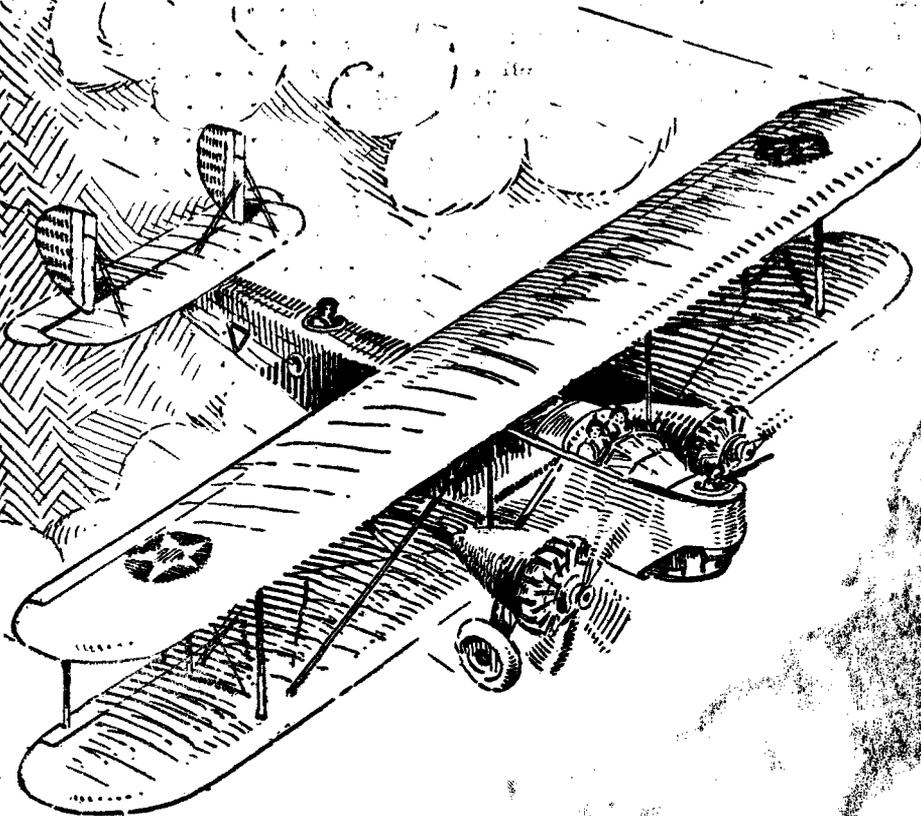


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AIR CORPS NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
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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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INCH BY INCH, OR PATIENCE IS A VIRTUE

The title of this might also be "My Impressions of Captive Ballooning." It relates the adventures of Lieut. Julian B. Haddon, Air Corps, during a flight from Rockwell Field, San Diego, Calif., to the Middletown Air Depot, Middletown, Pa. Lieut. Haddon is at the present time on duty in the Materiel Liaison Section, Office of the Chief of the Air Corps. Incidentally, he was the chief figure in a thrilling adventure over a year ago when he was initiated as a member of the Caterpillar Club. This initiation was quite a strenuous one, for in an altitude test flight, after ascending to 34,000 feet and encountering a temperature of 50 degrees below zero, he became unconscious due to the lack of oxygen and did not regain his senses until the aircraft had dived down to about 9,000 feet. It is bad enough to fall 25,000 feet, but to wake up and find your airplane in flames is a little too much.

After making every effort to extinguish the flames, but without success, and losing 6,000 feet more altitude, Lieut. Haddon finally abandoned his plane at 3,000 feet and landed with quite a hard jolt on the frozen ground.

But to continue with what we started out to say. For all of his years in the Army, there is one thing that Haddon hadn't learned, and that is to "never volunteer." If a certain proposition is a good thing, there will be a long waiting line, and that is what you should "bust" into. However, when a call went out for a pilot to ferry a plane across the country, Haddon volunteered. Then he found out that it was a PT, a primary training type of plane, cruising speed about 75 miles or so per hour. It was too late then to back out, so our Hero - but let him tell his own story.

"Yes, I went into this with my eyes open," sez he. "It was no extra-duty punishment assignment. I flew out in the rear seat where the sun could get at me and blister my lips. I landed at Yuma and Tucson, Arizona (that leg was a long one), Lordsburg, El Paso and Midland. I expect a bill from the owners of the pipe line running from El Paso to Midland. After I left Wink, I didn't know if I had enough gas to take me into Midland. A fine lot of country to come down in without gas. I started sweating, and when I say that I don't mean perspiration but honest to goodness sweat. I later learned it had fallen down along the pipe line and rusted the piping. Anyway, that showed how closely I followed the pipe line, which is the direct route.

I got into Midland and they poured forty gallons into the 42-gallon tanks of the PT, that is, two tanks of 21 gallons each. Then I made Abilene, Dallas, Oklahoma City, Muskogee and Springfield. Up to that time I had had no trouble in cranking the motor, but at Springfield I had to wait for an hour before they could find me an experienced mechanic to crank her up. Most of the mechanics at commercial fields dislike to crank up motors through the props, as most modern commercial jobs have starters. Then I made Scott Field, Indianapolis, Dayton and Uniontown.

Up to that time I had been averaging 78-80 miles an hour, with a slight tail wind helping me along. When I left Uniontown I had a 73-mile wind right into Middletown, this wind being encountered at an altitude of 6,500 feet. Yes, the PT, with my baggage, actually did get that high. You see, I was quite experienced in PT's by this time.

Finally I made Middletown after nine days en route, having been held up several times by bad weather. Now that I managed to last it out in a PT, I am thinking of making it in a bicycle. Anyway, it's more fun than sitting on a flag pole."

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Nine airplanes from Brooks Field and eleven from Kelly Field were flown to Abilene, Texas, recently to participate in the dedication of a new airport there. Major C.L. Tinker headed the Kelly Field flyers and Captain C.L. Chennault was in charge of the Brooks Field flight.

PURSUITERS VISIT THE BIG CITY
By the News Letter Correspondent

With the arrival of the new P-12's, the 94th Pursuit Squadron, First Pursuit Group, Selfridge Field, Mich., has been organized into three permanent flights with permanent flight and element leaders. Each flight has its distinctive markings to aid in performing, and this scheme has worked out very satisfactorily. Each flight has its own distinctive color, with a double bar on the upper wing for flight leader and a single bar for element leader. During the recent maneuvers with the Navy at Groton, Conn., the Squadron took off singly and was in formation above the bombers within four minutes.

Upon the completion of the maneuvers on the East Coast, 1st Lieut. James E. Duke, Jr., was ordered to deliver one of the Squadron's P-12's to Bolling Field. He left the Squadron at Groton, being scheduled to return to Selfridge by rail. The shortage in ships thus caused will be filled by a P-12 ferried from Rockwell Field by Lieut. Morgan.

On the way to Connecticut, the Squadron spent the night at Mitchel Field, and the bright lights of New York lured most of the officers. Despite the warnings of those who knew the city, and the ways of the city slicker, Lieut. Crabb was no match for the wits of a New York taxi driver and cheerfully donated a dollar and thirty-five cents for a thirty-five cent bill. Lieut. Duke, by main strength only it seems, prevented Lieut. Bolen from going to Coney Island and, after much persuasion, convinced him that a small cigarette display machine in a show window did not make all the cigarettes for the United States.

The 94th arrived at Trumbull Field on Saturday, May 24th, to cooperate with the 96th Bombing Squadron of Langley Field and the 5th Observation Squadron from Mitchel Field against the Navy in their attempted campaign against the coast defenses and the Submarine Base at New London and Long Island Sound. Nothing of note happened the first day except the Bombers landing down wind, and the war was over until Monday.

On Monday the Bombers were ordered out to bomb the fleet which was maneuvering off Fisher's Island, and the 94th went up for protection against any enemy aircraft. On Tuesday the Navy carried out a theoretical landing program on the coast defenses, with the ships from Trumbull Field attacking from the air.

Wednesday was the big day of the maneuvers, with the Navy airplanes coming in in force to bomb the Submarine Base and Trumbull Field. The 94th met them out over Fisher's Island, theoretically destroyed them, and the Squadron had just reformed in the event of another attack when the entire Navy air force arrived. Again the Pursuit attacked, and the battle gradually broke up into a sky full of dog fights which were only broken up by running low on gas. The Navy ships were considered out of the combat by that time, in spite of the fact that the Pursuit ships dodged radio aeriels during the whole melee.

On Thursday the war was over, and the different squadrons took off for their home stations. The 94th landed to refuel at Mitchel Field before the flight to Buffalo, and started out. After reaching the conclusion that the whole country east of the Mississippi was covered with rain storms and that the visibility could only be compared to thick pea soup, Lieut. Johnson turned back to Mitchel Field and the 94th arrived at Selfridge Field late the next day. At Buffalo, Lieut. Henry's ship tried to taxi into the commercial ships without a pilot, but Lieut. A.T. Johnson, with a show of sprinting ability that surprised everyone, cut the throttle and, with Lieut. Bolen acting as an efficient anchor, stopped the runaway with plenty of space to spare.

Just one thing more. Lieut. Bolen was credited with the lowest and safest parachute jump on record when he pulled his rip cord in getting out of the ship after a flight from a height of six inches. No casualties to pilot, ship or parachute.

