembly of the units of the Air Force on 19 temporary air bases in that area. This exercise involved the transfer by air of more than three thousand officers and men, and necessitated the transportation by air of more than three million pounds of materiel, including fuel and lubricants.

This year we have more than 20% of our officer strength on foreign service in Hawaii, Panama and the Philippine Islands.

The following schedule indicates the number of our officers who pursued advanced educational courses both in military and civil schools during the present year:

Army War College . . . . .	11
Command and General Staff School . . . . .	39
Army Industrial College . . . . .	9
Air Corps Tactical School . . . . .	60
Air Corps Technical School . . . . .	36
Air Corps Engineering School . . . . .	11
Massachusetts Institute of Technology, California Institute of Technology, University of Michigan, University of Virginia and Harvard School of Business Administration . . . . .	16

The great majority of our officers are, of course, serving as flying officers in our tactical units, most of which are located at our larger flying fields - March and Hamilton Fields in California; Langley Field, Va.; Barksdale Field, La.; the Air Corps Training Center, near San Antonio, Texas; Selfridge Field, Mich., and Mitchel Field, New York. Several Air Corps officers are on duty at foreign capitals as Assistant Military Attaches, while eight of them are now assigned to compose a military mission to Argentina.

More than one hundred Air Corps officers are on duty at Wright Field, where they head technical branches at our Materiel Division or are engaged in experimentation or research in the various branches of airplane, engine and instrument or equipment development. Several of our officers are also on duty as inspectors at manufacturing plants which are building airplanes, engines and equipment for the service.

The wide variety of assignment and duty available to Air Corps officers is a consequence of the fact that our Corps is not only a combat arm, but is also a supply branch and a technical service.

I wish for each of you a pleasant and instructive tour of inspection and duty this summer, continued success during your last year at the Academy, and happy and prosperous years of service in the Army.

*O. Westover*

O. WESTOVER,  
Major General, Air Corps,  
Chief of the Air Corps.

OFF-SHORE RECONNAISSANCE FLIGHT  
By the Langley Field Correspondent

One of the highlights of the recent GHQ Air Force Maneuvers was the off-shore reconnaissance flight executed by the 49th Bombardment Squadron of Langley Field, Va. This mission proved to be the most severe test of accurate dead reckoning navigation with which any unit of the 2nd Bombardment Group had ever been confronted.

At 8:30 o'clock on the morning of May 12th, three B-17 Bombardment planes, under the command of Major C.V. Haynes, departed from Mitchel Field, N.Y., under orders to intercept the Italian steamer REX, enroute from Italy to New York. Radio position reports from the REX indicated that her position at 8:30 a.m. was approximately 725 miles east of New York City. At 8:45 a.m., the three planes swung over Sandy Hook and headed east on a true course of 101 degrees and at a speed of 170 miles per hour. The lead plane, B-17 No. 80, was commanded and piloted by Major Haynes. The other two planes, B-17's Nos. 81 and 82, were commanded and piloted by Captains C.W. Cousland and A.Y. Smith. First Lieut. C.E. LeMay, the flight navigator, was at his post in the lead plane. Major Vincent J. Meloy, in charge of the radio broadcast, was stationed in the lead plane.

In the radio compartment of the lead plane was installed an aircraft transmitter of the National Broadcasting Company, and three of its representatives - two engineers and one announcer - stood by for action. A program was scheduled to go on the air at 12:30 p.m., at which time the three planes should be over the REX. Representatives of the Press were included in the passenger list of the two other planes, ready to give the country an accurate account of the ability of the Army Air Corps to work under pressure.

A heavy overcast forced the flight to hold an altitude of not more than 1100 feet during the outset of the mission. At about ten o'clock, the flight came out into the good weather, which afforded the navigator an opportunity to make accurate double drifts and check his ground speed. This good weather continued until eleven o'clock, at which time it was necessary to fly through a cold front, the three planes separating and assembling in clear weather on the other side in some ten or fifteen minutes. After a double drift was made, Lieut. LeMay announced the E.T.A. over the REX as 12:25 p.m.

At noon, the flight reached an area of scattered rain squalls, which was a source of much discomfort to all, since it was feared that the REX might be in the center of one of these storms, making it impossible to sight her.

The N.B.C. network was standing by for a 12:30 broadcast. At 12:23, the REX was sighted dead ahead, and at 12:25, on the exact minute of the last E.T.A. (estimated time of arrival), the formation passed over the steamer.

The radio broadcast was carried out successfully on schedule. No difficulty was encountered in raising the steamer by radio, and the Staff Commander of the REX, Captain Cavallini, came to the ship's "Mike" to remark that this was the first time that he had been welcomed to America while still 620 miles off-shore. He further remarked that he would be delighted to have all members of the flight come down for lunch, but Major Meloy politely declined.

At 4:30 p.m., the flight landed at Mitchel Field, after a most interesting mission. At 9:30 o'clock the following morning, the same three airplanes, enroute to the Harrisburg Airport, noticed the REX steaming past the Statue of Liberty into New York Harbor.

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OFFICIALS INSPECT 49TH SQUADRON

On the morning of May 13th, the 49th Bombardment Squadron of Langley Field, Va., was inspected by General Westover, Chief of the Air Corps, and by members of the House Military Affairs Committee. The Congressmen arrived in a C-33 airplane, flown by Colonel William O. Ryan. The Congressional group consisted of the following: Mr. Merritt, of New York; Mr. Edwiston, of West Virginia; Mr. Smith, of Connecticut; Mr. Mahone, of South Carolina; Mr. Brooks, of Louisiana; Mr. Sparkman, of Alabama; Mr. Casson, of Massachusetts, and Mr. Costello, of California. General Westover and all members of the House Committee were escorted over the camp and taken through the airplanes by the Commanding Officer, Major Caleb V. Haynes. All spoke well of the efficient set-up of the Squadron camp at Harrisburg, Pa.

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FORCED LANDING BY ADV. SCHOOL STUDENTS

On May 27th, while Major Lawrence A. Lawson, Air Corps, and 1st Lieut. Joseph E. Barzynski, Jr., Inf., both students in the Observation Section of the Air Corps Advanced Flying School, Kelly Field, Texas, were engaged in a student reconnaissance flight in cooperation with ground arms at Camp Bullis, engine failure necessitated a forced landing at about 11:00 a.m., which resulted in a crash on the Malabang Trail, just east of High Hill, Camp Bullis. The O-25 in which they were flying, and which was

(Continued on Page 8)

V-7755, A.C.

PROMOTION OF AIR CORPS FIRST LIEUTENANTS

Special Orders of the War Department announce the promotion of 17 first lieutenants of the Air Corps to the grade of captain, with rank from June 7, 1938, as follows:

John A. Austin	James L. Daniel, Jr.
Ford J. Lauer	Budd L. Peaslee
Fay O. Dice	John F. Egan
Herbert E. Rice	Edgar R. Todd
Edward H. Porter	Arthur LaS. Smith
Joseph H. Atkinson	Donald D. Arnold
Robert L. Schoenlein	Clarence T. Mower
Frederick W. Ott	Louie P. Turner
Wentworth Goss	

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SECOND WING COMMANDER VISITS KELLY FIELD

Brigadier General Arnold N. Krogstad, Air Corps, Commanding General of the 2nd Wing, GHQ Air Force, arrived at Kelly Field, Texas, at 5:30 a.m., May 22nd, after a non-stop flight in a B-17 "Flying Fortress" from Langley Field, Va. He was accompanied by Captain N.B. (Chick) Harding, 1st Lieuts. Williams, Gibbs and Kilpatrick, and two enlisted mechanics. The route followed was Langley Field to Tampa, Fla., then across the Gulf of Mexico to Port Aransas, Texas, to Kelly Field.

General Krogstad and his party left Kelly Field about 8:00 a.m., May 25th, following the same course as on the southbound trip, but in reverse order. While in San Antonio, the General attended the graduation exercises at Thomas Jefferson High School on May 22nd, where his son, Arnold N. Krogstad, Jr., was graduated.

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LANGLEY MEN HONORED AT MEMORIAL SERVICE

Eight Langley Field officers and enlisted men, who died since last Memorial Day, were honored with special services at 10:45 a.m. on Memorial Day at the chapel, with Chaplain Silas E. Decker delivering the address at its Protestant service.

Miss Jacqueline Marston led the chapel choir during special music.

Those who were honored included Major Alfred E. Waller, of Headquarters and Headquarters Squadron, 8th Pursuit Group; Technical Sergeant Henry A. Bergman, Administrative Section, Base Headquarters and 1st Air Base Squadron; Corporals Sidney A. Gibbs, Security Section, Base Headquarters and 1st Air Base Squadron, and Alton B. Langston, Third Observation Squadron; and Privates Marvin S. Cranfall and Harold L. Mulnix of the 49th Bombardment Squadron; Joseph Remi Ami Cours, 20th Bombardment Squadron, and Kenneth A. Oyler, of Headquarters and Headquarters Squadron of the Second Wing.

TALKING ABOUT RECORDS

"During the past year or more," declares 1st Lieut. George F. Schlatter, Air Corps, "I have been much interested in reading of the many and varied records that have been established by pilots and ships of the Air Corps. It seems that hardly a week passes that does not see some change in the existing records. Permit me to add one more record to the files.

"During the past year, I have been acting as the Air Corps Representative at the Stearman Aircraft Company in Wichita, Kansas, testing PT-13A airplanes for Randolph Field. Since there was no other equipment available, all business and cross-country trips were, of necessity, made in these Randolph Pursuit jobs. The net result has been an appropriate total of ninety hours of navigation in PT-13A's. Of course, no one has ever before submitted such a record to my knowledge, so it is altogether possible that there are other claimants. To him who bests me, my congratulations and condolences: he's a better man than I.

"What a ship! Not all was beer and skittles, but the day I went to Fort Riley, a flat 100 miles, in thirty-six minutes, and took an hour and fifty-five minutes to return, was indicative. Anywhere else, I could cruise along with the BT-2's, but the Kansas winds really played hob with that possibility. And it is a bit tough to zig and zag like an Army worm in order to pick up gas every couple of hundred miles.

"In addition, they are marvelous for mid-winter flying. So cool and invigorating - so bracing. One Randolph ferry pilot found the answer, though, by landing in a corn field and running up and down in full regalia until he saw the farmer coming. Having seen an insane asylum just over the hill, he prudently took off without waiting for his visitor.

"But enough. There's the record - shoot at it. Or at me for mentioning it."

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PHOTOGRAPHIC PROJECT AT MARFA, TEXAS

First Lieut. Charles A. Clark, Jr., Photographic Officer at Kelly Field, Texas, accompanied by Staff Sergeant Charles H. McCoy, spent two days, May 25th to 27th, at Marfa, Texas, engaged on a photographic mission with which the local Photographic Section had been charged. Three days prior to the actual performance of the project, Lieut. Clark visited Marfa on a navigation flight to look over the terrain involved in the proposed mission. The results of the trip were very satisfactory, an area of approximately 400 square miles being photographed.

## COMMISSIONS IN THE AIR CORPS, REGULAR ARMY

The War Department announced on June 14th that examinations will be held in July and August for the appointment of approximately 200 second lieutenants in the Air Corps of the Regular Army. Applicants will be limited to graduates of the Air Corps Training Center who are qualified pilots of service equipment, and who will be less than 29 years and ten months old on August 1, 1938.

Candidates will submit applications, together with photographs and papers showing evidence of graduation from the Air Corps Training Center and proficiency in flying, to Corps Area or Department Commanders. Preliminary examinations to determine the flying proficiency of candidates will be completed not

later than July 15th.

The final examinations, to be held from August 1st to 3rd, will consist of two parts, the first covering general educational subjects, and the second embracing technical aviation subjects. Graduates of recognized colleges and universities will be excused from taking the first part of the final examination. In addition to the educational and professional examinations, candidates will be required to pass a rigid physical examination.

On account of the short time in which to consider applications, the War Department urges all eligible candidates to submit their applications at once.

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### GENERAL WESTOVER VISITS THE CANAL ZONE

Supplementing the article on the above subject, which appeared in the June 1st issue of the Air Corps News Letter, the Albrook Field Correspondent submitted the following:

"On Friday, May 13, 1938, word was received by the 19th Wing Headquarters from Pan American Airways that Major General Oscar Westover had departed from Brownsville, Texas, for Guatemala City, Guatemala, enroute to the Panama Canal Zone. For the next few days hurried preparations were made to receive the Chief of the Air Corps, and the progress of his flight through Central America was followed with great interest by all Air Corps personnel stationed at Albrook and France Fields.

"The 'hop' from Brownsville to Guatemala, with one stop in Mexico to service was successfully completed, and on the 14th the General departed from the latter city for Albrook Field. Now, however, a slight hitch occurred. The rainy season was in full swing, and our distinguished visitor was forced to spend the night in David, a small town on the Western border of the Republic of Panama, because of the bad weather common at that time of day in this climate. Sunday, the 15th, arrived clear and unlimited, and after completing the 210-mile flight General Westover landed at Albrook Field at 9:20 a.m.

"During Sunday, Major General D.L. Stone, Department Commander, and Brigadier General F.H. Smith, Pacific Sector Commander, paid informal calls. The rest of the day was spent in resting after this long flight until 5:00 p.m., when the Commanding General, the officers and ladies of the 19th Wing held a reception at the Union Club in Panama City in honor of the Chief of the Air Corps. In addition to Air Corps personnel, many

members of the Army, Navy, and Diplomatic Corps were present at this pleasant reception.