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NEW OFFICERS FOR THE AIR CORPS

A total of 32 new officers were recently appointed 2nd Lieutenants in the Air Corps, Regular Army, all of them with rank from May 8, 1930. According to Special Orders No. 136, War Department, June 12, 1930, these officers are assigned to stations, as follows:

To France Field, Panama Canal Zone: Roy Dale Butler
Berkeley Everett Nelson

To Fort Crockett, Galveston, Texas: Frederick Earl Calhoun
Lawrence C. Westley

To Fort Riley, Kansas: - - - - - Clarence Edward Emyart
Dyke Francis Meyer

To Fort Sill, Oklahoma: - - - - - Douglas Thompson Mitchell

To the Hawaiian Department: - - - - - Maurice Milton Works
Ivan Morris Atterbury
James McKinzie Thompson
John Hubert Davies
Edwin William Rawlings
Theodore Bernard Anderson
Oliver Stanton Picher
William Johnson Scott
Archibald Johnston Hanna
Richard August Grussendorf

To Maxwell Field, Montgomery, Ala.: Anthony Quintus Mustoe

To Mitchel Field, L.I., New York: - Robert Lyle Brookings
Arthur Francis Merewether
Hugh Francis McCaffery

To Langley Field, Virginia: - - - - John Hiett Ives

To Rockwell Field, Coronado, Calif.: Carl Harold Murray
Gerald Hoyle
Tom William Scott

To Selfridge Field, Mt. Clemens, Mich: Jarred Vincent Crabb
Robert Kinnaird Giovannoli
Julius Kahn Lacey
George Frank McGuire
Minthorne Woolsey Reed
Morley Frederick Slight
Carl Ralph Feldmann

With the exception of Lieuts. Brookings, Slight and Giovannoli, all of the above named officers graduated from the Advanced Flying School, Kelly Field, Texas, on February 15, 1930. Lieut. Giovannoli graduated from the Advanced Flying School on October 20, 1928, Lieut. Slight on February 18, 1929, and Lieut. Brookings, a graduate of the United States Military Academy, in 1925. The last-named officer was a 1st Lieutenant in the Air Corps when he resigned on March 30, 1929.

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THREE-WORD SIGN ON PLANE AVERTS ACCIDENT

Mitchel Field, N.Y., boasts of a rapid-fire sign painter whose proficiency in this direction was the means of preventing what might possibly have turned out to be a serious accident.

Shortly before noon on May 26th, a commercial pilot left Trumbull Field, New London, Conn., the base of the recent maneuvers, and just before he cleared the ground the right wheel of the landing gear of his plane gave way. Unmindful of his predicament, the pilot continued blissfully on his way. His danger was evident to everyone on the ground, but not a single ship was down which could overtake him and warn him of the trouble.

Before the ship had gone more than a few miles, Lieut. S.E. Anderson, of the 5th Squadron, landed and was immediately sent out after him. In the interim of several seconds between the take-off of Lieut. Anderson and the landing of Lieut. Donald (Bobo) Baxter in another O-1E, Lieut. "Pete" Peterson, of border fame and otherwise known as "Zoom," conceived the idea of painting a sign on the side of the next ship that came down. No sooner had Baxter taxied up to the line than "Pete" was slapping huge letters on the side of the ship - LANDING GEAR BROKEN - following which Baxter was on his way again. The crippled Aeromarine plane was overtaken and, although the wet sign had smeared until it was barely distinguishable, the pilot divined its meaning, saw the broken wheel and waved understandingly.

The same afternoon a report came in from Providence, R.I., to the effect that the ship had landed without harm to either pilot or passenger and that they had forwarded a heartfelt vote of thanks for the quick thinking - and "Pete" isn't a Pursuiter - and assistance which averted what might have been a serious crack-up.

BACK FOR A YEAR
By Wm. J. Hahnel

It was just a year ago that I received my orders for active duty. I was living that time in Chicago, working as an engineer in a specialized line of communications development. My income was somewhat more than the Army pay and allowances. Furthermore, there were certain expenses to be incurred incident to moving to my new station. I felt, however, that the year back with the Air Corps was well worth it.

I had been one of those hopefuls who had gone into aviation after my discharge from the Army in 1919. I had not exactly "busted" into commercial aviation, so commercial aviation had not "busted" me. But it was tough diggings for several years, and the uncertain income convinced me that electrical engineering was a better and surer proposition. That was in 1922.

With the boom in aviation in 1927, I found myself slipping. I was already established with a large company. I had been a flyer, but here were embryo flyers who were getting ahead of me in the world of commercial aeronautics. I held the rank of Captain in the Reserve Corps and the rating of Junior Airplane Pilot. I felt that if I could only get in a hundred hours on service type planes I might be eligible for the higher rating of Airplane Pilot. It was not that I intended to enter commercial aviation immediately, but I just did not like the idea of slipping backward. The little inactive status flying which I performed now and then was not enough. What I needed was a year's dose. Then, with the much coveted A.P. rating - and it is a coveted rating among us Reserves - I felt I could look around and see what was what in the commercial flying game.

Finally, early in 1929, I applied for a year's active duty. The firm I was with allowed a sort of Sabbatical leave of one year without pay, so I was all fixed up on that score. I had to relinquish my Captaincy in the Reserves and come in as a second lieutenant, but this was agreeable to me. It was just a year from this writing that my orders arrived and I moved with my family to the station to which I was assigned. Within a few weeks after my arrival there, quarters were available. Although I had no particular "drag," the quarters were among the best at the field.

So much for my entrance into the service and the reasons therefor. I have heard comments from many sources regarding Reserves and their extended active duty tours. My own particular reasons were as stated above. I could live on the salary, meager though it was. Most important, however, I could pick up on my flying and be in a position to take something good in commercial aviation if it came my way. My year in the Army would not hurt me in my former position; in fact, it would help me. Later I found this to be the case, due to the many contacts I made during my year with the Air Corps. Incidentally, I suppose that after a year's active duty I was better qualified as a Reserve officer. I do know that, humble as my duties were, I learned a lot about the service which will stand me in good stead should I ever be called to active duty in an emergency.

I soon found things a bit different in this peace-time Army. My impressions jibed with those of Elliott White Springs in a story he wrote to illustrate that point. During the War the Air Service was abundantly populated with He-Men. At least, I suppose they were that, as they talked in a loud voice of Discipline, looked askance at ordinary courtesy while braying about the military brand of it, had no consideration for subordinates and less for real efficiency and smooth teamwork. They were individualists supreme. In common with most R.M.A.'s, my experiences had been sad ones.

Had I not heard that things were vastly different now, I would never have applied for active duty, but different they were. The word "discipline" was seldom mentioned, but we had plenty of it in my Group and also in my squadron. Everyone had a job and duties were performed reasonably well, otherwise one suffered the consequences. As a general proposition, however, they "put out."

I soon found out that there were many things to do besides fly, also that this present system of having practically all its officers flyers makes for efficiency in the Air Corps and that there is less "standing around" during the time there is no flying activity. All officers speak a common language. There is a minimum of explaining to do to some non-flying officer regarding the fundamentals of flying in order to stress the need of having this or that requisition filled.

With respect to the enlisted men, I found that those regularly assigned to mechanical duties were exactly like those mechanics in civil life with whom I had had considerable experience - aggressive, ambitious, clear-minded chaps who were

not misled by a superior's uniform or his military status in their judgment of his ability. Two impressions I had previously had were quickly dispelled. One was that soldiers are always growling and grumbling for no apparent reason. Perhaps it was the quality of our mess that reduced such growling to a minimum in our outfit. The other impression which was quickly dispelled was that Air Corps enlisted men are primarily mechanics, cannot drill and have not the military bearing found in other branches of the service. I had the opportunity of visiting several nearby posts during my year's tour and a number of distant ones on cross-country trips. Nowhere did I find more soldierly bearing or better conducted drills or guard mounts than we had right at my home station.

As for my stay in the Air Corps, I find that it has been worth while. I soon qualified for the much coveted A.P. rating. As a low ranking lieutenant, I was able to drop in various shops about the post and observe the technical workings of many places without being thought guilty of "snooping," as would have been the case had I come in as a Captain.

The most valuable experience I had was the participation in the 1930 Air Corps Field Exercises at Mather Field, Calif. These have been described in previous issues of the News Letter, so I will not go into detail in describing them. While in California I met not a few members of the organization I work for, all of whom were very much interested in my assignment. Outside of the flying experience I had there, the most important lesson I gained was in watching the handling of a large organization such as the Provisional Wing, its housing and feeding, its supply and operation in the field under conditions much the same as one would find them in the first months of warfare.

While I realize it would be unwise to assign too many Reserves to the maneuvers, I believe that every Reserve on extended active duty should participate in the maneuvers for that year. Such an experience of from four to six weeks is more valuable than a whole year of ordinary garrison duty.

All too soon the year came to an end. I had no illusions or hopes of coming into the Regular establishment, being over the age limit, nor did I have any desire to live henceforth on a junior officer's salary. As soon as the preparations for my departure from the Army were begun, I started to think of my engineering work in civil life. I was just as eager to get back to that as I had been to get into the Air Corps just a year previous. I wondered what new developments I would find in the work I had been doing in the Spring of 1929.

As I look back on it, this past year has been the experience of a life time. I have not a growl in the world. I think the Air Corps does wonders under the handicaps it suffers - the relative low rank of its officers compared to the rank enjoyed by those doing similar duties in other branches of the service, the frequent changes of station undergone by officers and noncommissioned officers alike necessitated by the recent Air Corps expansion, and the lack of airplanes with which to perform the many and varied duties assigned the Air Corps as a whole. I only hope that more equipment and more flying hours will be assigned to inactive status Reserve officers. I should like to be the most active of the inactive flyers in my Corps Area once I got back to the old button-hole factory.

I want to thank Major Knerr, the Group Commander, and the others in positions of authority for their consideration of me. The Regulars gave me all the breaks possible to hit the ball with the rest of the Group. In other words, the word "Reserve" did not mean a thing to them. We worked for a common cause - efficiency.

When I finish this I must go and polish my car, and then be off back to civilian life. I hope I find it as pleasant as this past year with the Air Corps has been.

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NO REST FOR THE PURSUITERS

Personnel of Selfridge Field have weathered quite satisfactorily a very busy month which was crowded with special flights. The 1st Pursuit Group returned to their home station from the Spring Maneuvers on May 2nd. Ships from the 17th and 27th Pursuit Squadrons participated in aerial exercises and demonstrations in cooperation with the 62nd and 69th Anti-aircraft Regiments, Coast Artillery, during the period May 10th to 22nd, inclusive. The 94th Pursuit Squadron furnished 18 P-12's for the Minor Joint Army and Navy Maneuvers held in the vicinity of Groton, Conn., May 24th - 28th, inclusive. Cargo ships from the 57th Service Squadron were furnished to ferry mechanics for each mission. In addition to the above special missions, a 12-ship formation flew to Indianapolis, Ind., for the Annual Speedway Classic.

THE FLYING KITTENS

By Tech. Sergeant Edward W. Wetteran,
43rd School Squadron, Kelly Field, Texas.

One of the Pursuiters from the 43rd School Squadron was taking his daily exercise of acrobatic maneuvers at an altitude of several thousand feet when something suddenly fell in his lap. Examination of the object showed it to be a wee kitten whose purring could not be heard above the roar of the engine. Cadet Watkins landed and returned the kitten to the hangar chief, who knew the exact location of a litter of such animals not a great distance from the hangars. Sergeant Williams found that it fitted into the general scheme of things taking place in rear of his quarters.

No one could understand where the kitten came from, nor when, as it was not in the cockpit when the airplane took off nor in the fuselage when inspected at the end of the preceding day's flying. Its hiding place, however, was destined to be disclosed, for he made the mistake of telling one of his brothers what a wonderful ride he had had and, of course, the brother set up a terrible me-ow to his mother to be allowed the privilege of a similar jaunt. The mother cat, being a modern matron, was air-minded, and consented. After working hours the next afternoon, she took each kitten by the back of the neck and stealthily navigated to the hangar line. She evidently admired Sergeant Williams, for she made her home at his back step and must have had confidence in his mechanical ability, for she again selected an airplane from his hangar in which to send her two boys. She carefully placed them in the baggage compartment, gave them a few parting words of advice about keeping quiet and still and the proper method to pursue in the event it became necessary to "bail out." She then returned to the remainder of her litter.

When Ship No. 28 landed the next day, after four hours in the air, Mrs. Cat was nervously pacing the hangar floor thinking all the horrible things probably happening to her boys and taking solemn vows that if she ever got them back there would be no more rides. With feigned nonchalance she watched the crew chief unlace the fabric to make his inspection, and she was as much relieved as he was surprised to see her two kittens back in the tail section of the airplane, for the ride had been too rough to allow the two passengers in the P-1 to keep their seats in the baggage compartment.

Private Cabble, the crew chief on No. 28, sent the kittens to the Flight Surgeons (Majors Harrison and Brown) who, after the usual examination and due deliberation in such cases, removed the kittens from flying status to take effect immediately. Reason - unable to pass the 609 test due to poor vision, their eyes not yet being open.

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COMMERCIAL PILOTS TO UNDERGO ARMY FLYING TRAINING

Ten commercial airplane pilots recently reported at the Primary Flying School at Brooks Field, San Antonio, Texas, for a two-week preliminary course of instruction preparatory to entering the Advanced Flying School at Kelly Field as students of the regular course in military aviation, starting July 1st.

The selection of the students who have learned to fly at commercial flying schools and their training at the Army schools partakes of the nature of an experiment to determine the adequacy of the commercial course as a substitute for the primary and basic Army courses. The experiment is being made at the request of officials of civilian schools who are sponsoring a movement to have all but specialized military training done at commercial schools.

At Brooks Field the ten students will be given 15 hours of flying instruction, made up of four hours transition to primary planes and demonstration of maneuvers with a one-hour test; four hours transition to basic type planes with two hours' test, and four hours of formation flying in basic type planes.

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FIRST ACCIDENT IN NINE YEARS

Master Sergeant Peter Biesiot, enlisted pilot of Kelly Field, Texas, who was injured recently when a gust of wind overturned his plane, prior to taking off, pinning him in the cockpit to the extent that he received a broken vertebra, is at present in the station hospital with a plaster cast holding his neck while the

broken vertebra knits. Sergeant Biesiot will probably be in the hospital for the next three months to come. The accident was his first in nine years of flying, including service at Langley Field, Va.; Wright Field, Ohio, and the Panama Canal Zone.

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CUBANS PRAISE ARMY FLYERS

Twenty-eight members of the Third Attack Group, Fort Crockett, Texas, who participated in the Independence Day Celebration on May 20th at Havana, Cuba, recently returned to their home station. They were presented with gold medals commemorating their visit.

While in Havana, the Army airmen were entertained at luncheon by the Cuban Secretary of War. President Machado gave a reception for them and Ambassador Guggenheim gave a dinner dance in their honor.

The Havana EVENING TELEGRAM commented on their visit, as follows:

"The United States Army aviators, who left this morning for Orlando, Fla., en route to their home bases in Texas and at Washington, D.C., after a four-day stay in this city, during which they took an active part in the celebration of Cuba's independence anniversary, are representative of the finest type of young American manhood. They are a credit not only to the Army Air Service but also to the country of which they are citizens. * * * The future of aviation in the United States, both military and civil, is safe in their hands, and with such men as these in the Air Service that country is bound to become the leader in the world of flying."

On the return trip the Third Attack Group remained overnight at Orlando, Fla where the civilian officials gave an informal dance for them.

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FAREWELL DINNER IN HONOR OF GENERAL GILLMORE

The Racquet Club, Washington, D.C., on Friday, June 13th, was the scene of a gathering of nearly fifty Air Corps officers, stationed in and about the Capital City, who assembled at a stag dinner to do honor to Brigadier-General William E. Gillmore, Assistant Chief of the Air Corps, who retires from active service on June 30th by virtue of the completion of over thirty years' service.

The toastmaster of the evening, Lieut.-Colonel Frank M. Andrews, Executive Officer of the Training and Operations Division, Office of the Chief of the Air Corps, first called on Captain William J. Flood for a humorous story, and the Captain responded nobly.

Colonel Andrews then traced his association with General Gillmore throughout his service in the Air Corps, and then called on General Fechet, Chief of the Air Corps, for a few remarks. General Fechet dwelt on his long association with General Gillmore and enumerated the many accomplishments of the latter while a member of the Air Corps.

The guest of honor was the next speaker and his address, although extemporaneous, was most excellent. General Gillmore spoke right from the heart. He touched on his experiences as a young man and his association with General Fechet, and then traced his thirteen years' experience as an Air Corps officer. Expressing his deep regret over leaving the Air Corps, which is so close to his heart, he added that it was a source of much gratification to him that he had been privileged to participate in some measure toward the success which this branch of the service has thus far enjoyed. In conclusion, he stated that no matter in what position he may find himself in the future, his thoughts will always be with the Air Corps.

A notable guest at the gathering was Mr. Frank T. Coffyn, who was a Captain in the Air Corps during the War and one of the original Wright flyers back in 1910. Mr. Coffyn, as a flying instructor, gave flying instruction to several of the Air Corps officers who were present at the dinner.

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Nine planes of the 90th Attack Squadron, Third Attack Group, Galveston, Texas, under the command of Lieut. Virgil Hine, assisted in the dedication of the new airport at Muskogee, Oklahoma, on May 25th.

EAGLE EYE PAUL

By the Mitchel Field Correspondent

An unprecedented flight of eighty miles was about to be made from Camp Dix, New Jersey, to Mitchel Field, and not so far away on a mound stood flight-leader P.H. "Hawkshaw" Johnston, alias "Eagle Eye," alias "Jack Dalton," and otherwise known to his public as "Pretty Paul, the Pride of the Air Corps." He paused in the act of biting the head off a spike, spat out a broken tooth, and gazed heavenward.

Now Pretty Paul had been detailed to "fly like an eagle" and bring a formation of five wayward First Squadron pilots from Camp Dix to the home roost at Mitchel Field. A weather report had come over the ether from Mitchel to the effect that the weather was dangerous, but "Hawkshaw" Johnston was dubious about the authenticity thereof because the skies looked fairly cheerful. The weather report worried Paul, not so much because he himself wished to get back to Mitchel Field, but because he was apprehensive for the welfare of his boon companion and soul-mate. "Kiki," known to the rest of the world only as a silly little bull terrier with a white snoot. Camping just didn't agree with "Kiki." Her warm milk and bed were waiting at Mitchel Field, and such needs must be served. Man's love for dumb critters was never so strong as that which welled up in Hawkshaw's bosom. So, much after the manner of the Little Conqueror, with a bit of Little Lord Fauntelroy thrown in for good measure, he decided on his course of action. "Blow the bugle, sound the drums!" he cried. "Warm up the ships and we'll be off!"

"Kiki" required some last minute attention, so that by the time it was ready for the journey the ships were ready to clear. Said Pretty Paul to his mechanic: "You may hold "Kiki" in your lap, but mind you be careful, she's a precious burden." Just then an underling, another second lieutenant, sidled up to him and asked him in a nice way if he had a map. "Poo hoo," said Paul, "for why should I need a map?"

Somewhere over New Jersey, almost to Sandy Hook, the skies began to lower on Pretty Paul and his gang, and he debated with himself the advisability of proceeding. Suddenly, with one of his characteristic lightning-like gestures, he waved his hands in the air for the break-up signal and cocked his ship over and down. Numbers two and three, taken unawares, chandelled up out of the way, and four and five were left stranded in the breeze. When they finally reorganized they found that they were headed back towards Camp Dix, and with that the fun began.

For some unknown reason Hawkshaw's compass suddenly decided (according to Hawkshaw) to create a ninety degree error and, being well supplied as he was without either maps or inspirations, he was in an excellent position to get back to Camp Dix. Johnston trusted his rapidly failing confidence in recognizing the terrain until almost to Camp Dix, and then began to worry outright about his ninety degree error. In order to correct it, thinking it was stuck or merely playing tricks, he began kicking rudder from one side to the other, which to those of us who like to preserve a certain etiquette in formation flying is anything but helpful to the wing men.

Finally Eagle Eye sighted Lakehurst on his left and everything should have then been hunky dory, because Dix is almost due west from there. Paul, however, was beyond even trusting his eyesight by that time, so he cut his gun, turned to his mechanic and hollered: "Which way from here?" Whereupon all his wing men chandelled up out of his way a second time, while the mechanic said "That way," pointing to the west. With that Paul turned not west, but due east and landed at Lakehurst.

This might go on and on - how the fumbling five finally got back to Mitchel with murder in their hearts, but the human interest would wane. This is merely a touching (I hope) tale concerned with the futility of dog-flying, the utter uselessness of maps and the independability of compasses. As such we end it.

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NEW OFFICERS AND NEW PLANES ARRIVE AT WHEELER FIELD, T. H.

The 18th Pursuit Group at Wheeler Field, Schofield Barracks, T.H., had cause for much elation recently, the reason therefor being the arrival of the first P-12 type airplane. It has been a long wait, but the waiting has been worth while. The P-12 is certainly a beautiful ship, and fondest expectations have been far surpassed. Other P-12's are arriving daily from the Department Air Depot at Luke

Field, and the entire complement of eighteen should be in the air within the next two weeks, forcing the faithful old PW-3's to take a back seat.