"Bright and early Monday morning, General Westover began his tour of inspection at Albrook Field, with General Brett as his guide, and covered every activity in detail. Later in the morning, the necessary official calls were made, first upon General Stone, at Quarry Heights, where an appropriate salute was fired with the attendant escort of honor; then on to the Canal Administration Building at Balboa Heights, where a call was paid upon Governor Ridley, after which operations ceased for the day.

"On Tuesday, May 17th, the gunnery camp at Rio Hato, Republic of Panama, was inspected, and at the same time live bombing by the 25th Bombardment Squadron from France Field was observed: then back to Albrook Field for an official call upon Rear Admiral Walter S. Vernou, Commanding Officer of the 15th Naval District at Balboa, Canal Zone.

"Next came a thorough inspection of France Field and the Panama Air Depot, which completed the round of all Air Corps activities on the Isthmus.

"Finally, there was time for a tour of inspection of the nearby Army posts of the other branches of the Service and a visit to observe Miraflores Locks in action. The customary shopping was attended to in Panama, and the General was taken to a picnic at Taboga Island in the Bay of Panama, in addition to the many social functions in his honor.

"Then on Sunday, the 22nd, our visitor departed from Albrook Field at 6:00 a.m., this time, however, being accompanied (as far as the Mexican border) by two A-17's from the 74th Attack Squadron

"All in all, this visit seemed to be V-7755, A.C.

very enlightening to the Chief of the Air Corps, as well as a profitable one for the Air Defenses of the Canal Zone, since it has now been assured that many improvements may be expected in the near future.

"The entire personnel of the 19th Wing joined in wishing General Westover a pleasant flight home and in hoping that he will again pay Panama a visit in the near future."

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At the close of his inspection tour and visit to the two Air Corps fields in the Panama Canal Zone, Major General Westover expressed the following sentiments to the Commanding General of the 19th Wing, Air Corps:

"I wish you would convey to the families of the officers and men of the Air Corps in the Canal Zone, my appreciation of their manifest cooperation in assisting the officers and men of this command in achieving the high standard I have noted here. It is realized that service in the tropics is not always of benefit to the families of officers and men. However, by exercise of due care and precaution, and keeping in mind always the high standards of the Army, which requires team work, not only in the performance of military duties, but in the home life as well - happiness and success is achieved for all. I have noted the fellowship moreover which reflects a community cooperative spirit and tolerance such as are necessary in any successful community life."

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#### TACTICAL SCHOOL STUDENTS GRADUATE

The students of the Air Corps Tactical School, Maxwell Field, Ala., received their certificates of graduation on the morning of June 3rd, same being presented by Major General O. Westover, Chief of the Air Corps.

About fifty officers were scheduled to depart from Maxwell Field by air and private conveyance for the Army War College Post Exercises in Washington, D. C., scheduled to begin June 12th and to last about nine days.

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#### YES, IT SNOWS IN HAWAII!

Five airplanes of the 72nd Bombardment Squadron, Luke Field, T.H., were flown on May 12th to Hilo on the Island of Hawaii, where the personnel had a short visit of two days. Although only a few of the enlisted men could go along, almost all the officers and those men who did manage to go enjoyed themselves immensely. The officers went directly to the Kilauea Military Camp, and a few enlisted men also went to the camp. "Although it was raining upon our arrival," declares the News Letter Correspondent,

"it soon cleared up, and the cold, clear air of the camp was most invigorating. A snowstorm had left a mantle of white on Mauna Loa, and it was a very pretty sight, indeed. Mauna Kea, the other large volcanic mountain was not in sight during our stay, because of the low strata of clouds which obscured our vision. It was very cold at night and three blankets were necessary to keep warm while sleeping. The second day at the camp was an enjoyable one, starting off in the morning with a trip around the chain of craters, which with Mauna Loa and Mauna Kea are the main points of interest.

In the afternoon, golf and a trip to the Bird Park were next on the itinerary for the officers. The facilities at the camp were excellent, and the food for all was excellent. Our thanks to those responsible for our enjoyable trip and stay at Hilo. Hilo will long be remembered for its generous welcome and the good time had by all while there.

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#### TARGET PLANTED IN HAWAIIAN WATERS

The 5th Bombardment Group Armament Section, under the direction of 1st Lieut. Marvin L. Harding, Air Corps, has just completed a project involving efforts which might well qualify them for duty with seagoing organizations.

For some time, the 5th Bombardment Group has been without a suitable target for record bombing. A project is under way to remedy this shortage, but progress is slow. In order that the training of the bombers would not of necessity be slighted any longer, it was decided to erect a temporary target, and a site was selected off-shore in the vicinity of Hickam Field. Funds for the purchase of materials were practically non-existent, and the construction of the target by contract was out of the question, so by dint of much begging and borrowing, sufficient timber, rails and drums for the project were assembled.

Construction of the target platform was completed at Luke Field, and the whole suspended above a temporary floating platform for the trip to the target site. By the use of one of the local motor launches, the assembly was towed to the edge of the reef about three miles from its proposed final resting place. The presence of the reef and shallow water necessitated the use of man power for the last phase of the movement. The Group Armament Officer and twenty men pulled the platform through waist-deep water over rough coral, battling high winds and rough seas for every inch of the three miles. After five hours of heaving, the proposed site was reached just before the shoulder high breakers began to take their toll.

(Continued on Page 8)

✓  
THE REAL AIR HERO ✓  
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**Ed. Note:** Several years ago an Air Corps officer wrote a story under the above title and, happening to run across it just recently, we read it and were so impressed with it that we requested and received permission to reprint it in the Air Corps News Letter.

Every generation of every nationality requires a hero. It finds one or makes one. In earliest times he was mythical; a little later he was some great warrior or explorer. But some man has always been set apart from his fellows and accorded the adulation of the multitude.

A few years after the war heroes began to run out and this emotional complex, this crowd psychology, led the people to cast about for some new head to crown. Then along came the spectacular flights. At this juncture America was searching its collective soul for a new hero, and it seized upon these unsuspecting flyers. So the toga was handed about, falling in turn upon each succeeding ocean spanner or record breaker.

Strangely enough, with all the shouting that has been done, all the medals which have been struck off, not one single soul has picked the right man in this flying business.

Human flight was a comparatively new art. For thousands of years man had longed to soar among the clouds. It was not unnatural then that some member of the flying fraternity should fill the national need for a hero. For some reason the pilot was selected. He it was whose will directed these new machines of flight; whose courage performed these feats of daring high above the earth. So selected he was. And each small boy decided not to be a policeman, fireman or railroad engineer, but visioned himself a flyer when he grew to man's estate.

So we pulled a parade, waved flags, made medals, played the band, and greeted like a viking arriving at Valhalla each new pilot who flew a little higher, or a little longer, or a little faster. Why not? Your airman wore proudly the symbols of his profession. He was the striking figure in this new industry. Little wonder little lads foreswore old models and changed their boyhood dreams.

But we made a great mistake as multitudes always do. The fellows who make airplanes fly, who make records fall, who drove ten thousand airplanes fifty million miles last year were not the pilots. They were the mechanics. Mechs we call them for slang, for short, as some call an Irishman a mick.

Let me tell you about this fellow as I have come to know him in the Army Air Corps, and see if you don't agree with

me.

Most men work for reward. There are various forms of reward. The cheers and commendation of onlookers, money, pleasure, self-expression, self-satisfaction. The pilot gets all of these in some degree. What does the mechanic get? His pay ranges from twenty-one to one hundred fifty dollars a month. He sleeps in a long shed with a hundred or more of his fellows. His is the privacy of a bird in the cage. All of his personal belongings are stored under his bed in a four-dollar trunk. He eats in a community mess in mass on fifty cents a day. His working clothes are ill-fitting coveralls. His hands are cut and black from contact with greasy engines. You can't keep that "skin you love to touch" and maintain any intimacy with an airplane power plant.

He rises at daybreak by bugle call; he retires when the last plane is in, when his work is done.

Don't ask me why is an airplane mechanic? What kind of man would elect such a role, such a life? Rather tell me why is a hermit, wizard, nurse, nun or saint. I don't know. There is no accounting for occupational tastes, but every time I fly, I thank Fate for the good mechanic.

He's no dunce, either. To learn all he knows would give many a college professor an awful headache. He gets his invaluable training over a long period of years. The school of hard knocks is his. Truly, he learns to do by doing.

This modern airplane engine is no simple mechanism. It has more parts than the human body and more ailments too. A Divine Providence has fashioned your internal mechanism more smoothly, coordinated your organs better, than man has built this engine. But the good engine mech knows every part, every symptom, every malfunction, as well as any doctor or surgeon knows the causes and remedies for your pains and aches. The mechanic has the trained ear of a skilled musician. But his ear is tuned to the thunderous pounding of four hundred roaring horses, not the tinkling notes of a harp.

Some years ago, I was assigned a plane for flight. I started to climb in. The mech said: "Lieutenant, I wouldn't take that ship up. The engine don't sound right to me."

I ran it up, it delivered full power, hit on both switches, accelerated promptly. I couldn't detect any indication of trouble. I called for the engineering officer. He ran it up and marked it O.K.

But the mechanic still shook his head. I took off and joined a practice for-

mation, and soon forgot the warning of my mechanic as we flew out of San Diego Bay past Point Loma. Twenty minutes later, the engine quit cold without warning. I sat her down in the sea. She was a land plane and soon sank.

While swimming around waiting for a rescue boat, I made one resolve which has remained with me through the years. When a good mechanic says an engine's bad, I don't trust my judgment. He's the doctor.

This little incident brought out another point, too. The mechanic is not fraught with many of our human weaknesses. That mech was on the rescue boat, but he has never to this good day said, "I told you so." But he couldn't rest until we fished that plane off the ocean floor and he spent his Sunday holiday taking it apart to see what failed. He has all the instincts, training, and frame of mind of a surgeon; he works on a mechanism worth ten thousand dollars but he draws the pay of your surgeon's office boy or charwoman.

One of the characteristics we always like to associate with heroes is courage. Here your mech is not found wanting. He'll fly with any pilot any time and that's something I won't do. It takes more courage to ride than to pilot the plane yourself. You always know what you are going to do. He never does. The chances are ten to one you are a poor automobile driver. Yet the chances are ninety-nine out of a hundred that you feel safer driving a car yourself than riding with Barney Oldfield.

So it is in flying. I have known some pilots to cool off, get cold feet as we say, yet I have never known a mechanic to decline to fly.

In 1918 it fell to my lot to pull a friend from an airplane wreck which had burned. He had shrunk to the size of a Philippine mummy. Since that day I have had no desire or curiosity to aid at the scene of a fatal crash. This is one of the terrible duties a mechanic never shirks.

The mechanic is reliable; he is trustworthy. I cannot name a single airplane crash caused by his negligence. He takes his work seriously; he knows human life is at his mercy. He worries, too.

Not long ago one of my best men who had cared for some years for the special planes of high officials in Washington came to me and asked to be relieved from those planes and assigned to routine work. He said the sorry ever the tremendous responsibility he carried was undermining his health. I know another mechanic who spent his last dollar to buy a flashlight so that he could see the better to make his inspections in closed hangars on dark, winter days.

Examine the rolls of the flying dead and you'll find almost as many mechanics as pilots. Yet their names are forgotten. Others get the adulation, the

praise, the medals and commendations. You can't name the mechanics whose work made possible the prominent flights, though the pilots' names are household words.

If I didn't have full confidence in my mechanics, I'd be a foot soldier. If they weren't reliable, it would be too dangerous to fly.

So I say to you little mechs, my helmet's off to you. You may be ragged grease-monkeys to some, but to me you're the guardian angels of this flying business.

You're the real Air heroes.

---oOo---

### Target Planted in Hawaiian Waters

(Continued from Page 6)

of the floating platform and collapsed one corner. The flotation drums were then punctured and the target swung into its final position. Anchor rails were driven into the coral and the stringers and center platform installed.

For the purpose of aiding bombers in the spotting of their hits, a 100-foot circle of stakes was placed around the main platform, and the target was ready to take its place in the training program of the Group.

It is estimated that the total cost of the project under terms of open market purchase would have been about \$1,200. The actual outlay of \$129.38 is a tribute to the ingenuity of the Armament Section and the other departments of the Group and the Hawaiian Air Depot which assisted in the construction.

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### Forced Landing by Adv. School Students

(Continued from Page 3)

piloted by Lieut. Barzynski, was completely wrecked. Fortunately, neither Major Lawson nor Lieut. Barzynski suffered any injury.

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### GENERAL ROBINS VISITS KELLY FIELD

Brigadier General A.W. Robins, Chief of the Air Corps Materiel Division, Wright Field, Dayton, Ohio, arrived at Kelly Field, Texas, from Barksdale Field, La., at 11:30 p.m., June 3rd, in a B-18A airplane, for a brief visit at the Air Corps Advanced Flying School. General Robins was accompanied by Majors T.H. Chapman and B.E. Meyers, Captain R. Kiellor, and Mr. Studebaker, crew chief. The party left Kelly Field to return to Wright Field on Sunday, June 5th.

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Effective about Sept. 1, 1938, Colonel Shepler W. FitzGerald, Air Corps, is relieved from assignment and duty as a member of the War Department General Staff, Washington, D.C., and assigned to duty in the Hawaiian Department.

## FIRST AUTOGIRO CLASS GRADUATES

History was made at Patterson Field, Fairfield, Ohio, on the morning of May 21, 1938, when the first class in the first Autogiro Training School in the United States was graduated. This event marked the end of five weeks of intensive training in the air and on the line for four student pilots and five enlisted mechanics.

The graduation exercises included the presentation of diplomas to the graduating students and the aertal review. The brief ceremony of presentation of diplomas was conducted in the open space between two hangars, using the autogiros in the door of the hangar as a background. Lieut. Colonel Junius H. Houghton, Commandant of the School, presented the diplomas in the presence of Brigadier General A.W. Robins, Chief of the Materiel Division; 1st Lieut. H.F. Gregory, Assistant Commandant, and assembled guests.

Upon the completion of this part of the ceremony, the students pushed the autogiros from the hangar to the flying line in column, lined the giros abreast, unfolded the rotor blades, and prepared to take off. When everything was ready, all rotors turning fast enough, the leader took off, followed in line by the other four autogiros. After circling the field once, the five giros passed in review in echelon to the right, then formed a circle over operations and landed singly in front of the reviewing stand. This completed the graduation exercises.

Following is a list of the graduates:

### Pilots

- 1st Lieut. P. Ernest Gabel, Mitchel Field, L.I., New York.
- 1st Lieut. Frank P. Hunter, Jr., Pope Field, Fort Bragg, N.C.
- 2nd Lieut. James Van G. Wilson, Scott Field, Belleville, Ill.
- 2nd Lieut. Jay D. Rutledge, Jr., Moffett Field, Calif.

### Mechanics

- Private, 1st Class, Richard J. Sorensen
  - Private Robert G. Franks
  - Private Francis M. White
  - Private Lee M. Clingler
  - Private Freeman O. Mallinson
- Air Corps personnel who served as instructors for this class were 1st Lieut. H.F. Gregory, 2nd Lieuts. E.S. Nichols, G.H. Snyder, Corporal John M. Teten, Privates 1st Class Otto F. Sill and Jack O. Felt.

Second Lieut. James Van G. Wilson is remaining at Patterson Field as an instructor for the next class, scheduled to start June 8, 1938. He is relieving 2nd Lieut. Graves H. Snyder, who will return to his home station at Fort Riley, Kansas.

The following poem was composed by one of the mechanics after watching the

autogiros perform:

### THE GIRO

Oh! It floats through the air with the greatest of ease,  
The sound of the rotor like the wind through the trees,  
Its actions are graceful, all pilots it doth please,  
And my admiration it has stolen away.

Oh! Once I rode in it and then I had sworn,  
To fly in it again just as sure as you're born,  
The landing it made looked so absurd,  
But it's landing was as gentle as that of a bird.

Oh! It lands on a nickle and leaves four cents change,  
Then rolls backwards and picks up what remains.  
It leaves the ground in nothing flat,  
And gets up to five thousand at the drop of a hat.

Oh! It goes at a hundred then comes to a stop,  
To look at it makes your heart go flippity flop,  
You'd think it would stall and go into a spin,  
But you look at the pilet and he'll give you a grin.

Oh! I think that the windmill is just the stuff  
It tail-spins your heart but don't treat you rough,  
It lifts you straight up in the windiest weather,  
Then comes down tail first just as light as a feather.

A ride in a Jeep on a hot summer day,  
Is like a mint julep, or so they say,  
The fan on the top is to keep you cool,  
Now doesn't that make you warm people drool?

So jump in your Giro and go up and play,  
The fan on the front keeps the mosquitos away.  
And when you come down and hop into bed,  
Just think of these merits - need more be said

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### LITERARY TALENT IN 96TH BOMBARDMENT SQUADRON

The literary talents of the 96th Bombardment Squadron, Langley Field, Va., have taken a turn for the best, two authors in the organization contributing articles to nationally known magazines recently. Major Harold L. George does justice to his article, "Modern Air Power Not Yet Tested," in the May issue of the National Aeronautics Magazine, and it is highly recommended for study by Air Corps personnel. Lieut W.C. Bentley produced an interesting study on navigation, which bears special interest to the followers of this specialized work, "Orientation and Landfall by Pre-Computed Curves," which will appear in an early edition of Aero Digest.

## MAINTENANCE FLIGHT BY ATTACK STUDENTS

The first "round-the-horn" flight by the class in the Attack Section of the Advanced Flying School, Kelly Field, Texas, was completed in May. The flight was made to Barksdale Field, La.; Hensley Field, Texas; Post Field, Oklahoma; Amarillo, Texas; Albuquerque, New Mexico; Fort Bliss and Midland, Texas. The Attack planes went "around the horn" without a scratch, which speaks well for the Attack Section and the 63rd School Squadron. One hundred percent of the A-17 airplanes were in commission for the flight. Also, one hundred percent of the A-17 airplanes were in commission for the start of the second maintenance flight.

Because of the large number of students in the Attack Section and the small number of airplanes, the personnel in the 63rd Squadron are becoming accustomed to working morning, afternoon and night. However, the morale is high and the results are gratifying. Although the maintenance problem is more difficult when students are flying the planes, every crew is very pleased to see their plane flying. Even though the number of Attack planes is limited in the 63rd School Squadron, these planes are used by the Attack Section for student flying. All the flying time for enlisted men of this Squadron is accomplished in the Attack planes, and permanent pilots prefer the A-17 for their miscellaneous cross-country flights. The News Letter correspondent states that it will be a relief to the 63rd Squadron when more Attack planes are assigned to Kelly Field.

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## INSPECTORS COMPLETE SPECIALIZED COURSE

Seven inspectors of the Bureau of Air Commerce, Department of Commerce, completed a specialized course in piloting on twin-engined airplanes at Kelly Field, Texas, on May 21st. Each inspector received from twelve to fifteen hours' pilot time on local and cross-country flights.

Those who took the course were Captains A.P. Kerr, G.W. Neel, M.F. Clark, 1st Lieuts. F.H. Longeway, J.H. Douglas, 2nd Lieuts. A.M. Alcorn and R.L. Simons, all of whom are Air Reserve officers with the exception of Lieut. Longeway, who is a member of the Minnesota National Guard. All of these officers also hold the military aeronautical rating of "Airplane Pilot." Several received their early training at Kelly Field and were delighted to return.

In addition to these officers, fourteen more Department of Commerce inspectors are slated to receive similar training at Kelly Field. Two groups of seven each are scheduled to arrive for the course of instruction, one group to

start on June 6th and the other on September 30th.

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## NATIONAL AIR MAIL WEEK AT LANGLEY FIELD

Seven pounds of mail were collected at Langley Field, Va., by the special air mail pilot, Captain Richard Fell, who flew from Washington, D.C., to Langley Field on Friday afternoon as a feature of the local observance of National Air Mail Week.

Captain Fell was due to have departed from the Nation's Capital at 10:00 a.m., but fog delayed the take-off until nearly twelve noon. He arrived at Langley Field at 12:40 p.m., and was detained there a few minutes when one of the tires on his plane deflated. Before returning to Washington he flew to Appomattox, Monticello, Cape Charles, Williamsburg and Richmond to collect other mail. His manager is Major Al Williams, noted aviator and stamp collector.

Those who took part in the ceremonies were Messrs. W.S. Crockett, Hampton Postmaster; J.B. Davenport, Superintendent of Mails in Hampton; E.S. Riggins, Superintendent of the post office at Langley; R.W. Patrick, Hampton mail clerk, and Captain Fell.

Included in the seven pounds of mail were 194 letters from Hampton, 193 from Langley Field, 16 from Phoebus and 10 from Kecoughton.

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## BRITISH AIRMEN VISIT LANGLEY FIELD

Air Commodore A.T. Harris, Air Officer, Commander of the 5th Bomber Group, Royal Air Force, and Group Captain G.C. Pirie, Air Attache of the British Embassy, were luncheon guests of Major General Frank M. Andrews, Commanding General of the General Headquarters Air Force, at his headquarters at Langley Field, Va., on Friday, May 27th.

The two British officers flew to Langley Field from Washington in a British plane, arriving at 11:37 a.m. They were greeted upon landing by Lieut. Colonel Robert Olds, Commanding Officer of the Second Bombardment Group, who later escorted them on an inspection trip at the airdrome, accompanied by Lieut. Hiette Williams. They were given the customary gun salute for visiting dignitaries. They departed for Washington the same afternoon.

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**SPECIAL NOTICE:** There are on hand in the Information Division, Office of the Chief of the Air Corps, a number of copies of the earlier editions of Air Corps Route Maps which have been superseded by improved and later issues of the same routes. Any pilot desirous of having copies of these map books should forward request to the Information Div.

V-7755, A.C.

THE JUNE GRADUATING CLASS AT THE ADVANCED FLYING SCHOOL

Graduation exercises for Class 38-B of the Air Corps Advanced Flying School, Kelly Field, Texas, are scheduled for June 16th. The class consists of two officers of the Regular Army (Major Lawrence A. Lawson, Air Corps, and 1st Lieut. Joseph Barzynski, Infantry), 6 foreign officers, and 88 Flying Cadets.

In general, the customary schedule of events for graduation day will prevail, the ceremonies being preceded by an inspection of airplanes and equipment by the Commandant and his staff and the aerial review, to be participated in by the students of the graduating class at 9:30 a.m.

The graduation ceremonies will be held in the Post Theater at 10:45 a.m., at which time Brigadier General Lesley J. McNair, Commanding General of the 7th Brigade, Field Artillery, Fort Sam Houston, Texas, will address the graduates and present them with their diplomas.

It is anticipated that about 400 Reserve officers, 400 ROTC students from Camp Bullis, and 400 enlisted men of Fort Sam Houston, who have less than one year's service, will be present to witness the aerial review and have explained to them by Air Corps officers all that is going on. They will also be afforded an opportunity of inspecting the type of equipment and installations on the flying line.

The 88 Flying Cadets scheduled to graduate on June 16th, who will be commissioned second lieutenants in the Air Reserve, given the rating of "Airplane Pilot," and placed on extended active duty with Air Corps tactical units, are listed below, as follows:

Wallace, David Woodson	Phenix City, Ala.
Jones, David Mudgett	Phoenix, Ariz.
Rush, Richard Francis	Tucson, Ariz.
Yancey, William Rufus	Fayetteville, Ark.
Marett, Samuel Heins	Little Rock, Ark.
Kurtz, Frank Allen	Hollywood, Calif.
James, Frank B.	Huntington Park, Calif.
Hebert, Alvin Edward	Los Angeles, Calif.
Kerwin, John Joseph	Oakland, Calif.
Bowen, John Edward	San Francisco, Calif.
Pollard, John Winston	Wasco, Calif.
Polifka, Karl Lewis	Watsonville, Calif.
Arnold, Richard, Jr.	Hartford, Conn.
Loveless, John Remond	Washington, D.C.
Taylor, Broadus Beane	Ringgold, Ga.
Chilton, Robert Creed	Boise, Idaho
Krummes, Robert Mathias	Moscow, Idaho
Woolams, Jack	Chicago, Ill.
Wells, Cecil Leon	Edwardsville, Ill.
La Baw, Ralph Guy	Lincoln, Ill.
Stewart, Robert Reed	West Lafayette, Ind.
Stintzi, Vernon L.	Chester, Iowa
Lydon, Leonard C.	Dexter, Iowa
Dunham, Earl Herbert	Jefferson, Iowa
Lewis, David L.	Waterloo, Iowa
Cummings, Lawrence J., Jr.	Lawrence, Kans.
Ramage, Edwin Miles	Lawrence, Kans.
Scoggins, James Edwin, Jr.	Lawrence, Kans.
Brenner, Francis Eastham	Russell, Kans.
Bagby, Robert Clyde	Fishburg, Ky.
Fulcher, Richard P.	Lexington, Ky.
Bowie, William Allen	Baton Rouge, La.
Champagne, Wilbur Anthony	Lafayette, La.

Lee, Roy Murray	Pineville, La.
Billings, Herman	Portland, Me.
Shoemaker, Francis Dodge	Bethesda, Md.
Reed, Elliott H.	Perry Point, Md.
Gurnett, Thomas Edward	Brookline, Mass.
Higbee, Charles Ellsworth	Hyde Park, Mass.
Chalmers, Douglas	Newtonville, Mass.
Overing, Glendon Philip	Orange, Mass.
Adams, Louis Charles, Jr.	West Newton, Mass.
Philbrick, Richard W.	Winchester, Mass.
MacNaughton, Franklin H.	Mulliken, Mich.
Swenson, Raymond T.	Chicago City, Minn.
Walseth, Marvin Ernest	Frazee, Minn.
McNeese, George M.	Bassfield, Miss.
Stewart, William Frederick	Kansas City, Mo.
Martin, Charles Hall	Webster Grove, Mo.
Hoebet, Dean C.	Fairfield, Neb.
Carr, John Kermit	Fallon, Nevada
Hampton, Edgar Wade	Margate, N.J.
Wenrick, Stanley T.	Newark, N.J.
Sakowski, Peter C.	Herkimer, N.Y.
Griffin, James Henry	Asheville, N.C.
Meyers, Gilbert L.	Minot, N.D.
Ward, Donald Thomas	Fargo, N.D.
Ashkins, Milton H.	Cleveland, Ohio
Northcutt, Robert Edward	Cezant, Okla.
Bridges, John DeGross	Oklahoma City, Okla.
Putnam, Walter B.	Tulsa, Okla.
Shipley, Howard J.	Tuttle, Okla.
McCauley, Vernon	Dufur, Ore.
Hammers, Harold Eugene	Hood River, Ore.
Taylor, William Elton	The Dalles, Ore.
Ambrose, Joseph Richard	Danville, Pa.
Wagner, Boyd D.	Johnstown, Pa.
Arnold, Patrick Raymond	Clemson, S.C.
Bacot, Henry Parrott	Lamar, S.C.
Drafts, Lucius Griffith	Leesville, S.C.
Moore, Joseph Harold	Spartanburg, S.C.
Hormell, Earl Lynn	Knoxville, Tenn.
Purinton, William R.	Clyde, Texas
Stagner, Jack	Dallas, Texas
Skiles, Duane H.	Denton, Texas
Crimmins, Fred T., Jr.	Fort Worth, Texas
Keating, Ernest Wilbur	Houston, Texas
Putnam, Claude Edwin, Jr.	Jacksboro, Texas
Smith, Coalie F.	San Marcos, Texas
Randolph, John Peyton	Schertz, Texas
Strickland, John W.	Texarkana, Texas
Chick, Lewis William, Jr.	Twin Sisters, Texas
Herder, Ralph F.	Yoakum, Texas
Droz, Paul Christian	Salt Lake City, Utah
Stockdale, Charles H.	Morgantown, W. Va.
Lunde, Oswald W.	Kewaunee, Wis.
Watkins, Harvey Joseph	Oconto, Wis.
Miller, Edwin B.	Viola, Kans.