The arrival of twelve new officers, recent graduates from Kelly Field, has greatly relieved the shortage of flying personnel in the Group, and the outlook for the coming year is very promising. These new arrivals are all Air Corps Reserve officers detailed to one year of active duty. Most of them, however, have already taken their examinations for Regular commissions in the Air Corps, and all the personnel at Wheeler Field join in wishing them every success in their endeavors. The new arrivals are: 2nd Lieutenants J.C. Crain, A.J. Hanna, W.F. Kimball, R.A. Grussendorf, O.S. Picher, E.D. Hoffman, H.D. Clapper, W.J. Scott, L.W. Atrieber, W.A. Cocke, L.W. Sharman and M.M. Works.

The officer personnel of the 18th Pursuit Group welcomed the new officers with open arms by celebrating their arrival with an old fashioned Hawaiian Luau on the beach at Haleiwa. The pig was unearthed at six o'clock, and from that time on joy was unconfined. Hawaiian music, Hula dancers, etc., contributed to the merriment, and an excellent time was had by all.

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BROTHERS APLENTY AT WHEELER FIELD

The personnel of Wheeler Field, T.H., believe that they have the largest collection of brothers at any Air Corps station. There are at present nine sets of brothers among the enlisted personnel of the 18th Pursuit Group, as follows:

Daniel H. and Elmer M. Jones	Rupert R. and Curtis E. Riblett
Leonard A. and Homer Quinn	Roy L. and Alvin O. Sundseth
William H. and Fred O. Bushnell	John and Edward White
Dorlen E. and Argie A. McGuffee	Frank G. and Ruben H. Winiecki
James and Paul Smith	

In addition to the 18 brothers enumerated above, the 19th Pursuit Squadron has among its personnel a father and son combination in Staff Sergeant Robert Harvey and his son Private George W. Harvey.

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MITCHEL FIELD OFFICERS ENJOY DEEP SEA FISHING

The season for martyrs to the cause of angling is open, and the Mitchel Field Chapter of the Isaac Walton League is functioning in full force under the expert guidance of Captain "Red" Simonin and his crony, Captain Christine, the mentor from Air Corps Supply.

"Red" has the boat, Captain Christine the angler's art, Chaplain Ballentine the spiritual inspiration necessary for the snaring of fish, Lieut. A.V.P. Anderson the biggest rod, and the others the ambition to be bigger and better deep sea fishermen.

There haven't been any reports of astounding catches to date, but there have been tales of grim courage in combatting the elements. A four-hour drizzle was survived and great plunder, consisting of four weakfish, was displayed as a peace offering to irate wives. A long struggle for blackfish offshore in a plunging boat caused the Chaplain, despite his prayers to the contrary, to become sick at heart as well as stomach.

Better days and bigger fish to come, says Christine.

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MITCHEL FIELD WELCOMES MEMBER OF THE BYRD EXPEDITION

The entire personnel at Mitchel Field, L.I., New York, is exceedingly proud to welcome Sergeant Benjamin Roth back, after many long months spent with the Byrd Expedition in the Antarctic. Sergeant Roth is assigned to the 61st Service Squadron and was granted an extended furlough to act as an airplane mechanic for Admiral Byrd. As a commendation for his work he was recently promoted to the grade of Master Sergeant.

According to the News Letter Correspondent, the Noncommissioned Officers' Club at Mitchel Field is blowing its last dollar to stage a real welcome home dinner in his honor, and it promises to be a gala event.

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Famous last words -- "Where is that darned ripcord?"

CORPS AREA COMMANDER MAKES INSPECTION OF MITCHEL FIELD

Major-General Hanson E. Ely, Commanding the Second Corps Area, made his annual tactical inspection of Mitchel Field on Wednesday, June 18th, and at its termination was apparently very well pleased.

The whole bag of tricks, an Observation repertory with all the trimmings, was shown the General. The elaborate schedule, replete with formation flying, photography, radio, Red Cross missions and combats, was thrown in an uproar by an all morning drizzle and fog and confined the General's activities to dodging puddles and making a ground inspection of the lineup of ships.

When shown the nickel-plated dumbbell, the General evinced many chuckles and immediately wanted to interview the red-headed warrior Mulligan, who claims present ownership according to Major Ryan, the dumbbell's godfather. Needless to say, Jerry was slightly embarrassed by the interview.

In addition to the inspection of the ships, General Ely inspected all post transportation and the inner workings of the Engineering Hangar. He commented very favorably on the condition of the 61st Service Squadron and lauded Captain A.E. Simonin for his work in maintaining such an excellent hangar and set of shops.

With the weather clearing, the aerial review was staged immediately after lunch. A total of thirty Ol-E's passed in review. Red Cross and artillery adjustment missions were carried out and the results given the General. A bundle of supplies for the starving bachelors was dropped by a parachute at his feet, and a DH4 lumbered off to shoot pinpoints which, upon arrival at the photo section, were printed and delivered to the General in less than thirty minutes.

As a pleasant aftermath to the inspection, Colonel Howard whisked the General over to the Meadowbrook golf course where the two of them decisively quelled any championship ambitions which Major Ryan, the third member in the party, might have had.

In the evening the Colonel and Mrs. Howard entertained the General, Mrs. Ely and their daughter at dinner and later at the prize fights in the field's open air ring. The General stayed until the last sock was socked, and a very pleasant time was had by all.

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ARMY AIRMEN RESCUED AFTER LANDING IN OPEN SEA

While flying between Maui and Hawaii shortly after 11:00 a.m., at an altitude of about 8,000 feet, an L.B.5A Bomber, piloted by 2nd Lieut. T.L. Boyd, Air Corps Reserve, with Staff Sergeants H. Alexander, John Becker and Private H.L. Cowan as crew, crashed in the open sea on May 14th last.

The plane piloted by Lieut. Boyd was one of 42 Army planes from Luke and Wheeler Fields participating in an inter-island flight. The flight consisted of a Fokker Transport and 24 Pursuit planes from Wheeler Field, four Keystone LB-5A Bombers, three Loening Amphibians and ten DeHavillands from Luke Field.

The flight had passed Maui, when the plane piloted by Lieut. Boyd was forced down about 10 miles from Maui and 18 miles from Upolu Point. All members of the crew, except Staff Sergeant Becker, jumped at about 4,000 feet and were picked up from the waves later. Staff Sergeant Becker was carried to the bottom of the ocean when his parachute opened prematurely and became entangled with the rigging of the plane. This prevented his escape and he perished.

The first Army Amphibian which dived to the assistance of the doomed Bomber was piloted by 2nd Lieut. E. W. Rawlings, with Staff Sgt. R.F. Summers as crew chief. They were picked up by the steamer "Hawaii" but the airplane was lost at sea. Another Army Amphibian, piloted by 1st Lieut. U.G. Jones, with 1st Lieut. W.T. Meyer, as radio officer of the flight, followed Lieut. Rawlings to the water, but were unable to assist in the rescue due to the mountainous sea. They remained adrift until rescued by the "Pelican" at 1:38 a.m. Wednesday, May 15th, 40 miles southwest of the spot where they landed in their rescue effort.

A Navy PD Seaplane, in command and piloted by Lieut. M.A. Schur, followed the Army ships to the water, and able to taxi because of its two powerful motors, picked up Lieut. Boyd, Staff Sgt. Alexander and Private Cowan. All three rescued men, as well as the Navy plane's crew, were later transferred to the inter-island vessel "Hawaii," and still later to the "Waialeale."

This air disaster, in addition to resulting in the death of Staff Sergeant Becker, caused the loss of three airplanes, an Army LB-5A Bomber and two Loening Amphibians, and one Navy PD Seaplane.

Relating the details of the accident after reaching Iake Field, Lieut. Boyd told of his frantic efforts to get Staff Sergeant Becker to jump, his efforts to get to him to jerk him from the cockpit and his own crash against the tail surfaces in which he carried away the rudder.

"We were buzzing along smoothly at the time as the last plane in a formation of four," Lieut. Boyd stated. "The other three made a triangle ahead of us. I noticed the right wing beginning to settle and turned the wheel to bring it up. The wheel refused to turn, although I tugged with all my strength, shouting to Alexander.

"Alexander was sitting on my right in the pilot's cockpit. As soon as he saw what was wrong he threw up his hands to show me it was hopeless. So I cut the gun and we both shouted to get Cowan and Becker to abandon ship. Alexander went over the left side and along the fuselage. I stood up hanging on to the wheel and shouted to Cowan several times. He was slow to realize what was happening, but when he did begin to climb back he was perfectly cool. Then I turned back, going over to the right side on to the lower wing. Alexander was on the right wing shouting and pleading with Becker to jump. I began to shout and swear at him, but he stayed in his cockpit. Alexander let go and shot away from the plane. He was on the inside of the curve, the best place to leave the ship. I was on the outside.

"I knew I was supposed to be the last off, and we were plunging down toward the sea. We had dropped about 2500 feet by this time and as I went out of the cockpit the air speed indicator was already 175 miles an hour. I decided I would grab Becker by the collar and pull him out. As I made a move toward him the wind shot me into the tail. I crashed hard against the controls and the rudder came off with me. But I didn't feel much pain. I was mad more than anything else.

"The plane turned over once in a half roll and then went down vertically. I was falling head first and the plane was directly ahead of me. I saw the white shreds of a parachute flapping in the tail and felt sick because I had left the ship ahead of Becker. I pulled the rip cord when I saw the plane hit the water. My chute opened at the same instant I heard the noise. I was swinging hard when I hit the water. I slapped up against the side of a wave and it knocked me out. When I came to I was being dragged through the water by my parachute, which was still in the air.

"On the way down I realized it was going to be a big job getting untangled in the water, but I couldn't do much about it. My shoes and socks were torn off when I struck the rudder. My helmet and goggles disappeared also, and the buttons were gone off my kapok coat. I was hanging on by the arm pits. As soon as I hit the water I began to struggle with the parachute. It took me 10 or 15 minutes to get out of it. I think I hit the water first because I dropped farther than the others. Alexander went farthest down wind and Cowan was behind me.