It will be observed from the above that Texas with 11 students leads in the matter of State representation among the students of the graduating class, followed by California with 7; Massachusetts with 6; Kansas with 5; Iowa, Oklahoma and South Carolina with 4 each, and the remaining States with three students or less. Three of the five students from Kansas hail from Lawrence, which leads the cities represented in the graduating class, no other city being credited with more than one student.

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## CONTRACT AWARDED FOR AMPHIBIAN PLANES

Under date of June 3, 1938, the Hon. Louis Johnson, Acting Secretary of War, announced the approval of a contract for the procurement of 26 short range amphibian airplanes, Gruman Model G-31, with spare parts, from the Gruman Aircraft Engineering Corporation, Bethpage, Long Island, New York, in the total amount of \$1,412,916.80.

These airplanes will be assigned to various Air Corps stations, on the coasts and in the Insular possessions where over-water flying is required and where the amphibians will be used primarily as rescue craft.

The Gruman Model G-31, which will probably carry the Army designation OA-9, is powered with two R-985 engines (Pratt and Whitney Wasp, Jr.) and will have a high speed of more than 185 miles per hour and cruise in excess of 140 miles per hour, with a landing speed of about 70 miles per hour. It will carry a crew of two and four passengers. The plane has a normal cruising range of over 500 miles.

The Acting Secretary of War also announced the award to the Fairchild Aerial Camera Corporation, Jamaica, Long Island, New York, of a contract for the purchase of 473 camera machine gun assemblies, type H-1 (16 mm), complete with one film magazine, in the total amount of \$61,657.20.

The Keuffel & Esser Company, of Hoboken, N.J., received the award of a contract for 164 Type B-3 drift meter assemblies, involving a total purchase price of \$210,125.00.

## PROMOTION OF AIR CORPS FIRST LIEUTENANTS

Elsewhere in this issue of the News Letter is published a list of 17 first lieutenants of the Air Corps who were promoted to the rank of Captain, effective June 7, 1938.

Special Orders of the War Department, dated June 9, 1938, lists 61 additional first lieutenants of the Air Corps, promoted to Captain, with rank as of June 9, 1938, as follows:

William T. Hefley	Charles F. Born
Robert S. Israel, Jr.	Frank F. Everest, Jr.
Donald B. Smith	John J. Morrow
David P. Laubach	Frank J. Coleman
James E. Briggs	R. Loyal Easton
John S. Mills	Norris B. Harbold
George W. Mundy	George R. Bienfang
Alfred R. Maxwell	Russell A. Wilson
Paul H. Johnston	David R. Gibbs
Roscoe C. Wilson	Charles G. Goodrich
Walter E. Todd	A. VanP. Anderson, Jr.
Bryant L. Boatner	Fredk. L. Anderson, Jr.
Nathan B. Forrest	Thayer S. Olds
Robert F. Tate	Robert F. Travis
Samuel R. Brentnall	William H. Turner

Ralph E. Koon	Robert W. Warren
Howard G. Bunker	John F. Wadman
Stuart G. McLennan	Delmar T. Spivey
John A. Samford	August W. Kissner
Fred O. Tally	LaVerne G. Saunders
Roger M. Ramey	Emmett O'Donnell, Jr.
Forrest G. Allen	Donald W. Titus
John T. Murtha, Jr.	Emmett F. Yost
Samuel E. Anderson	Robert K. Taylor
Joseph A. Bulger	James W. Brown, Jr.
George F. Smith	William C. Sams
Allen W. Reed	Robert H. Kelly
Arthur W. Meehan	James F. Olive, Jr.
Truman H. Landon	Edgar A. Sirmyer, Jr.
Maurice C. Bisson	Thomas W. Steed
Harry E. Wilson	

## FAITHFUL "KEYSTONE" GOES TO WATERY GRAVE

The month of May saw the 23rd Bombardment Squadron, Luke Field, T.H., starting its flying schedule with not a single Keystone on the line. The last of the "Old Faithfuls" belonging to this Squadron made its last flight on April 28, 1938.

After years of service at various posts on the mainland, B-4A airplane AC #32-133 was assigned to the Hawaiian Department, arriving at the Hawaiian Air Depot on January 14, 1935, with a total of 677 hours. It was assigned to the 72nd Bombardment Squadron at Luke Field on February 20, 1935. On October 12, 1936, the ship was sent to the Hawaiian Air Depot for major overhaul with a total of 1357 hours. Upon the completion of this overhaul it was assigned to the 23rd Bombardment Squadron at Luke Field, where it joined the Keystone fleet already in the Squadron.

Almost a year to the day after assignment to the 23rd Squadron, the life of usefulness of this Bombardment plane came to an end. With a total of 1683 hours to its credit and two major overhauls, old 211 was doomed to everlasting rest in the depths of the blue Pacific.

This plane was the last Keystone to be used for tactical purposes in the Hawaiian Department. "It is with a sigh of real regret," says the News Letter Correspondent, "that we see the last of these old ships go to its deserving reward. No. 211's performance was faithful to the end and never let a pilot down."

The cover design featuring this issue, submitted by Pvt. Nicholas Proferes, Air Corps, of Langley Field, Va., depicts the insignia of the GHQ Air Force and its four tactical phases: Attack, Bombardment, Pursuit and Reconnaissance. The original drawing needed more black ink to improve its general appearance, so our "old reliable" cover designer, Mr. Frank Dunnington, of the Information Division, added the shading and other fancy touches here and there. We appreciate Pvt. Proferes' contribution and we hope to hear from him again in the near future.

MEMBER-CANDIDATES SELECTED FOR JULY, 1938, CLASS

Gilchrist, William David	Auburn, Ala.	Powers, Ivan Henry	Aurora, Ill.
Campbell, Charles Clay	Helena, Ala.	Bardone, Frank, Jr.	Carlinville, Ill.
Tipton, James Baird	University, Ala.	Hays, Samuel Wahl	Chicago, Ill.
Gieszl, Carl Raymond	Gilbert, Ariz.	Chidester, William Leo	Chicago, Ill.
Sharpe, Clayton E.	Presenci, Ariz.	Gordon, Michael Jacob	Chicago, Ill.
Frazier, Robert M.	Flagale, Ariz.	Jones, Russell Snowden, Jr.	Chicago, Ill.
Catlin, Glate A.	Nojales, Ariz.	Loomis, Donald Eugene	Chicago, Ill.
Clapp, Chauncey D.	Phoenix, Ariz.	Lutz, Nicholas Henry	Chicago, Ill.
Green, Clint B.	Scottsdale, Ariz.	Riley, Harris Dean	Chicago, Ill.
Rogers, George Wendell	Tucson, Ariz.	Savoie, William Frank	Chicago, Ill.
Lingle, Everette Franklin	Clarkville, Ark.	Wagner, Gordon C.	Chicago, Ill.
Moore, Lloyd E.	Deer Creek, Ark.	Betts, John Leonard	Evanston, Ill.
Ainsworth, Woodrow L.	El Dorado, Ark.	Petry, Stanton H.	Evanston, Ill.
Ford, Leroy Richard	Fayetteville, Ark.	Fleeger, Robert Paul	Galena, Ill.
Lyle, John Robert	Malvern, Ark.	Baily, Perry Bartholomew	Galesburg, Ill.
Nickola, Clabourne Woodrow, Jr.	Little Rock, Ark.	Koepke, Fred Vinton	Lamelle, Ill.
Conger, George Adolph	Pine Bluff, Ark.	Baker, Barton Ormsbee	Moline, Ill.
Curry, Jack Harold	Rogers, Ark.	Sells, Bob Edward	Galesburg, Ill.
Batchelor, Jack Franklin	Sheridan, Ark.	Howen, William Joseph	Oak Park, Ill.
Myer, Glen Anthony	Cupertino, Calif.	Cory, Albert Arnold	Oak Park, Ill.
Northamer, Kenneth Walter	Fresno, Calif.	Hester, John Kenton	Peoria, Ill.
Davis, Allyn Taylor	Los Angeles, Calif.	Marshall, Paul Robert	Peoria, Ill.
Larkin, Edward A.	Los Angeles, Calif.	Wagner, Franklin Andrew	Peotone, Ill.
MacPhee, Angus C.B.	Los Angeles, Calif.	Cordit, Robert Messinger	Rantoul, Ill.
Vander Heydon, Curtis R.	Los Angeles, Calif.	Kuhl, Phil John	Riverside, Ill.
Alder, Glen Miller	North Los Angeles, Calif.	Kelly, Joseph Anthony	Westville, Ill.
Lybn, John Edward	Oakland, Calif.	Hammer, James Edward	Columbia City, Ind.
Murray, Samuel Fonten	Palo Alto, Calif.	Markel, Bruce Stewart	Corydon, Ind.
Carter, John Henry	Pasadena, Calif.	Miller, Samuel Hudson	Decker, Ind.
Hawkins, Reginald	Pasadena, Calif.	Howell, Alvis M.	Ft. Benjamin Harrison, Ind.
Rust, Victor Hamilton	Pasadena, Calif.	Vogl, Oscar James, Jr.	Ft. Benj. Harrison, Ind.
Luker, James Wester	Porterville, Calif.	Jemie, Herbert August	Evansville, Ind.
Kazerman, Joseph	Presidio of Monterey, Calif.	Lindgren, Arthur Richard	Indianapolis, Ind.
Thornquest, William L., Jr.	Redlands, Calif.	Terhune, Charles H., Jr.	Indianapolis, Ind.
Brown, Don Cornelius Paul	San Jose, Calif.	Bessett, Charles Edward	LaPorte, Ind.
Watson, John Simpson	Sacramento, Calif.	Matthews, Robert Lee	South Bend, Ind.
Boyd, William Ellsworth	Boulder, Colo.	Reed, William Benjamin	South Bend, Ind.
Kittel, Robert Stewart	Colorado Springs, Colo.	Grieger, Harvey Emil	Wanatah, Ind.
Adams, Fred Theron, Jr.	Denver, Colo.	Erwick, Paul Stanley	West Lafayette, Ind.
Akin, Robert Leigh	Denver, Colo.	Sprinkle, Kenneth Wayne	West Lafayette, Ind.
Bratton, Leslie Raymond	Denver, Colo.	Williams, John Howard	West Lafayette, Ind.
Jacobucci, Blaise Joseph	Denver, Colo.	Clark, Donald Leonard	Alta, Iowa
McMichael, Harry Judson	Denver, Colo.	Jackson, T. Walter	Ames, Iowa
Piccinatti, Jasper George	Denver, Colo.	Shawway, Ronald Alan	Arlington, Iowa
Tompkins, Rathvon McClure	Denver, Colo.	Evanoff, Alexander George	Belle Plains, Iowa
Clinton, Otis S.	Fort Collins, Colo.	Montgomery, John Richard	Belle Plains, Iowa
Sumpter, Lee R., Jr.	Fort Collins, Colo.	Maney, John Randolph	Cedar Rapids, Iowa
Foote, Edward Alfred	Andover, Conn.	Acher, Chester C.	Fort Dodge, Iowa
Frank, John Joseph	New Britain, Conn.	Hudson, Charles Ross	Iowa City, Iowa
Parker, Frank Russell, Jr.	Old Greenwich, Conn.	Hagemeister, Carl Rodger	Muscatine, Iowa
Leborde, Fred N.	Southbury, Conn.	Boye, Arthur John	Ocheyedan, Iowa
Cock, Bailey Cavanaugh	New Castle, Del.	Rodgers, Thomas Dan	Pilot Mound, Iowa
Carpenter, Randall Hamilton	Wilmington, Del.	Hardy, Ronald Radcliffe	Tabor, Iowa
Campbell, James F.	Washington, D.C.	Ford, Eugene Matthew	West Bend, Iowa
Dodderidge, William Harris	Washington, D.C.	Sams, Burton Kresge	Culver, Kans.
Gerrit, Robert Smith	Washington, D.C.	Goetz, Albert John	Dodge City, Kans.
Keller, Joseph Edward	Washington, D.C.	Doile, Glen Cyril	Emporia, Kans.
Linnex, William R.	Washington, D.C.	Wetta, Joseph Leo	Golwich, Kans.
Reiss, Murray	Washington, D.C.	Bray, Burney Darwin	Kansas City, Kans.
Gleab, Ferdinand F.	Coconut Grove, Fla.	Itz, Milford Felix	Osage City, Kans.
Bevler, Arnold Walter	Fort Lauderdale, Fla.	Stewart, Everett W.	Manhattan, Kans.
Rosenow, Claude D.	Gainesville, Fla.	Crow, Roger McKee	Topeka, Kans.
Thames, Rex Sims	New Smyrna Beach, Fla.	Cranston, George Echelbary	Winfield, Kans.
Allen, Charles Oran, Jr.	Panama City, Fla.	Holt, James William, Jr.	Hazard, Ky.
Jones, James Dalton	Sarasota, Fla.	Bosz, William Nelson, Jr.	Lexington, Ky.
Ward, Richard Francis	Winter Garden, Fla.	Weller, William LaRue, Jr.	Louisville, Ky.
McMillan, George Bray	Winter Garden, Fla.	Turter, Heber Dana	Mintonville, Ky.
Wend, Lewis Bruns	Avondale Estates, Ga.	Foster, Franklin Marx	Nicholasville, Ky.
Wend, Clyde Richard	Fayette, Idaho	Whitaker, Narce	Roxana, Ky.

Williams, Adriel Newton	Shelbyville, Ky.	Exum, Wyatt Patrick	Goldsboro, N.C.
Lawrence, Samuel Eugene, Jr.	Baton Rouge, La.	Slocumb, Charles Dewey, Jr.	Goldsboro, N.C.
MacDonald, Charles Henry	Baton Rouge, La.	Gwynn, Dallas Edmund	Leaksville, N.C.
Carlton, William Clayton	Minden, La.	Jenkins, Francis L., Jr.	Spencer, N.C.
Blakely, Carl Paul	Boston, Mass.	Byram, Dayton B.	Casselton, N.D.
Oakley, Knox Montgomery	Boston, Mass.	Isensee, George Lorne	Fargo, N.D.
Higgins, Edward William, Jr.	Arlington, Mass.	Kamins, Morton Harold	Fargo, N.D.
Gelasco, Louis Francis	East Boston, Mass.	Kirk, Robert Warren	Fargo, N.D.
Ingram, Ralph	Falmouth, Mass.	Barnick, Roland J.	Max, N.D.
George, William S., Jr.	Jamaica Plain, Mass.	MacCurdy, Robert Earle	Akron, Ohio
McGrath, John Francis, Jr.	Jamaica Plain, Mass.	Sipes, Richard R.	Akron, Ohio
Salmela, Oliver R.	East Weymouth, Mass.	Helbert, James Maurice	Ashland, Ohio
Himmer, Richard John	Lawrence, Mass.	Massa, Rufar J.	Bellaire, Ohio
McGowan, Louis Edward	Medford, Mass.	Bellonby, Emery Ellis	Cincinnati, Ohio
Minott, Albert W.	Melrose, Mass.	Zurawski, Victor Harry	Cleveland, Ohio
Timms, Howard Lister	Methuen, Mass.	Richardson, Robert Arlin	Columbus, Ohio
Rozwene, George Stephen	Northampton, Mass.	Nunzenmayer, Wilmer Walter	Kent, Ohio
Mason, Robert Earl	Quincy, Mass.	Schurter, Orie Olin	Burlington, Okla.
Nisbet, Fred Jouett	Roslindale, Mass.	Anthis, Rollen Henry	El Reno, Okla.
Blaisdell, Louis Morton, Jr.	Springfield, Mass.	Morse, Raymond Steel	Fort Sill, Okla.
Kelley, Howard James	Worcester, Mass.	Edwards, Jack R.	Norman, Okla.
Ballard, Norman Luellen	Bay City, Mich.	McReynolds, John Alsup	Norman, Okla.
Metcalfe, Duane Catlin	Columbiaville, Mich.	Trosper, Earl Joseph	Oklahoma City, Okla.
Hatch, Gordon James	Copemish, Mich.	Chadwell, George Theodore	Purcell, Okla.
Evans, Robert Chester	Detroit, Mich.	Kelly, Samuel Ed.	Tulsa, Okla.
Gorman, Paul Joseph	Detroit, Mich.	Wilkins, John Campbell	Corvallis, Ore.
Frost, Oren Sayles	East Lansing, Mich.	Beard, Robert Wallace	Eugene, Ore.
Lightfoot, Mark Albert	East Lansing, Mich.	Murphy, Arthur McMurrrough	Eugene, Ore.
Bonney, Charles Jackson	East Tawas, Mich.	Stickler, Lee Robinson	Enterprise, Ore.
Markham, Peter John	Highland Park, Mich.	Fisch, Ted B.	Milwaukie, Ore.
Pleiss, Walter Henry, Jr.	Ludington, Mich.	Grunseth, Roald J.	Portland, Ore.
Wooten, Max Henry	Owosso, Mich.	Lasselle, Dale	Portland, Ore.
Halmer, Hal Potter	Parma, Mich.	Spieth, Harry Edwin, Jr.	Portland, Ore.
Fonda, Edward Stanley	Albert Lea, Minn.	McCaughy, Samuel King	Roseburg, Ore.
McNelly, Fred Wright	Anoka, Minn.	Milne, Jack Gillespie	Meyersdale, Pa.
Rahmann, Orville H.	Bertha, Minn.	Marzilli, Gaetano James	Appenaug, R.I.
Habberstad, Edward C.	Blooming Prairie, Minn.	Smith, Pinkham	Providence, R.I.
Joula, Arne W.	Eveleth, Minn.	Hall, Andrew Lyman	Columbia, S.C.
Holst, Clayton E.	Mankato, Minn.	Hornsby, Thomas William	Columbia, S.C.
Dech, Keith Wesley	Minneapolis, Minn.	Bussey, Carver Thaxton	Florence, S.C.
Gosin, Donne F.	Minneapolis, Minn.	DuRant, Francis Hill	Georgetown, S.C.
Henning, Richard Albert	Minneapolis, Minn.	Gandy, Roland B., Jr.	Georgetown, S.C.
Lichter, Carl Jerome	St. Paul, Minn.	Leke, George Lovie	Kathawood, S.C.
Preston, Joseph J.	St. Paul, Minn.	Cole, Nester Evan	Florence, S.D.
Baker, Albert Buford	Cruzer, Miss.	Reeve, Ralph Amos	Milbank, S.D.
Cope, Alvin Jasper	Kirkwood, Mo.	Brende, Karl A.	Sioux Falls, S.D.
Dusard, Lee Francis, Jr.	Kirkwood, Mo.	Pratt, Carlos Conrad	Bearden, Tenn.
DuNard, Luther R.	St. Louis, Mo.	Hamilton, Edward Terrell	Dallas, Texas
<del>Seeger, William George</del>	<del>St. Louis, Mo.</del>	Lee, Leland George, Jr.	Dallas, Texas
Campbell, Owen Thatcher	University City, Mo.	Ragland, Richard M.	Handley, Texas
Franks, Perry Leroy	Lincoln, Neb.	<del>Mace, Albert Roman, Jr.</del>	<del>Houston, Texas</del>
Flansoon, John Louis	Belleville, N.J.	Rector, Walter Stokes	Houston, Texas
Berlinsky, Edward	Bloomfield, N.J.	Sisk, Eugene B., Jr.	Houston, Texas
Dunlap, Howard F.	Ocean City, N.J.	Barham, James Carlton	Houston, Texas
Henry, John Elwood	Ridgefield Park, N.J.	Dew, Elkin Standifer	Kingsville, Texas
Ortega, Reuben Alcantar	Albuquerque, N.M.	McCoy, Charles Hirth	Longview, Texas
Lane, Robert George	Hurley, N.M.	Latham, John E., Jr.	Marble Falls, Texas
Conway, Ralph Francis	Socorro, N.M.	Whelens, Hewitt Terrell	Menard, Texas
Laufenberg, Francis Severn	Socorro, N.M.	Gordon, Henry Lee	Mobeetie, Texas
Bickford, Harold Davidson	Buffalo, N.Y.	Gregory, Lyman	Quanah, Texas
Jones, Jack Carey	Dobbs Ferry, N.Y.	<del>Mendell, Jack A.</del>	<del>Randolph Field, Texas</del>
Wheeler, Ansel James	Genesco, N.Y.	Dahlberg, Charles William	San Antonio, Texas
Foltz, John Lloyd	Herkimer, N.Y.	Barekman, Joseph Anderson	Stephenville, Texas
Richmond, Frank Willis	Huntington, N.Y.	Cox, Ray Lawrence	Vernon, Texas
Mallinson, Hiram Royal	New York, N.Y.	Lamberth, Ivey Earl, Jr.	Waco, Texas
Nowosacki, Theodore L.	New York, N.Y.	Tarrant, Yancey Smith	Waco, Texas
Carlson, Francis Bernard	Ossining, N.Y.	Ort, Rudolph King	Wichita Falls, Texas
Chapin, Lambert	Potsdam, N.Y.	Bowen, Allen Culbert	Salt Lake City, Utah
Sandell, Robert J.	West Point, N.Y.	Kershner, Maurice Irving	Burlington, Vt.
Seymour, Rudolph Romulus	Cary, N.C.	Cate, Elbert Murray	Plainfield, Vt.
Quintard, Edward Alexander	Charlotte, N.C.	Smith, Charles John	Rutland, Vt.

Hendrix, William Murray, Jr.	Fort Belvoir, Va.
May, William Minor	Goshen, Va.
Darling, Henry B., Jr.	Lexington, Va.
Jeffrey, Thomas Stanley	Lexington, Va.
Stewart, Robert William, Jr.	Norfolk, Va.
Tokarz, Clemence Paul	Port Richmond, Va.
Cottrell, Robert Stuart, Jr.	Richmond, Va.
Pancake, Frank Robins	Staunton, Va.
Reed, Charles Wesley	Raymond, Wash.
Cone, Sidney Loyd	Seattle, Wash.
Fenchos, Kenneth George	Seattle, Wash.
Martin, Maurice Leslie	Vancouver, Wash.
Fitzwater, John Timothy	Buckhannon, W. Va.
Sullivan, Edward Michael	Buckhannon, W. Va.
Williams, John Brunson	Buckhannon, W. Va.
Bohensky, John William	Clarksburg, W. Va.
Cunningham, Joseph Eustin	Clarksburg, W. Va.
Mocre, Kenneth Charles	Clarksburg, W. Va.
Bumgarner, Herbert Cecil	Elizabeth, W. Va.
Dye, Joseph Watson	Elkins, W. Va.
Goetz, Louis Raymond	Fairmont, W. Va.
Wood, Paul Davis	Fairmont, W. Va.
Bowen, William S.	Huntington, W. Va.
Core, Earl Fleming, Jr.	Morgantown, W. Va.
Dawson, James Stenger	Morgantown, W. Va.
Lippucci, Fred Henry	Morgantown, W. Va.
Barker, Clyde Edward	Morgantown, W. Va.
Slayton, Earl William, Jr.	Parkersburg, W. Va.
Spavock, Michael, Jr.	Parsons, W. Va.
Greathouse, Carroll A.	Rivesville, W. Va.
Gabert, Stanley Ralph	Weston, W. Va.
Zelinsky, Raymond Portman	Egg Harbor, Wis.
Hahn, Delbert	Ladysmith, Wis.
Seifert, Frederick Floyd	Milwaukee, Wis.
Pike, Harry MacCulloch	Milwaukee, Wis.
Holdrege, George H.	Portage, Wis.
	Thermopolis, Wyo.

Additional Appointments

Norris, Robert Parks	Banks, Ala.
Riddle, Samuel S., Jr.	Birmingham, Ala.
Page, Jerry Dentler	Los Angeles, Calif.
Hubbard, Thomas Harvey	San Diego, Calif.
Ruggles, John Howard	San Francisco, Calif.
Danley, James Ramey	West Los Angeles, Calif.
Goodman, David Weiss	Hartford, Conn.
Peterson, Willys Richard	Hartford, Conn.
Blandy, John Frederic	Manchester, Conn.
Paletz, S. Arthur	Washington, D.C.
Rosasco, Henry P.	Washington, D.C.
Roberts, Harold Halcombe	Bartow, Fla.
Brownlow, Paul Jerry	New Holland, Ga.
Birchenough, John Linfield	Decorah, Iowa
Walden, David Carroll	Brunswick, Me.
Simpson, John G.	Chevy Chase, Md.
Benton, Fred Warren	Everett, Mass.
Dane, Clyde	Lynn, Mass.
O'Connor, Robert G.	Northampton, Mass.
Raymond, Harry Kendall	Peabody, Mass.
Barry, Arthur A.	Revere, Mass.
Bates, Albert W.	Worcester, Mass.
Goicz, Francis John	Worcester, Mass.
Fletcher, Maurice William	Clarksdale, Miss.
Harner, Robert Waldo	Newton, Miss.
Haller, John Thomas	Orange, N.J.
Brown, Paul Douglas	West Orange, N.J.
Swift, Albert Benjamin	Akron, Ohio
Venable, Eugene Roane	Roanoke, Va.
Nolan, Andrew B., Jr.	Wellsburg, W. Va.

Since the original list of Flying Cadet appointees was prepared, the following-named candidates have, for various reasons, declined ap-

pointment, viz:

Moore, Lloyd E.	Dumas, Ark.
Nickels, Clabourne W.	North Little Rock, Ark.
Larkin, Edward A.	Los Angeles, Calif.
Murray, Samuel Fenton	Palo Alto, Calif.
Iman, Clyde Richard	Fayette, Idaho
Shumway, Ronald Allen	Arlington, Iowa
Ford, Eugene Matthew	West Bend, Iowa
Seeger, William George	St. Louis, Mo.
Trosper, Earl Joseph	Oklahoma City, Okla.
Kelly, Samuel Ed.	Tulsa, Okla.
Lake, George Lovic	Kathwood, S.C.
Mace, Albert Ramon, Jr.	Houston, Texas
Nendell, Jack A.	Randolph Field, Texas
Dawson, James Stenger	Morgantown, W. Va.