"I saw Lieut. Jones land and try to get Alexander, but he was pulled off their wing when the wind got into his parachute. I was in the water a half hour before I was picked up."

Lieut. Boyd, according to Honolulu newspapers, attributed Becker's death to panic which caused him to delay his jump and then open his parachute while still in the plane. He expressed the belief that Private Cowan also struck the tail controls of the plane and dislocated his shoulder at the time.

Propped up in a cot at Tripler Hospital, Private Homer L. Cowan gave his version of the accident, as follows, according to the Honolulu "Star Bulletin":

"The first time I noticed anything wrong was when we started to leave the formation and nose down. Then the motors idled down and Lieut. Boyd and Sgt. Alexander began shouting to me to jump. I was riding in the nose, the forward gunner's cockpit, so this was no easy job. I had to crawl back between two whirling propellers and if I fell off I might get thrown into them.

I went along the top to the pilot's cockpit. Lieut. Boyd and Alexander had already left it and were crawling up the tail. I didn't see Becker at all. I never saw him after we started that dive.

I noticed the wind was terrific and the tail kept getting steeper as I crawled. I went through under the top wing, but when I got on the catwalk that runs along the fuselage I lost hold. Then I suddenly found myself out in the air all alone. I waited a moment and then pulled the cord. My parachute opened almost immediately and I looked around. I saw two parachutes just below me, but never saw any of the planes until I struck the water.

On the way down I heard the plane plunk into the water and started looking for it. All I saw was a big oil spot and some bubbles. I tried to unfasten

my parachute harness and found I couldn't use my right arm. But I unhooked the breast strap with my left hand just before I hit the water."

Lieut. Jones also had an interesting story to tell. "I was flying with the escort of amphibians about 1,000 feet below the Bombers and to the right. Meyer and I saw the whole accident. We watched the plane turn and plunge and the three parachutes open as the men left. Then I saw a parachute open out of the rear cockpit. I saw it bellow and then collapse as the plane gathered speed. It was a matter of very few seconds until it went down, only a few splinters and some oil marking the spot.

Lieut. Meyer sent out the first SOS. He sent out several in succession, and then told the world we were going down, giving the position. He reeled in the antennae while I put the ship to the surface. Rawlings landed first and I was right behind him only farther down wind. Alexander grabbed my right wing and then his parachute opened in a gust of wind and pulled him off. We tried to catch Boyd, but he went by under our right wing. Cowan was farther up wind and we didn't get to him."

Then Jones told of the 13 hours during which he sat at the controls, knowing that the slightest error meant destruction. He kept the Amphibian up into the waves and wind from shortly after 11:00 a.m. Wednesday until 1:30 a.m. Thursday, when the Pelican came to them to answer their rockets.

"I taxied over to the oil streak where the plane crashed after I found I couldn't turn around and help the Navy pick up the men," Lieut. Jones continued. "But there was little there. My motor held on for half an hour and then started missing and died.

"After this we started to drift south and west. We both proved good sailors and Meyer kept the rockets going every time the Navy planes came along. When the seaplanes stopped their patrol at dark, we decided we would have to weather out the night. The waves seemed 25 feet high and the wind was blowing about 35 miles an hour, but our plane stood it well. The main problem was to keep her into the waves and still keep her from going over backwards.

"When darkness came, Meyer told me our rockets were nearly all gone, so I ruled we should use none until we saw a light. We saw the Pelican's lights shortly after 1:00 a.m. and it seemed about an hour before she got to us. They got a line aboard and I crawled out on the top wing. Meyer was on the lower wing and I thought he had gotten aboard.

I saw a chance and jumped for the boat. Meyer held back until another wave hoisted the plane up and then he was right after me."

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MAY PROVES STRENUOUS MONTH AT MITCHEL FIELD

"Perhaps the month of May brings flowers, the Graf Zeppelin, and another golf title," says the News Letter Correspondent from Mitchel Field, "but it has brought a lot of grief to the old homestead. First of all, four prisoners applied for leave in a nice gentlemanly manner, and when disappointed took their vacation by kicking the slats out of the guardhouse wall. Then the following day the post garage took a beating by succumbing to a vicious fire which razed the structure to the ground, melted several trucks, a new Marmon car, bolts, nuts, screws, tires, etc.

The fire was quite sensational, rampant with heroism. Men dashed into the blazing structure and succeeded in saving several cars. The post fire department boys abandoned their pinochle and valiantly protected the surrounding buildings. A telephone operator stuck to his post with the flames scarcely ten feet away and notified all the surrounding fire departments. Lieut. Heffley mourned the cremation of his new Marmon and saw his love and life work, post transportation, fast removed to complete ruin. When the smoke cleared away two charred timbers rose up like spectral sentries to guard the mass of twisted metal.

As a sort of an aftermath while the junk man cleared out the ruin several days later, Pardoe Martin looked on woefully, heaved a sigh and was heard to say: 'Oh, for a tidal wave or a hurricane. 'Tis all we have yet to experience.'"

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Twelve Ol-E's from Mitchel Field, led by Major Ryan, accompanied Secretary Payne to Springfield, Mass., where an excellent new field (Bowles Field) was dedicated. An airport at Plattsburgh was opened by Lieut. Bobo Baxter (now closed for repairs) and the next opening is at Montpelier, Vt.

CATERPILLARS STILL JUMPING

The Caterpillar Club roster reminds one of a hotel register where names are always added and none erased. This roster of "Silk Sailors," as someone has dubbed Caterpillar Club members, already shows an imposing list of names.

The last record as of May 30th showed a total of 239 persons who trusted their lives to the efficiency of the parachute and were fully repaid for their confidence in this safety device. Since the resume in the last issue of the News Letter on the status of the Caterpillar Club, the names of several additional emergency parachute jumpers were called to the attention of the unofficial historian of this mythical organization.

An item in the Curtis-Wright Review for June states:

"Robert Chew, test pilot from Valley Stream Base, marched up to a police booth recently and reported he was obliged to step off from a privately owned plane he was testing over the Rockaways on Long Island. This forced parachute jump makes him a member of the famous Caterpillar Club."

The date of Mr. Chew's jump has not been reported, nor is anything known at this time of the circumstances which compelled him to take leave of his airplane. It is hoped Mr. Chew, or some other kind person, will furnish the Air Corps Information Division with the necessary particulars regarding this latest initiation into the Caterpillar Club.

A communication recently received from Major Ross E. Rowell, United States Marine Corps, Commanding Headquarters Aircraft Squadron, West Coast Expeditionary Force, U.S. Naval Air Station, San Diego, Calif., reports that on May 19th four members of the Marine Corps saved their lives by jumping in parachutes, viz:

Second Lieutenant R. J. DeLacy, U.S.M.C.
Staff Sergeant I. V. Masters, U.S.M.C.
Gunnery Sergeant S. G. Davey, U.S.M.C.
Private 1st Class D. M. Anderson, U.S.M.C.

Major Rowell cites the circumstances connected with the emergency jumps of these men, as follows:

"A five-plane ground attack formation was being drilled for the instruction of new pilots. East of Chula Vista, Calif., at an altitude of about 2,500 feet, the planes were signalled into column from a vee formation. Two planes collided and locked together. All four of the occupants jumped safely and the planes crashed and burned. Gunnery Sergeant Davey, an observer, was stunned by the impact and in jumping fouled his chute on the plane. Although one panel was ripped for about seven feet and a shroud line broken, he descended safely."

Through Mr. Hugh J. Crossland, of the Thompson Aeronautical Corporation, Cleveland, Ohio, it was learned that as far back as March 11, 1930, one A.H. Dewitt, Air Mail Pilot, was initiated into the Caterpillar Club under rather exciting circumstances. But let Caterpillar Al. Dewitt tell his story:

"As Caterpillars are made, not born, I am submitting this report of my initiation to the Club. Caterpillars are usually found crawling around in trees, so it was nothing unusual to find myself, a newly hatched Caterpillar, climbing down a tall tree in which my parachute had become entangled.

At 7:30 on the evening of March 11th, I had started from Kalamazoo with a new Pitcairn, bound for Chicago. The weather in Michigan had been squally, and only our Detroit plane had managed to get in, and I, enjoying my day of leisure, had been elected to carry the mail on to Chicago. The weather reports down the line promised smooth sailing, with no snow squalls in sight.

I was soon pitching along nicely in a light snow with a strong wind and fairly good visibility until I got within a few miles of the South Bend airport. It was snowing hard then, but I could still distinguish the flash of the beacon. Mentally congratulating myself for being so close to an airport I went on at about 300 feet, but when I got within a mile of the field the visibility vanished altogether.

My idea then was to stick around and wait for the lights to come on, and so I started coaxing my instruments to make wide circles around where the fields had been. You probably know what a gale and a squall will do to nice circles, so I finally gave up that idea and started back to where I had first lost my visibility. Weird noises, rushing of wind and uncanny feelings, accompanied with the waving hands of the instruments, soon made me realize that the best thing to do was to disregard direction and try to grab some altitude. I managed to get a couple of thousand feet and went along fairly well for some time, when suddenly things got away from me. Dirt swirled out of the cockpit and I

started coming down in some wild way. I was ready to leave when a little bunch a halos spun in front of me. I jammed the stick forward and released it in time to see pinpoints of light flash by, and realized that I must have been spinning into some town.

By this time my only thought was to get high enough to bail out, if I didn't run out of the storm in the meantime. I finally gained altitude and flew fairly satisfactorily for a time, hoping that I would find a break. It was terribly rough and so when the ship finally got away from me and started down at the rate of 2,000 feet a minute, and nothing that I could do seemed to stop the descent, I cut the switches and unloosened my belt.

I didn't jump but simply flew out, clearing the ship immediately, which makes me think I was in an inverted dive. The only satisfaction I had in jumping is that the Beneficiary Department would soon be forwarding my wife her check. The next thing I knew I was crashing headfirst into the top of a tree, where I hung suspended by the entangled shrouds of my parachute. As I hung there I reviewed the situation, looked at my watch which showed 8:30 p.m., E.S.T., and carefully climbed down the tree, leaving the parachute waving in the top as a signal of truce to the elements.

I found the wreckage and we trained the mail, which was undamaged. Ten minutes later the moon was laughing at me, the ceiling unlimited."

A member of the First Pursuit Group of Selfridge Field, Mt. Clemens, Mich., Lieut. M. F. Slaght, Air Corps, was initiated into the Caterpillar Club on foreign territory. While passing over Kitchener, Ontario, Canada, on June 2nd, Lieut. Slaght was thrown from his airplane, and his parachute landed him safely in a city back yard. The newly initiated Caterpillar was a member of a squadron of 18 Pursuit planes, in command of Captain Victor H. Strahm, which were traveling from Selfridge Field to Kingston, Ontario. According to Lieut. Slaght, the squadron was traveling at an altitude of 3,000 feet, and when approaching the city of Kitchener the airmen dived their planes slightly. The safety belt around his body, which is attached to the plane, snapped, and the sudden impact of air currents forced him from his machine. Slaght missed the high tension electric wires which pass over the district by between 18 and 20 feet, the wind carrying him safely over. The other pilots, after watching Slaght land safely, proceeded on their way.

It will be noted from the foregoing, that seven new names have been added to the Caterpillar Club, thereby boosting the membership to 246, and the number of emergency jumps to 258, twelve of the jumps being repeaters.

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A NOVEL NIGHT FORMATION FLIGHT OVER NEW YORK

One of the prettiest sights ever seen over New York City was witnessed one night recently when three planes from Mitchel Field flew a formation over the Garden Party on Governors Island.

The three planes were rigged with two rows of electric lights along the bottom of the lower wing and fuselage which were controllable from the cockpits. Flying in close formation the ships gave the impression of three jeweled crosses and presented as unusual a sight as one would care to behold. Even the hard working souls holding down the benches in the Battery were said to have lost their seats when they got up to look at the formation passing over.

In addition to this formation, every available airplane on the field was engaged in simulating a massed attack on Governors Island for the benefit of the crowds.

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FLYING RATINGS IN THE AIR CORPS

The Army Air Corps lists four flying ratings by which flyers of this service are designated: Airplane Pilot (including Junior Airplane Pilot and Military Aviator), Air Observer, Airship Pilot and Balloon Observer.

All but 18 Air Corps officers have one or more of the above ratings, with 60% of all Air Corps officers holding more than one rating.

There are also 18 officers who hold all four ratings, with experience in all the branches of military aviation. These 18 officers are stationed in 15 different posts in the United States and its possessions. In rank they are three majors, three captains, and the remaining twelve first lieutenants.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Brigadier-General Benjamin D. Foulis, Assistant Chief of Air Corps, from duty as Chief of Materiel Division, Wright Field, Dayton, Ohio, to Office Chief of the Air Corps, Washington, July 1, 1930.

Major Albert L. Sneed, Rockwell Field, Calif., to Materiel Division, Wright Field, Dayton, Ohio, effective July 30, 1930.

Major Barton K. Yount, Air Corps Tactical School, Langley Field, Va., to Rockwell Field, Coronado, Calif., to assume command.

Captain Wm. F. Vollandt, upon completion of tour of duty in Philippines, to Office Chief of Air Corps, Washington, D.C.

Captain Lloyd L. Harvey, Fort Crockett, Texas, to Fort Leavenworth, Kansas, for duty as student 1930-1932 course at Command and General Staff School.

Captain Alfred I. Puryear, Langley Field, Va., to Fort Bragg, N.C., for duty with 2nd Balloon Company.

Upon completion of tour of duty in Philippines, Captain Arthur W. Brock to proceed to Langley Field, Va., for duty.

Upon arrival in United States from Hawaii, Captain Harry C. Drayton to Walter Reed General Hospital for observation and treatment.

1st Lieut. Edward H. White, upon completion of present course of instruction at Advanced Flying School, Kelly Field, to Duncan Field, Texas.

1st Lieut. Edgar M. Fogelsonger, Fort Sill, Oklahoma, to Fort Bragg, N.C., for duty with 2nd Balloon Company.

1st Lieut. James T. Hutchison from Letterman General Hospital to Walter Reed General Hospital for observation and treatment.

1st Lieut. Ralph A. Snavely, Kelly Field, Texas, to Rockwell Field, Calif., effective September 1, 1930.

2nd Lieut. John A. Sanford, Fort Crockett, Texas, to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Maurice C. Bisson, Kelly Field, to Langley Field, Va.

1st Lieut. James C. Cluck, Office Chief of the Air Corps, to Detroit, Mich., for duty as Procurement Planning Representative of the Air Corps, August 29, 1930.

2nd Lieut. James W. McCauley, Fort Sill, Oklahoma, to Air Corps Training Center, Duncan Field, Texas, August 15, 1930.

Reserve Officers ordered to extended active duty: July 2 to December 31, 30

2nd Lieut. Charles Frederick Scott, Farmingdale, L.I., New York, to Selfridge Field, Mich. - 2nd Lieut. Wm. Warner Caldwell, Oakland, Calif., to Rockwell Field, Calif. - 2nd Lieut. Robert K. Urban, Abilene, Texas, to Rockwell Field, Calif., - 2nd Lieut. Harry W. Fowler, San Antonio, Texas, to Dodd Field, Fort Sam Houston, Texas, - 2nd Lieut. Wm. Groen, Jr., Whittier, Calif., to Rockwell Field, - 2nd Lieut. Sheldon B. Yoder, Almont, Mich., to Selfridge Field, Mich. - 2nd Lieut. Horace J. Reid, Pilger, Neb., to Selfridge Field, Mich., - 2nd Lieut. Carl Brewer Fry, Pasadena, Calif., to Rockwell Field; June 29 to Dec. 27, 1930 - 2nd Lieut. Henry Bishop Fisher, San Francisco, Calif., to Crissy Field, Calif., - 2nd Lieut. James H. Gray, Champaign, Ill., to Selfridge Field, Mich. - 2nd Lieut. Willard J. Venen, Harrisburg, Pa., to Langley Field, Va.; June 15, '30 to June 14, 1931 - 2nd Lieut. George Raymond Cullman, Jersey City, N.J., to Mitchel Field, New York; July 6, 1930 to June 30, 1931; 2nd Lieut. William Russell Bradford, Bonham, Texas, to Fort Sam Houston, Texas.

Relieved from Detail to the Air Corps: 2nd Lieut. Harlan C. Parks to the Hawaiian Department for duty with the Coast Artillery Corps.

2nd Lieut. George R. Evans to Infantry, 2nd Div., Fort Sam Houston, Texas.

Detailed to the Air Corps and to Primary Flying School, Brooks Field, Texas, not later than July 1, 1930, for training: 2nd Lieut. Raymond E. Bell, Infantry; 2nd Lieut. Howard Q. Huglin, Field Artillery.

Promotions: Lieut.-Colonel Ira F. Fravel to Colonel, rank from May 14, 1930.

Major Jacob E. Fickel to Lieut.-Colonel, rank from May 14, 1930.

Major Rush B. Lincoln to Lieut.-Colonel, rank from May 21, 1930.

1st Lieut. John M. Clark to Captain, rank from May 25, 1930.

1st Lieut. Rowland C.W. Blessley to Captain, rank from May 27, 1930.

1st Lieut. Arthur Thomas to Captain, rank from May 29, 1930.

2nd Lieut. William D. Old to 1st Lieutenant, rank from May 15, 1930.

2nd Lieut. Elmer T. Rundquist to 1st Lieutenant, rank from May 21, 1930.

2nd Lieut. David M. Ramsay to 1st Lieutenant, rank from May 27, 1930.

2nd Lieut. Harold G. Peterson to 1st Lieutenant, rank from May 29, 1930.

Promotions (Continued)

2nd Lieut. George F. Schulgen to 1st Lieutenant, rank from May 31, 1930.
2nd Lieut. Otto P. Weyland to 1st Lieutenant, rank from June 2, 1930.
2nd Lieut. Reginald R. Gillespie to 1st Lieutenant, rank from June 7, 1930.
2nd Lieut. Kirtley J. Gregg to 1st Lieutenant, rank from June 10, 1930.
Resignation: 2nd Lieutenant Sidney John Nelson.

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MARCH FIELD STUDENTS GRADUATE TO A.F.S.

June 27, 1930, marked the graduation from the Primary Flying School at March Field, Riverside, Calif., of 19 student officers, who were ordered to the Advanced Flying School at Kelly Field, Texas, to take the advanced course, viz:

Second Lieutenants

Donald W. Armagost, Cavalry	Jerald W. McCoy, Infantry
Harold H. Bassett, Corps of Engineers	Phineas J. Morrill, Infantry
Roger J. Browne, Cavalry	Pearl H. Robey, Infantry
Melie J. Coutlee, Infantry	Marshall S. Roth, Q.M. Corps.
Roy G. Cuno, Infantry	Dwight B. Schanep, Field Artillery
Rudolph Fink, Coast Artillery Corps	Charles Sommers, Signal Corps.
John C. Horton, Field Artillery	Keene Watkins, Infantry.
William E. Karnes, Cavalry	Emery S. Wetzels, Field Artillery.
Donald J. Keirn, Field Artillery	Don Z. Zimmerman, Corps Engineers
Robert M. Kraft, Field Artillery	

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PROMOTION OF ENLISTED MEN OF THE AIR CORPS

The following noncommissioned officers of the Air Corps recently received promotions:

To Master Sergeant

Technical Sergeant Alvan Killgore, 41st School Squadron, Kelly Field, Texas.
Technical Sergeant Arvin E. Miller, 19th Airship Company, Langley Field, Va.
Technical Sergeant Vernon H. Merson, 20th Photo Section, Langley Field, Va.
Technical Sergeant Edwin B. Woodward, 52nd School Squadron, Brooks Field, Texas.
Technical Sergeant Emil E. LaLonde, 17th Pursuit Squadron, Selfridge Field.