The total number of candidates thus far selected for appointment as Flying Cadets to begin training at the Primary Flying School at Randolph Field, Texas, on July 1, 1938, is 341 (including nine enlisted men of the Regular Army, who were listed in the previous issue of the Air Corps News Letter). This figure constitutes the largest number of students ever to begin training in any class in the history of the Air Corps Training Center.

For the first time in its history, Illinois has taken the lead in the matter of State representation among the students of a new entering class at the Air Corps Training Center. Top honors in this respect were usually a nip and tuck affair between California and Texas. Illinois is represented by 26 students, closely followed by Massachusetts, a brand new contender for top honors, with 24 students. California is next with 19 students; Texas and West Virginia with 18 each; Indiana with 15; Iowa, Michigan and Minnesota with 12 each, and New York with 10. The remaining States represented in the new class are credited with less than ten students each.

Chicago, keeping in step with her State, leads the cities represented in the new class, with 9 students, followed by Washington, D.C., with 8; Denver, Colo., with 7; Los Angeles, Calif., with 6, and Clarksburg and Buckhannon, W. Va.; Boston, Mass.; Pasadena, Calif.; Akron, Ohio; Minneapolis, Minn.; Portland, Oregon; Houston, Texas, and West Lafayette, Ind., with 3 each.

A year of intensive training is ahead of the students of this new class. The course of training is divided into three stages, the primary and basic stages, each of four months' duration, being given at the Primary Flying School at Randolph Field, Texas, and the advanced stage, also of four months' duration, at the Advanced Flying School at Kelly Field, Texas.

Those students who successfully complete the year's course are given the rating of "Airplane Pilot," commissioned second lieutenants in the Air Reserve, and assigned to extended active duty with Air Corps tactical organizations. This active duty tour is for a period of three years. Provided their services have been satisfactory, these Reserve officers, if they so elect, may be assigned for a further active duty tour of two years. They are promoted to first lieutenant after three years' service.

## TRAINING ACTIVITIES IN HAWAII

As the month of May drew to a close, the 4th Reconnaissance Squadron, Luke Field, T.H., was assigned an interesting cooperative mission with the 16th Gun Battery at Fort Kamehameha. The mission calls for accurate locating of targets at ranges from 35,000 to 45,000 yards, and then adjustment of fire on these targets. No definite method has ever been used for locating a target at these ranges, using aerial observation, and these missions are both a test of methods as well as a firing mission for the Army's largest guns.

The remaining efforts of the Squadron are being bent on bomb training, and up to this writing about fifty bombs have been dropped. It is expected that this bomb training will be carried to completion.

Plans are being made for a gunnery camp at Bellows Field, Waimanalo, starting, possibly, June 20th.

On the morning of May 16th, seven B-12 airplanes of the 50th Reconnaissance Squadron, led by Captain Homer W. Ferguson, winged their way northwesterly to Burns Field, Kauai, for the first taste of maneuvers in 1938. The personnel included nine officers and thirty-four enlisted men.

All equipment for the week's stay was flown up on the first flight, and two airplanes made a second trip to ferry the rest of the personnel. Monday and Saturday were devoted to making and breaking camp, respectively.

Operations for the period consisted of reconnaissance flights on the Islands of Kauai and Niihau. Aerial machine gunnery practice was conducted also. One mission of formation gunnery was flown, firing at a range of from 1,000 to 1,500 feet.

"Kauai can well be called the Garden Isle," asserts the News Letter Correspondent. "Several sight seeing trips showed us some of nature's beauty on the island. We are looking forward to more maneuvers at Burns Field, Kauai, next year."

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## ASSIGNMENT OF TECHNICAL SCHOOL GRADUATES

Under Special Orders of the War Department, recently issued, the following-named Air Corps officers, upon the completion of their present course of instruction at the Air Corps Technical School, Chanute Field, Rantoul, Ill., are assigned to Air Corps stations, as follows:

To Langley Field, Va.: 1st Lieuts. George B. Dany, John W. White, 2nd Lieut. Jasper N. Bell.

To Chanute Field, Ill.: 1st Lieuts. Byron E. Brugge, Travis M. Hetherington, Samuel A. Mundell.

To Selfridge Field, Mich.: 1st Lieut. Clayton E. Hughes.

To March Field, Calif.: 1st Lieuts. Charles B. Dougher and William R. Morgan.

To Fort Riley, Kansas: 1st Lieut.

Vernon C. Smith, for duty with the 1st Observation Squadron.

To Mitchel Field, N.Y.: 1st Lieut. George F. Hartman.

To Bolling Field, D.C.: 1st Lieut. James MCK. Thompson.

To Randolph Field, Texas: 1st Lieuts. Frank G. Jamison, Richard M. Montgomery and 2nd Lieut. Burton W. Armstrong, Jr.

The station assignments of graduates from the Denver Branch of the Air Corps Technical School are as follows:

To Brooks Field, Texas: 1st Lieut. Donald L. Hardy.

To Barksdale Field, La.: 2nd Lieut. Joseph C. Moore, 1st Lieut. Thomas R. Starratt.

To March Field, Calif.: 1st Lieut. William L. Travis.

To Selfridge Field, Mich.: 1st Lieut. John C. Kilborn.

To Hamilton Field, Calif.: 1st Lieut. Gerald W. McCoy.

To Langley Field, Va.: 1st Lieut. Jarred V. Crabb.

To Randolph Field, Texas: 1st Lieut. Melle J. Coutlee.

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## DETAILS TO AIR CORPS ENGINEERING SCHOOL

Ten Air Corps officers are under orders for duty as students at the Air Corps Engineering School, Wright Field, Dayton, Ohio, in the 1938-1939 course. They are relieved from assignment and duty at their present stations at such time as to enable them to report to the Commandant of the Air Corps Engineering School not later than August 1, 1938, viz:

Captain Bryant L. Boatner, from Barksdale Field, La.

1st Lieut. Carl A. Brandt, Hamilton Field, Calif.

Captains George J. Eppright and Alfred R. Maxwell, Wright Field, Ohio.

1st Lieuts. Carl F. Damberg and Edward J. Hale, upon completion of their present course of instruction at the Air Corps Technical School, Chanute Field, Rantoul, Ill.

2nd Lieut. Edward M. Gavin, Barksdale Field, La.

2nd Lieut. Frank N. Moyers, Barksdale Field, La.

1st Lieut. Richard J. O'Keefe, Chanute Field, Ill.

1st Lieut. Francis M. Zeigler, Randolph Field, Texas.

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The 1st Observation Squadron, Marshall Field, Fort Riley, Kansas, was honored by a visit from Brigadier General Henry H. Arnold, Assistant Chief of the Air Corps, on June 10th. He inspected the station and then left for Cheyenne, Wyo.

NOTES FROM AIR CORPS FIELDS

Langley Field, Va., June 5, 1938.

Considerable attention is being paid to night flying, both local and cross-country training. Lieuts. Bentley and Waldron, recent graduates of the Navigation School, have reported unlimited visibility on several of their all-night flights. Both are members of the 96th Bombardment Squadron.

The 96th Squadron coffee shop has undergone a change for the better, with new equipment and better service. Before long, a very presentable and economical establishment will be functioning, where good coffee and good doughnuts can be purchased for 5¢ cash or on the cuff.

In the 96th, Lieut. P.G. Miller returned from a 3-day leave, during which he journeyed by automobile throughout Virginia and North Carolina. After the maneuver period was concluded, Lieuts. E.P. Musset and R.L. Waldron took leave for ten and three days, respectively, to visit relatives to the south and west. Lieut. W.H. Higgins was called away from the maneuvers for a 10-day period, due to an emergency at his home.

On May 1st, the following promotions were made in the 20th Bombardment Squadron: Private, Specialist 6th Class, Charles L. Swauger, to Private, 1st Class, Specialist 3rd Class; Pvt. Joseph M. Mendegro, Specialist 6th class, to Private, 1st Class; Privates John E. Moser and Clyde O. Miller were appointed Specialists, 6th Class.

Hqrs. and Hqrs. Sqdn., 2nd Bomb. Group: On May 2nd, the advance echelon, consisting of the 2nd Bombardment Group transportation, left Langley Field for Phillips Field, Aberdeen, Md. and Harrisburg, Pa., 13 vehicles going to Aberdeen and 11 to Harrisburg. The convoys arrived at their respective destinations without mishap in time for a hot supper. The airplanes arrived the next day, and preliminaries for our "war" got under way.

Second Lieut. Don Coupland, attached to the 2nd Bomb. Group Hqrs. from the 8th Pursuit Group for the duration of the "war," had a thrill when the PB-2A he was flying started discharging white smoke into his face while he was engaging in a local flight. Suspecting the worst, he landed the ship in the first available space, which turned out to be soft, causing him to nose up and damage the propeller tops slightly.

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On May 7th, one of the old timers reenlisted and joined the 49th Squadron. We welcome Pvt. Hankey to the fold.

Pvt. Aloysius Puzenski transferred to the Hqrs. and Hqrs. Squadron, 2nd Bombardment Group.

On May 10th, Pvt. Ralph Rose departed for Chamute Field to pursue the course of instruction in Airplane and Engine Mechanics.

Pvt. Stroyhmeyer believes in the slogan "Join the Army and see the world." He transferred to the Hawaiian Department and sailed on the last transport for his new station.

ness trip to New York City, where she conferred with music publishers over three songs she recently composed. One of the songs, entitled "China," was taken by a publisher for arrangement and subsequent publication. The song, arranged as a swing number, has typical Chinese characteristics, and with China in the headlines it may strike a popular vein. Mrs. Churchill wrote the numbers under the name of Bessie Moore Churchill.

Kelly Field, Texas, June 4, 1938.

Orders were received from the Commanding General of the Air Corps Training Center on May 7th, transferring 1st Lieut. August W. Kissner to Randolph Field, effective May 21st, and assigning him to duty as Assistant Adjutant of the Air Corps Training Center. Lieut. Kissner has been on duty at Kelly Field since July, 1936. He served as Flying Instructor in the Observation Section at Kelly Field, and later as Assistant Post Adjutant. Before coming to Kelly Field he completed a tour of foreign service in the Philippines, being stationed at Nichols Field.

Second Lieut. Chester L. Sluder, Kelly Field Pursuit instructor, and Corporal John H. Carlock, mechanic, were injured when their BT basic training plane nosed over in landing at Corpus Christi, Texas, on June 1st. Lieut. Sluder, a Reserve officer on active duty at Kelly Field, sustained minor injuries. Corporal Carlock, a member of the 61st School Squadron, suffered a fractured left arm. The accident occurred when the brakes of the plane locked during a landing. The two flyers had been sent to check students of the Kelly Field Pursuit Section as they passed over Corpus Christi enroute to Galveston on the first leg of their four-day pre-graduation maintenance flight.

Captain Cyril E. McNary, Medical Corps, will sail from New York about September 1st for the Panama Canal Department, where he will be assigned to duty as Flight Surgeon.

The following noncommissioned officers will depart from Kelly Field for foreign service, sailing from Fort McDowell, Calif.: Tech. Sgt. Leobardo Valtierra, about June 23rd, for the Philippine Department, to replace Tech. Sgt. Bryan J. Kendrick; Staff Sgt. Donald S. Velliquette, about Sept. 21st, for Hawaii, to replace Staff Sgt. Elmer T. Lund; Staff Sgt. Wm. M. Talbott, about Sept. 24th, for Hawaii, to replace Staff Sgt. William M. Weltz.

Sailing from Charleston, S.C.: Staff Sgt. Carl R. Fegert, M.C., July 11th, for Fort Slocum, N.Y., where he will continue to serve in the Medical Department; Sgt. George E. Herpin, Q.M.C., about July 18th, for Panama Canal Department, to replace Sgt. Paul Linnat.

The following named officers were granted leaves of absence: Major Robert T. Cronau, 20 days, effective June 6th; Captain John B. Luscombe (QMC), 30 days, about June 21st; Capt. Burton M. Hovey, 14 days, about June 16th; 1st Lieut. John H. Ives, 14 days, effective June 17th; 1st Lieut. Edward J. Timberlake, 23 days, about June 5th; 1st Lieut. George F. Schlatter, 10 days, June 15th; 2nd Lieuts. Ber-

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Mrs. Lawrence S. Churchill, wife of Colonel Churchill, Air Base Executive Officer of Langley Field, returned to the post after a busi-

A. Mason, Jr., and Roy W. Osborn, Air Res., 22 and 25 days, respectively, about June 6th; Nelton T. Brown, Air Res., 23 days, about June 8th; Chester L. Sluder, Air Res., 15 days, about June 17th.

First Lieut. Benjamin J. Webster, A.C., is on 23 days' leave in Bronxville, N.Y., from June 1st.

#### Randolph Field, Texas, June 9th.

The Recreation Office laid plans for Organization Day at Randolph Field on June 18th. This is the day of fun, athletics, and relaxation for the cadets and enlisted men. According to the present plans, the morning will be taken up with a jamboree field meet, to include such events as the potato race, the three-legged race, the tug-of-war, &c. In the afternoon, the 9th Infantry Manchus and the Ramblers of Randolph Field will provide the main attraction with a ball game. An enlisted men's dance and a free show will feature the evening's entertainment.

#### Maxwell Field, Ala., June 10th.

Brigadier General H.C. Pratt, Commanding General of the Air Corps Tactical School, was a visitor in Birmingham, Ala., for the Air Carnival, June 4th and 5th. The show was considered a large success, with an estimated attendance of 300,000 during the two days.

Hqrs. and Hqrs. Squadron: The Squadron was the proud recipient of two athletic Trophies at the drill formation on Thursday morning, June 3rd, when all troops were assembled in front of Hangar No. 6, and presentation of awards was made by the Commanding General and the Post Executive Officer for athletic events recently completed. The Squadron bowling team of the Military Bowling League was first called front and center and presentation of the Bowling Trophy was made to the captain of the team, Staff Sgt. Charley F. Stieringer. The soft ball team was then called to the front, and the soft ball Trophy was presented to the team captain, Sergeant Ralph S. Davis. The Post Executive Officer, Colonel Sneed, then made a brief talk on athletics and congratulated both teams on their splendid sportsmanship and their triumph in the field of athletics during the recent competition at this post.

First Lieut. Clinton U. True, our Squadron Adjutant and Mess Officer, departed on May 27th for 15 days' leave. He was married at Fort Sill on June 1st to Miss Florence Gore, daughter of Lieut. Colonel Gore, M.C., of Fort Sill.

Upon the expiration of a short furlough, Sgt. Oscar M. Roseberry was ordered to report to the Commanding Officer, Fort Moultrie, S.C., to sail for the Philippine Department for a tour of foreign service as replacement for Sergeant Elton T. Engleman. The latter was formerly stationed here and has just completed a tour of foreign service.

Graduation exercises for the Air Corps Tactical School were held on June 3rd, and on June 6th the post activities reverted to the usual summer schedule, and furloughs, which are only normally granted during the summer months, between school terms, are coming in very fast.

The Squadron conducted preliminary pistol

firing with the 45 cal. automatic pistol during the week May 24-28. Certain members of the Squadron also fired on the Skeet Range with the sporting type shotguns. All officers and enlisted men present for duty fired the pistol course, and one officer and 25 enlisted men fired on the skeet range.

Captain James G. Pratt, Photographic Officer, departed on May 6th for three months' leave. Lieut. True was appointed Photographic Officer during Captain Pratt's absence.

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On Sunday, June 5th, three members of the Maxwell Field Pistol Team, namely, Master Sgt. Mills, Technical Sgt. Higbie and Staff Sgt. Burlingame, Air Corps, journeyed to Birmingham, Ala., to compete in the Alabama State Individual Championship Pistol Matches. Among the various events fired was the Sellers Individual Match, composed of 30 persons, including the three noncommissioned officers above mentioned. Sgt. Higbie took second place with a score of 274 out of a possible 300, the high score in this match being 281. A very attractive medal was presented to him for his excellent marksmanship. The match was fired on "E" targets with 45 cal. pistols. Sgt. Higbie is considered one of the outstanding pistol shots of the Air Corps. He won many medals and trophies in both military and civilian competition.

#### San Antonio Air Depot, Duncan Field, Tex. 6/6.

The Depot enjoyed a second brief visit from Major General Westover, Chief of the Air Corps, May 24-25, on the return trip from his recent flight from Washington to Panama.

The personnel of the Depot were greatly pleased to receive a visit on June 4th from Brigadier General A.W. Robins, Chief of the Materiel Division, Majors T.H. Chapman, B.E. Meyers, Captain Russell Keillor and Mr. Studebaker, of the Division, on a cross-country flight to this vicinity, conferring on materiel matters.

Major A.L. Jewett, Capt. H.W. Anderson and Lieut. W.D. Ganey, of Lowry Field, Denver, Colo. were visitors at the Depot May 23-26, flying a B-10 in for repairs, Captain Anderson ferrying an O-40B back to Lowry Field.

Major George W. Goddard and Captain A.A. Kessler, Jr., of the Materiel Division, Wright Field, visited the Depot May 28-29, passing through on a cross-country flight to the West Coast.

Lieut. A.M. Bartley, Jr., of Lawson Field, Fort Benning, Ga., enroute in an O-46 from the West Coast to his home station, stopped at this Depot, June 1-2, for repairs to his plane.

Major C.F. Horton, Executive Officer of the Depot, attended the wedding of his oldest son, Cyrus W. Horton, and Miss Clemence Louise Auclair, of Atlanta, Ga., where the ceremony was held. The Depot was delighted to learn of this occasion and hopes that at some future date its genial Executive Officer may be a grandpa.

Major Walter Hitzfeldt, Post Quartermaster, departed June 3rd on 27 days' leave, visiting in D'Hanis, Texas. Captain W.T. Guest, in charge of the Signal Corps Radio Section of the Depot, took leave on June 2nd for eight days.

Mr. William S. Richardson, Principal Statistical Clerk with the Materiel Division, Wright Field, was on a few days' visit at this Depot, beginning May 23rd, during a tour of various Air Corps stations in the West, conferring on cost accounting systems, supply matters, etc.

A number of key employees of the Depot departed by rail on June 4th for several days' temporary duty at various points to study and confer on matters in connection with their respective departments, viz: Sr. Clerk H.F. Williams, Hqrs. Personnel Clerk and member of the Depot Safety Committee, and H.L. Smith, chief clerk of the Engineering Dept., to Wright Field and Fairfield Air Depot; Sr. Aircraft Electrician Wm. R. Hutchinson, and Sr. Aircraft Inspector M.P. Jordahl, of the Engineering Shops, to Middletown Air Depot, Wright Field, and Fairfield Air Depot; Principal Property & Supply Clerk Wm. H. Johnson, Sr. Storekeeper F.J. Loessberg, Inspector of Aircraft Supplies Wm. K. Nolan and Jr. Storekeeper F.S. Smith, of the Depot Supply Department, to Wright Field; Sr. Machinist F.C. D'Albini, Engineering Dept., to Douglas Aircraft, Inc., Santa Monica, Calif.; Northrop Division, Douglas Aircraft, Inc., El Segundo, Calif., and North American Aviation, Inc., Inglewood, Calif.; Foreman Aircraft Engine Mechanic J.W. Haynie, Engineering Dept., to Pratt & Whitney Co., Hartford, Conn., Wright Aero Corp., Paterson, N.J., and Wright Field and the Middletown and Fairfield Depots; Aircraft Mechanic W.F. Kuehne, Engineering Dept., to Curtiss Aeroplane Div., Curtiss-Wright Corp., Buffalo, N.Y., and Hamilton Standard Propeller Co., East Hartford, Conn.; Sr. Aircraft Instrument Mechanic G.H. Rehberg, Engineering Dept., to Sperry Gyroscope Co., Brooklyn, N.Y., Middletown Air Depot, and Wright Field.

Pvts. L.L. Trenton and Wm. Chiako, of the 3rd Transport Squadron, are attending the Air Corps Tactical School, Chanute Field, for the Airplane Mechanics' Course and the Radio Repairers' and Operators' Course, respectively, in the classes starting May 31st.

Mr. C.M. Knight, Chief Clerk of the Depot Supply Department, Rockwell Air Depot, visited the Depot May 31 to June 1, on temporary duty pertaining to supply matters, leaving June 2nd for Wright Field and Fairfield Air Depot on similar duty.

Mr. G.R. Johnson, Sr. Property & Supply Clerk of the Materiel Division, Wright Field, arrived at the Depot June 4th for a few days' temporary duty, conferring with the Engineering Dept., on new aircraft metals.

Mr. L.F. Dietrich, Sr. Aircraft Engine Mechanic of the Fairfield Air Depot, on a few days' temporary duty at this Depot, conferring on engineering shop matters, and Mr. Carl Burton, Aircraft Engine Inspector of the Hawaiian Air Depot, visiting this Depot on a leave of absence, arrived on the morning of June 6th.

The 3rd Transport Squadron at this Depot, after "dining out" for the last three years since its organization by attachment to Kelly Field for rations, inaugurated its own newly organized enlisted men's mess on June 1st, with great rejoicing and a swell feed at noon. Guests of honor were Col. F.D. Lackland, commander of Kelly Field; Lieut. Col. L.W. Ballantyne, Sur-

geon of Kelly Field, and officers of his hospital, and Lieut. Col. H.J.F. Miller, the Depot Commander, and all officers of the Depot. It was quite a gala occasion, and everything, under the direction of Lieut. M.H. Warren, Squadron Commander; Lieut. P.S. Blair, Mess Officer; Sgt. J.W. Jones, Mess Sergeant; and Privates H.E. Williford and C.F. Young, Cooks, moved along very smoothly and merrily. There were no speeches - to paraphrase an old saying, all present looked their thanks but their mouths were too full for utterance.

Luke Field, T.H., May 16, 1938.

4th Reconnaissance Squadron: With the War Department Directive for all pilots well taken care of, this Squadron is concentrating on bombing for the remainder of the training months. The Squadron possesses only three qualified bombers to date, and it is our hope that all eight officers assigned to this Squadron will reach qualification as expert before training period ends. Our training has been somewhat handicapped by forty hours of towing missions for the 11th Field Artillery, which is firing from Fort Weaver. However, this work was to end by May 17th, allowing concentrated efforts on our bombing.

72nd Bombardment Squadron: The month of May was a busy and enjoyable one for the 72nd at Hickam Field.

Organization Day was celebrated on May 10th at Waimanalo Beach on the other side of the Island of Oahu. In all, nine truck loads of enlisted men and as many more cars with officers and their families arrived in good spirit for the day's doings. It was a fine clear day and the festivities started as per usual with refreshments. Music was furnished by the Luke Field "Hill Billies" an up and coming organization of musicians, who kept things lively throughout the day. A soft ball game between the officers and the enlisted men was won by the latter, but a rally by the officers almost tied the score. Good swimming was available, and a few souls managed to detach themselves from the refreshments long enough to take a short swim. Thanks to the excellent management of 1st Sgt. Mannion and the able cooperation of Sgt. Swendrowski and his men, the party was a great success. The food was well prepared and enjoyed by all.

Hamilton Field, Calif.

With varied entries beautifying the display, Hamilton Field's Garden Club recently staged its first annual show at the Officers' Club.

Mrs. Oliver K. Robbins, high point winner, was presented with the grand award, a silver cup. The donor of the prize, Colonel John F. Curry, Post Commander, made the presentation. Mrs. Robbins won five blue and one red ribbon, scoring a total of 17 points; Mrs. Aubry L. Moore placed second with a total of 8 points, and tied for third place honors with scores of 7 points were Mrs. Curry, Mrs. C.E. Giffin and Mrs. H. Kramer.

In the women's specimen flower classification blue ribbons were won by Mrs. Curry, Mrs. N.E. Swanson, Mrs. Kramer and Mrs. L.L. Wells. First prizes for men's entries in this classification were won by Maj. W.B. Hough and Sgt. Derr V-7755, A.C.

Selfridge Field, Mich., June 8, 1938.

With the coming of the summer months, numerous changes in officer personnel are due to occur. Captain John M. Sterling, Group Operations Officer, has already departed for duty as Assistant Military Attache for Air at the American Embassy in Paris. Captains Warburton and Coleman are to leave for the Air Corps Tactical School. Captain "Joe" (Leo H.) Dawson is being transferred to Mitchel Field; Lieut. A.Q. Mustoe departs for Langley Field for duty as Weather Officer, and Lieuts. David W. Hutchison, Harold L. Neely, Arnold T. Johnson, Raymond P. Todd and Harold A. Kreider are all being transferred to duty as students at the Air Corps Technical School.

Selected for duty as a student at the Command and General Staff School, Fort Leavenworth, Kans., Major Edwin J. House, Commanding Officer of the 1st Pursuit Group, is scheduled to depart these shores about September 1st to take up his duties at that station. His loss will be keenly felt by all the members of the Group.

Many new officers are due to report at this station during the summer, i.e.: Lieut. Colonel Thomas S. Voss, from the Philippines; Major Lawrence P. Hickey from the Army War College in Washington; Major Harold H. George and Captain John R. Hawkins from the Command and General Staff School, also Captain Kirtley J. Gregg; Captain Edgar T. Selzer from the Air Corps Tactical School, Maxwell Field, Ala., and Lieut. Edwin G. Simenson, who recently graduated from a special Meteorological course at the Massachusetts Institute of Technology, Cambridge, Mass. The latter will replace Lieut. Mustoe as Weather Officer.

Encouraged by the great interest shown by members of this command in the Field Day held last month, Colonel Henry B. Clagett, Commanding Officer, has ordered a like event to be held each month during the summer and early fall. Designed to promote competitive athletic spirit as well as exercise and recreation, these field days should go far to make service at Selfridge Field much sought after by sports-minded soldiers.

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### KEEPING FIT

Langley Field During the period of the GHQ Air Force Maneuvers, when the 49th Bombardment Squadron was stationed at Harrisburg, Pa., much effort was devoted to seeing that all members of the Squadron participated in some form of athletics. Officers were encouraged to get in as much golf and tennis as possible, since Harrisburg afforded many good links and courts at reasonable prices. Enlisted men were urged to take advantage of volley ball, soft ball and baseball equipment, and several games were scheduled with outside civilian clubs in baseball and soft ball. Five horseshoe pitching ranges were set up for the enlisted personnel, and one for the officers. The baseball team was transported to Steelton, Pa., for a game with the High Mount Athletic Club. The 49th met bitter defeat, but had a good time. Another defeat was sustained at the hands of the Camp Hill, Pa., team. It appears

that the State of Pennsylvania produces an excellent brand of baseball players.