To Technical Sergeant

Staff Sergeant Thomas R. Harmon, 90th Attack Squadron, Fort Crockett, Texas.
Staff Sergeant Andrew F. Hygaard, 13th Attack Squadron, Fort Crockett, Texas.
Staff Sergeant Estes Lamb, 8th Attack Squadron, Fort Crockett, Texas.
Staff Sergeant Archie L. Ferguson, Marshall Field, Fort Riley, Kansas.
Staff Sergeant Albert G. Junkert, March Field, Riverside, Calif.
Staff Sergeant James C. Arnold, 95th Pursuit Squadron, Rockwell Field, Calif.
Staff Sergeant Frank J. Siebenaler, 66th Service Squadron, Philippines.
Staff Sergeant Leamon V. Ward, 22nd Observation Squadron, Maxwell Field, Ala.
Staff Sergeant Edgar J. Raymond, 91st Observation Squadron, Crissy Field, Calif.
Staff Sergeant John P. O'Callaghan, 20th Photo Section, Brooks Field, Texas.
Staff Sergeant John R.D. Wallace, 52nd School Squadron, Brooks Field, Texas.
Staff Sergeant Hugh J. Marth, 17th Pursuit Squadron, Selfridge Field, Mich.

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RETIREMENT OF AIR CORPS ENLISTED MEN

The following noncommissioned officers of the Air Corps were recently placed upon the retired list:

Master Sergeant Edward Ward, 20th Photo Section, Brooks Field, Texas.
Master Sergeant Hjelmar Ekman, 53rd School Squadron, March Field, Calif.
Master Sergeant Patrick Foy, 17th Pursuit Squadron, Selfridge Field, Mich., after 37 years' service.
Master Sergeant James B. Premo, 41st School Squadron, Kelly Field, Texas.

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The enlisted strength of the Army Air Corps on April 30, 1930 (last available figures) was 11,935, including 292 Flying Cadets.

ADVANCED FLYING SCHOOL GRADUATES 95 STUDENTS

Graduation exercises of the June, 1930, Class of the Advanced Flying School at Kelly Field, Texas, were held on June 21st at the Air Corps Training Center, the class consisting of 16 officers of the Regular Army, one officer of the Colombian Army, 77 Flying Cadets and one noncommissioned officer. These 95 graduates are divided among the special branches of aviation, as follows: Attack, 18; Bombardment, 15; Observation, 22; Pursuit, 40.

The graduating class participated in the Randolph Field dedication on June 20th.

The Flying Cadets were discharged on June 23rd, having been awarded commissions as 2nd Lieutenants in the Air Corps Reserve. Those accepting extended active duty proceeded to the stations to which they were assigned on the following day. Altogether, 59 Flying Cadets received orders to active duty under their status as Reserve officers, and were assigned to stations, as follows: 3 to Marshall Field, Fort Riley, Kansas; 5 to Maxwell Field, Montgomery, Ala.; 10 to Fort Crockett, Galveston, Texas; 6 to Langley Field, Va.; 11 to Selfridge Field, Mt. Clemens, Mich.; 6 to Post Field, Fort Sill, Okla.; 4 to Crissy Field, Presidio of San Francisco, Calif.; 8 to Rockwell Field Coronado, Calif.; 3 to Fort Sam Houston, Texas, and 3 to Mitchel Field, Long Island, New York.

The graduating class is listed below, as follows:

Officers of the Regular Army

2nd Lieutenant James E. Briggs, Field Artillery, Rochester, New York.
 " James K. DeArmond, Signal Corps, Butler, Missouri.
 " Fay O. Dice, Air Corps, Kewanee, Illinois.
 " Robert L. Easton, Field Artillery, Eugene, Oregon.
 " John F. Egan, Air Corps, New York City.
 " Laurence S. Kuter, Field Artillery, Rockford, Illinois.
 " David P. Laubach, Corps of Engineers, Easton, Pa.
 " Richard P. O'Keefe, Field Artillery, Marshall, Michigan.
 " John W. Persons, Air Corps, Montgomery, Ala.
 " William L. Ritchie, Field Artillery, Helena, Arkansas.
 " William C. Sams, Jr., Infantry, Meridian, Miss.
 " DeLma T. Spivey, Infantry, Whaleyville, Virginia.
 " Fred O. Talley, Infantry, Council Grove, Kansas.
 " Edward H. White, Air Corps, Fort Wayne, Indiana.
 " Otto Wienecke, Air Corps, New York City.
 " Murray C. Woodbury, Air Corps, Burlington, Vermont.

Flying Cadets

Joseph A. Anderson,	San Diego, Calif.	Philip W. Hatch,	New Haven, Mass.
Joe Shirley Anderson,	Honea Path, S.C.	Robert J. Hixon,	Greencastle, Ind.
Paul S. Baker,	Wollaston, Mass.	Robt. W. Humphreys,	Keithsburg, Ill.
John Bonnell,	Chicago, Ill.	Lloyd E. Hunt,	Cincinnati, Ohio.
Claude E. Brignall,	Chicago, Ill.	Francis I. Jacobs,	Cincinnati, Ohio.
Joe C. Britton,	Enid, Oklahoma.	Claris E. Johnson,	Champaign, Ill.
Eugene D. Blakeney,	Chapel Hill, N.C.	Francis X. Kelly,	Washington, D.C.
Lawrence T. Broeran,	Portland, Oregon.	Edward F. Kiessig,	San Diego, Calif.
Vernon M. Byrne,	Sarinemin, Ill.	J. David Kreysler,	Redlands, Calif.
Frank P. Bostrom,	Rangor, Maine.	Winston W. Kratz,	Louisville, Ky.
Willis G. Carter,	College Station, Tex.	George C. Kruse,	Urbana, Ill.
Edgar G. Carlisle, Jr.	Wayne, Pa.	Harold A. Lidster,	Nashville, Tenn.
William B. Clements,	Durand, Ga.	Chas. H. Leitner, Jr.	Spartanburg, S.C.
Ralston L. Crew	Kern Creek, Nevada.	Richard M. McGlinn,	S. Bellingham, Wash.
Robt. P. Doolittle,	South Bend, Ind.	Chas. T. Maxwell,	Indianapolis, Ind.
Cornelius K. Dunbar,	Cincinnati, O.	Davenport Mechem,	Los Cruces, N.M.
Lawrence A. Duncan,	Tuscaloosa, Ala.	Chas. H. Miller,	Lexington, Ky.
Harold W. Fairchild,	Cambridge, Mass.	Laddie J. Miller,	Oakland, Calif.
Marshall H. Fay,	Winchester, Mass.	Austin S. Merrifield,	Venice, Calif.
James A. Fisk,	San Diego, Calif.	Kenneth W. Mosher,	Sandwich, Ill.
Harry B. Fleming,	Weleetka, Oklahoma.	Russell W. Munson,	Laramie, Wyoming.
Faun W. Freeborn, Jr.	Picher, Oklahoma.	Reginald L. Needham,	Lorena, Texas.
Eldred L. Gann,	Bairden, Kansas.	Orville L. Oakes,	Tucson, Arizona.
Ralph J. Gibbons,	Walla Walla, Wash.	Wallace O' Daniels,	Seattle, Wash.
James N. Going,	Topeka, Kansas.	Herbert A. Orr,	North Adams, Mass.
Jonathan E. Grasty,	Austin, Texas.	Olof P. Pierson,	Boston, Mass.
Harlow B. Grow,	Sandy, Utah.	J. Morris Pincomb,	Overland Pk, Kans.

Flying Cadets (Continued)

Howard R. Poppen,	Peoria, Ill.	R. Milo Thornton,	Los Angeles, Calif.
Carl E. Recknagel,	Springfield, O.	Ashby H. Toulmin,	Mobile, Ala.
Robert S. Riley,	Worcester, Mass.	Lester E. Wagner,	St. Paul, Minn.
George E. Rodieck	San Antonio, Tex.	Byron Q. Van Cott,	Salt Lake City, Utah.
Lloyd L. Sailor,	Champaign, Ill.	Louis S. Wait,	Superior, Nebraska.
John E. Sandow,	Amherst, Mass.	Paul Waterman,	Providence, R.I.
Wm. H. Sherwood,	Waterford, Pa.	Felix Waitkus,	Chicago, Ill.
James Hudson Smart,	Tucson, Arizona.	William R. White,	Indianapolis, Ind.
Curtis E. Smith, Jr.	Augusta, Ga.	Francis A. Wilgus,	Rockford, Ill.
Frank LeRoy Smith,	Mt. Airy, N.C.	Clifton D. Wright,	Rock Hill, S.C.
William H. Sykes, Jr.	Blacksburg, Va.	Stanley J. Young,	Oshkosh, Wis.
Thomas L. Taylor,	Columbia, S.C.		

Noncommissioned Officer, A.C.

Staff Sergeant Maurice M. Beach, San Antonio, Texas.

Foreign Officer

Henrique Santa-Maria, Colombian Army.

As is customary, sometime before graduation the students made a long cross-country flight. On May 26th, a flight of 10 Bombardment students in five LB-5 airplanes, left Kelly Field and returned on May 31st. The flight was accompanied by 1st Lieut. R. A. Snavely and 2nd Lieut. H.R. Baxter. Muskogee, Oklahoma, was visited on the 26th, the date the field was dedicated by the Secretary of War. The night of the 27th was spent at Fort Sill, Oklahoma. Due to inclement weather a stop was made overnight at Midland, Texas, on May 28th. The next overnight stop was at El Paso, Texas.

The Observation Section cleared Kelly Field on May 28th with 16 planes. The flight was composed of 24 students, 3 instructors and 3 enlisted mechanics. The personnel were guests of the City of Pine Bluff, Arkansas, on the night of the 28th. The committee in charge of arrangements in that city provided an entertaining evening. The next day a flight was made to Fort Sill, and on the 30th the flight continued to El Paso. The section returned to Kelly Field on June 1st.

It may be remarked that through one of those strange coincidences which happen now and then, the number of students graduating from the Advanced Flying School on February 27th last (95) was the same as the number graduating on June 21st. Since October, 1928, a total of 560 students graduated from the Advanced Flying School, itemized as follows: October, 1928, 63; February, 1929, 85; June, 1929, 103; October, 1929, 119; February, 1930, 95; June, 1930, 95.

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NEW EQUIPMENT FOR THE AIR CORPS ✓

Contracts for new airplanes, engines, and accessories, involving an expenditure of \$11,299,978.97, were recently approved by the War Department. Under the outlay of the sum above mentioned, the Air Corps will secure in the near future 402 airplanes with spare parts and 1004 engines with spare parts. The purchase of this equipment for the Air Corps will be paid for out of the funds made available by the 1931 Army Appropriation Bill, which was approved by the President on May 28th.