Randolph Field Present indications prophesy another invincible edition of the Randolph Field Ramblers on the ball diamond.

At the present time the Big Team is maintaining a mad pace leading the Army Baseball League. It boasts of a record of nine wins and no defeats. In addition, the team, in non-league contests with semi-professional teams in this vicinity, has a clean slate with four victories.

Softball results show that the 7 teams comprising the Softball League on the field are gradually settling in the heated fight for top honors. The 47th with four victories and the 53rd with three, have not yet met defeat. Medical Det. won 3, lost 1; 11th Air Base, won 2, lost 2; 52nd, won 2, lost 3; Hq. and Hq. Sqd., and 46th, won none, lost 4.

The student officer detachment scored a victory over the married officers and instructors in a slugfest on June 5th, overcoming a 7 run lead to win 12 to 8. This Sunday morning game has been a weekly affair for the past month. To date the two teams are even in games won and lost.

The enlisted men's tennis tournament this spring resulted in the winning of the Doubles Championship by Pvts. 1st Cl. Charles W. Jones and Alton Moody. The final victory terminated a month of elimination contests by this pair of veterans.

The evening of June 2nd was unique for athletic entertainment. Six boxing bouts were staged in Hangar F, under the direction of Mr. W.K. Sixsmith, who has been conducting boxing lessons at the post for enlisted men. Decisions were obtained by Richard Quintero over Wm. E. Mayo, M.E. Lancaster over L.B. Lester, Henry A. Oliver over R.G. Koym and E.F. Kimmey over Larry J. Vonesh. E.R. Smith and D.C. Overstreet fought a draw, and Lee Crosby scored a technical knockout over K.D. Stanford.

Selfridge Field The softball team lost another game to the Mt. Clemens Road Commissioners, score 13 to 0. Selfridge played with excellent Brooklynese form all through the game, balls going through their legs and flies bouncing off their heads. Poor support and very bad headwork on the part of the soldier boys put pitcher Ray Juhl in spots which he could not pull out of by himself.

Selfridge started out the season with a win, but lost three games since by top-heavy scores, and they are now in fourth place.

The Inter Squadron baseball league goes into the last two weeks, with the 17th Squadron leading the league with four victories against one defeat. The 27th is pushing the 17th hard with one setback in four games.

Private 1st Cl. Richard Hetherington reached the semi-finals of the 6th Corps Area Tennis Tournament at Fort Sheridan, Ill., before being upset by Sgt. Weirauch, of Jefferson Barracks, Mo. Hetherington pushed Sgt. Weirauch to the limit before losing the match 6-4, 6-4 and 7-5. Sgt. Weirauch was Panama Canal Zone Champion in 1934, and runner-up last year in the 6th Corps Area Tournament.

Lieut. Blanchard, Air Reserve, added another notch to his tennis racket by winning the 6th Corps Area Tournament this year. He is an ex-Inter-Collegiate Champion of Illinois and Wisconsin. Pvt. Due, last year's Corps Area Champion, was defeated in the first round of play. Pvt. Harry Riley, of Selfridge, reached the quarter finals, but was defeated by Lieut. Blanchard, 6-1 and 6-0. Privates Hetherington and Riley won their first doubles game, but lost to Lieut. Blanchard and Capt. Dice.

Selfridge Field extends congratulations to Pvts. Hetherington and Riley for their fine showing in the tournament.

Maxwell Fort Benning, Ga., has invited all Field boxers, good, bad, or fairly good, to participate in a series of boxing cards to be held during the summer months. A large number of men at this station have indicated their desire to participate. Pvts. C.W. Simpkins and Allen C. Johns, of the 13th Air Base Squadron, will represent Maxwell Field in the first card of the season in June. The former fought about ten amateur contests at Barksdale Field and the latter about six at Schofield Barracks, Oahu. We all feel sure these men are going to give their opponents a run for their money.

The first week of June saw the playing of the 27th Annual Invitation Golf Tournament of the Beauvoir Country Club over its beautiful course in the city of Montgomery. Represented were most of the best amateurs in this section and the list was well sprinkled with Maxwell Field luminaries.

Captain Gus Shea, in the championship flight, was eliminated in the semi-finals by the present title-holder, but went on to win the consolation prize for the championship flight. Lt. Carl Storrie reached the finals of the first flight, and 1st Sgt. H.E. Lawrence carried off the trophy as consolation winner of the 3rd Flight.

Others playing against stiff opposition in the top flights were Capt. K.C. McGregor, Tech. Sgt. E.L. Higbie, Lieut. Dyke F. Meyer, Major A.W. Marriner, Capt. Hoyt S. Vandenburg and Major L.D. Weddington.

Miss Eleanor Peabody, of Maxwell Field, won the championship in the women's division.

Bolling Despite threatening skies and a wet Field track, Bolling Field's track and field meet on May 19th was a big success, thanks to the splendid efforts of every contestant. The work of the judges, officials and team managers kept up the interest of the spectators throughout. The personnel of the consolidated mess turned out their usual high class lunch, which afforded a pleasant intermission between track events and the baseball game. The Belvoir Band pepped up the meet with their popular band music.

The 1st Platoon, 14th Air Base Squadron, led by Ketner and Callis, easily captured first place in the meet. The 2nd Platoon, followed closely by the 1st Staff, took second and third places, respectively. Ketner led the individual scoring with 25 points, followed by Callis with 20 and Hager with 14. These men were

awarded gold, silver and bronze medals.

The baseball game in the afternoon opened the 3rd Corps Area League, and was hard fought. Due to inclement weather and a very wet diamond, it was a rather slow game. Bolling led until the ninth inning, when their rivals from Fort Belvoir gathered six runs to win 11 to 8.

The baseball team inaugurated the current season on May 2nd of the Herald Militia League, played at the Navy Yard with the Navy Receiving Station. After auspicious ceremonies, the boys from the post started out in fine style to win 12 to 6, behind the able pitching of Baumgardner, who shows promise of being the outstanding hurler on the team. The team is playing in two leagues this season, being also entered in the 3rd Corps Area playoff. To date the team has played one Corps Area game, six Herald League tilts and two exhibition games on the road. They are at present second to Fort Belvoir in the Herald Government League standing. The team shows plenty of power at the bat, but requires more fielding experience, which should come with the playing of more games. Lieut. Cheatwood, coach, has a man-sized job on hand keeping the team at tops to meet this season's competition.

The softball league started with a bang on May 23rd, when the 3rd Platoon defeated the 2nd Staff by a score of 5 to 2. This game was well played throughout the seven innings, and plenty of interest has already been aroused. Corporal Orr, of the 3rd Platoon, pitched a fine game. In the second game the following Wednesday, the 1st Staff Squadron defeated the 1st Platoon, 15 to 5. A softball trophy will be awarded the winner at the end of the season.

Chanute Little does the Air Corps realize Field that Chanute Field has what is believed to be the only enlisted men's fencing team in the Army - a team challenged for the next season by the Universities of Ohio, Illinois, Wisconsin, Notre Dame, Chicago, Cincinnati, Purdue, Washington University of St. Louis, Northwestern University, the Edgewater Fencing Club of Chicago, St. Louis Fencers' Club, Lake Shore Athletic Club, Michigan State, and the Salle Pi Armes Vical (St. Louis).

Fencing was first started at Chanute Field in 1929 by Captain Wm. C. Farnum and Pvt. Glen Buckner. Capt. Farnum fenced at the University of Wisconsin, while Pvt. Buckner studied under Senor Mendoza, of San Antonio. Mr. Herbert G. Craig, of the University of Illinois, was hired to coach the team of novices which turned out. No outside meets could be arranged, and the resulting lack of interest forced a temporary abandonment of the idea.

In 1933, Capt. Farnum, then A & R Officer, issued a call and 79 men turned out for instruction. Mr. Craig was hired again and decided to teach only the foil. Three matches were held, the best being with Alton Y.M.C.A., which was won by Chanute, 15-5.

The team got a real start in 1934, with Sgt. Shockley replacing Mr. Craig as coach. All three weapons were taught. Six matches were arranged, and Chanute won five, being defeated only by the University of Illinois Varsity team.

Of all seasons to date, the 1936-37 is the

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best. Chanute defeated Michigan State twice (9-8, 10-7); Washington University (12-5), Purdue (10-7) and Salle di Armes Vical of St. Louis (10-7), and lost to the Edgewater Fencing Club, the St. Louis Fencers' Club and Northwestern University. Chanute entered men for the first time in the individual competition. Private Regis won first place in the saber division of the Junior Amateur Fencers League of America (Illinois, Indiana and Wisconsin Division), with Pvt. Woolen winning second.

With the fame of the team spreading, competition has become increasingly stiffer. The following summary of this year's results show that while Chanute lost six of nine meets, the results are generally close. The three victories were over Purdue University at Chanute, University of Illinois at Urbana and the University of Cincinnati, all scores being 9 to 8. The defeats were at the hands of the Edgewater Fencing Club of Chicago, 4-13; University of Chicago, 7 $\frac{1}{2}$  - 11 $\frac{1}{2}$ ; Purdue University, 7-10; University of Wisconsin, 4-13; Charleston, W. Va. Fencing Club at Cincinnati, 4-13.

Bouts, Chanute 61 $\frac{1}{2}$ , Opponents 93 $\frac{1}{2}$ ; Touches, Chanute 441, Opponents 566.

The match with the University of Illinois was particularly exciting. With the match tied at 8-8, Private Evans, who had never fenced in an outside match, met the Illinois team captain. The bout lasted 45 minutes before Evans finally won three touches to two.

The Air Corps Technical School team has never had more than four or five men with previous experience at the start of a season, but with active support from the A & R Officer, Coach Shockly and Private Horrigan (team captain for the past two years) have done wonders with their enthusiastic proteges.

Kelly In the Corps Area Tennis Tournament, Field held at the San Antonio Country Club, Kelly Field was represented by Lieut. Colonel E.A. Smith, Dental Surgeon; 1st Lieut. M.W. Arnold, Meteorological Officer; 1st Lieut. D.S. Campbell, Flying Instructor, and Private Lawrence F. West, 12th Air Base Squadron. Although Kelly's participants were few, they proved themselves most capable of being placed in the final brackets.

Colonel Smith, the iron man of Kelly's contingent, and Private West, the youngest, struggled through five games of championship tennis in the singles finals. It was man to man when Colonel played Private. When the pair started knocking the balls over the net, it was tennis player against tennis player, and may the best man win. West did his best to drive the ball down his opponent's throat and tried to run the legs off him besides. In the end it was youth that won, but the Colonel - who had taken time out from pulling teeth at the Station Hospital - gave all a mighty inspiring demonstration of what a man can do, even though the years do creep on.

They pull no punches, these enlisted men, when they take on Uncle Sam's officers in Army athletic competition. Then it is that Army Regulations and customs, though not forgotten, are temporarily laid aside, while buck private meets colonel on the field of combat. Even the custo-

mary "Sir," with which enlisted men always address their superiors, was missing. It was "good shot" or "nice try" when Colonel Smith came through with a good bit of stroking; and "Sir" was conspicuous by its absence. When the match was over, both shook hands. "Good game," said the Colonel. "Tough luck," said the Private. That's Army competition for you!

West and his buddy, Cpl. Scotty Morrow, of Brooks Field, then went on to capture the 8th Corps Area tennis doubles championship by defeating Colonel Smith and his partner, Lieut. Colonel P.C. Bullard, of Fort Sam Houston, with a straight set victory.

The winners are eligible to compete in the National Army Championships scheduled to open at West Point, N.Y., June 15th, and it is expected that Private West will be sent there to defend his new hard earned title.

The Kelly Field Inter-Squadron Softball League is now well under way, each team having played two or more games to date. Headquarters Squadron is leading the entire group, having won 4 games and losing none which, of course, gives them an average of 1,000%. The only other team which had done better than break even so far is the 64th School Squadron, which has downed two teams and was turned back once itself. All other teams, however, are still definitely in the competition, since there are many more games scheduled before the end of the season. The 62nd and 63rd School Squadron teams have each won one and lost one game; 61st School Squadron won one and lost three, and the 12th Air Base Squadron lost all three of its games thus far.

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#### WAR DEPARTMENT ORDERS Changes of Station

To Langley Field, Va.: Captain Demas T. Crow from Air Corps Tactical School, Maxwell Field, Ala.

To The Philippines: 1st Lieut. Jack E. Shuck and 2nd Lieut. Lawrence S. Fulwider, upon completion of their present course of instruction in Airplane Maintenance Engineering at Air Corps Technical School, Chanute Field.

To Fort Benning, Ga.: Captain Reuben Kyle, Jr. from duty as student at Air Corps Tactical School to duty with Flight B, 16th Observation Squadron. Previous orders revoked.

To Mitchell Field, N.Y.: Major Ross F. Cole, from duty as Instructor, Air Corps, New York National Guard, Miller Field, Staten Island, New York.

To Barksdale Field, La.: Major Charles H. Lowman, from the Air Corps Tactical School.

To Randolph Field, Texas: 1st Lieut. Thomas S. Moorman, Jr., from duty as student at the California Institute of Technology, Pasadena Calif., to weather duty.

To Denver, Colo.: 2nd Lieut. Charles P. Hollstein, from Mitchell Field, N.Y., for duty at Denver Branch of Air Corps Technical School as student in 1938-1939 Photographic course.

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