The Douglas Company, of Santa Monica, Calif., was awarded a contract for \$2,221,623.30, covering 146 Model BT-2B Basic Training airplanes with spare parts and 44 Model O-38 Observation airplanes with spare parts.

The contract totalling \$1,543,183.90, awarded the Boeing Airplane Company, Seattle, Washington, covers 131 Model P-120 Pursuit planes with spare parts.

Under its contract with the Air Corps, the Thomas-Morse Aircraft Corporation Buffalo, New York, is to construct 71 Model O-190 Observation planes, with spare parts, at a total cost of \$1,018,126.20.

For the total sum of \$437,832.65, the Sikorsky Aviation Corporation of Bridgeport, Conn., under its contract, will construct for the Air Corps ten Sikorsky Amphibian airplanes, with spare parts.

A contract for 128 "Cyclone" engines, Model R-1750, with spare parts, amounting to \$742,643.13, was awarded the Wright Aeronautical Corporation of Paterson, N.J.

The Pratt & Whitney Aircraft Co., of Hartford, Conn., received a contract for \$3,802,763.32, covering 684 "Wasp," 450 horsepower engines and spare parts, and the Curtiss Aeroplane and Motor Company received one for \$1,533,796.27, covering 40 Model D-12-E, 420 horsepower engines and spare parts, and 152 Model V-1570, 600 horsepower engines and spare parts. Included among the V-1570 type of engines are some geared and supercharged types.

V-6058, A.C.

FLYING INSTRUCTORS SCHOOL IN SESSION AT KELLY FIELD

With an enrollment of 27 students, the Air Corps's annual flying instructors' school opened at Kelly Field on June 1st. Lieut. Robert D. Knapp, Air Corps, of Brooks Field, Texas, was designated Director of the school during the 30-day period of the course.

Training and qualification of officers as instructors at Brooks, Kelly and March fields is the purpose of the school. Special emphasis is given to maintenance of uniform methods and standards of training in the Primary Flying Schools at Brooks and March fields.

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A NEW HOLE-IN-ONE-CLUB

A new kind of hole-in-one-club was organized by two Mitchel Field flyers, Lieuts. Lorry Tindal and "Sadie" Steed - a sort of a land 'em on the fairway and approach the green with a tire game. Of course, you must conform strictly to rules, and it is only after diligent practice at ground-looping and throwing that tire high, wide and handsome for a perfect pitch shot to the green that you can qualify for membership in this club. Then, too, the handicaps are all pretty high as yet, but the players are heading doggedly towards scratch - only one scratch.

To present the story to you truthfully, these two men, enroute to Mitchel from Camp Dix, were forced down low by fog. After barging up the Hudson to no avail in an endeavor to circle the "soupy" weather, they gave up the ghost and decided to land. Pelham Bay Golf Course loomed up under them and they decided to put it down. Steed went in first and was forced to ground-loop to keep from running into some trees. In doing so a portion of the landing gear parted company with the plane. The flyers were heartily welcomed with shouts of "Fore," and were well taken care of until the necessary repairs were made.

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NEW AIRPORT DEDICATED AT LOS ANGELES; CALIF.

The new Los Angeles Municipal Airport, formerly Mines Field, near Inglewood, was dedicated June 7th and 8th. This airport was the site of the 1928 National Air Races. Army Observation, Pursuit and Bombardment planes, Navy and Marine Corps, National Guard planes were represented, also planes from the Primary Flying School at March Field. Altogether, the two-day celebration was a large affair. The 40th Division Aviation from Griffith Park, Los Angeles, sent over seven ships, of which number five O2's put on a short formation flight. The Adjutant General of California, General Mittelstaedt, representing the Governor, flew over with the Guardsmen and delivered an address. The Goodyear Blimp "Volunteer" was the kick of the show, as it dropped down within speaking distance, jettisoned some flowers, then placidly set down.

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RESERVE OFFICERS LOSE LIVES IN AIRPLANE CRASH

Captain Albert E. Flood and Lieut. Benjamin Berkowitz, flying together in a PT plane from Mitchel Field, were both instantly killed on Sunday, June 29th, when their plane crashed between the Meadowbrook and the Salisbury Country Clubs, only a few hundred yards from the edge of the Army airdrome.

They had been aloft about a half hour on a training flight and were coming out of a spiral when, it is believed, their motor quit and, to avoid crashing into the crowds of golfers on the links nearby, they stretched their glide, causing the plane to fall off and spin into the ground. The customary Board of Investigation, appointed soon after the accident happened, will no doubt discover the actual cause of the tragedy as nearly as it is possible to do so.

Both officers were Group I pilots, and both were the most active of the "inactive" status Air Corps Reserve pilots in the 2nd Corps Area, rarely missing a Sunday or one other day in the week when they were not out for their flying at Mitchel Field.

Captain Flood was an assistant principal of a New York school, and Lieut. Berkowitz was in the real estate business in the city. The former had been a

cadet colonel of his class at Princeton Ground School, where he received his ground training during the War, later receiving instruction in flying at one of the southern flying fields and subsequently being placed on duty as flying instructor. He was lately promoted to Captain in the Air Corps Reserve.

Lieut. Berkowitz saw flying service overseas, where he was a Pursuit pilot. Both officers were neighbors in the Bronx and inseparable comrades in life, even as they were in death. Their tragic fate will leave a deep and lasting impression in the Air Corps, as they had a host of friends both among the Regular and Reserve personnel.

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CONGRATULATIONS FOR TRANS ATLANTIC FLYERS

Recognizing the splendid achievement of Captain Charles Kingsford Smith, pilot of the airplane "Southern Cross," in negotiating the most difficult flight across the Atlantic, east to west, the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, forwarded to him the following message:

"Hearty congratulations on the splendid airmanship of yourself and your associates in piloting the Southern Cross to the United States. In the successful completion of your flight you have made a new and important entry in the international oceanic airways log. Your pioneering effort has won world-wide acclaim and admiration."

Major-General James E. Fechet, Chief of the Air Corps, forwarded the following message to the flier who just added the Atlantic Ocean flight to his conquest of the Pacific two years ago:

"The United States Army Air Corps salutes your splendid attainment and welcomes the Southern Cross on its return to American soil. Congratulations to yourself and crew."

The members of the crew on the Southern Cross on this epoch-making flight were Evert Van Dyk, whom Captain Kingsford-Smith called the "Flying Dutchman;" Captain J. Patrick Saul, the Irish navigator, whom he called Paddy, and "Little Johnny Stannage," the Australian wireless operator.

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RETIREMENT OF MASTER SERGEANT WARD

After 28 years and seven months of active service, Master Sergeant Edward Ward, 20th Photo Section, Air Corps, Brooks Field, Texas, was placed on the retired list.

Sergeant Ward first enlisted in the Coast Artillery August 26, 1901. He went with the Signal Corps Nov. 17, 1904, and served with that branch of the service until August 24, 1917, when he was commissioned a First Lieutenant. Following his discharge from the service, because of the expiration of the World War emergency, he reenlisted with the Air Corps on November 1, 1919, and has served therewith until the date of his retirement.

For the past eleven years Sergeant Ward was in charge of photographic laboratories and instructed in photography. The orders announcing his retirement expressed the devotion and loyalty which marked Sergeant Ward's service in the Army. The Sergeant also holds a commission as Captain in the Signal Corps Reserve.

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NOTES FROM AIR CORPS FIELDS

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Nichols Field, Rizal, P.I.:

28th Bombardment Squadron: The usual exodus of vacationists, seeking to avoid the hot weather, took place this month, with Baguio in the lead as the most popular resort. Among those leaving were Capt. Brock and family, Lieut. Phillips and family, Lieut. and Mrs. Steel, and a large representation of enlisted personnel.

Despite the fact that the Inter-Squadron Basketball league is not yet under way, our Squadron team played several games with fast teams in and around Manila. Among the teams we have met were the fast Philippine Olympics and the strong Sternberg Hospital five. From present indications, our court men will take the Post Cup for the fourth consecutive season.

2d Observation Squadron: The Squadron has not yet fully completed the annual aerial gunnery season, the phases on aerial tow targets still remaining to be fired. The leading scorers on the ground targets are Lieut. Shea with 216 bombing and 638 machine guns, and Capt. Giles, with 175 bombing and 650 machine guns.

On April 22d Major Harms, Lieuts. Grisham, McDonnell, Backes and Nowland, with three mechanics, Sgts. Smith, Podolski and Pust, took off in three Loening Amphibians on a tour of the Southern Islands, expecting to be gone a week or ten days.

Headquarters Detachment, 4th Composite Group: Organization Day was celebrated by a picnic at the Malabon Reservoir, and a good time was had by all.

The Inter-Squadron Duck-Pin Tournament is again well under way, the Headquarters team being third from the top.

On April 16th Nichols Field lost a ball game to the Post of Manila. It started out to be a very close game until Willmer, 1st baseman of Nichols Field, was sent to the bench, and in one inning the Post of Manila gained enough to win the game. On April 22d, the Nichols Field ball team travelled via reconnaissance bus to Ft. Stotsenburg for a double header. The team split even, the first game being won 5-1 and the second lost by the same score. Warrant Officer Jackson, formerly of Selfridge Field, is coaching the team the last half of the season and is doing very good work.

During the month two games were played with the ball team which will represent the Philippines in the coming Oriental Olympics to be held in Japan this month. This team is composed of the native players throughout the Islands. Nichols lost both games.

The Post Theatre acquired an amplifier unit and each show is enlivened by the playing of marches, jazz and classical selections. It is expected that work will be started soon on the installation of a Sound outfit, which will prove most welcome. The booking of silent pictures has now become quite a problem.

The Post Library recently received a new traveling library and reading interest has been revived.

Interest in the golf course has slumped a bit, due to the hot season.

40th Div. Aviation, Calif. Nat'l Guard, Griffith Park Airport, Los Angeles, Calif.

Capt. H.M. Elmendorf, C.O., of the 95th Pursuit Squadron stationed at Rockwell Field, Coronado, Calif., recently dropped in for an over-night stop, proceeding to his home station the next day. The 95th's P-12's are becoming more familiar at this post, and are always welcome.

Lieut. John Sewall, of the 115th Observation Squadron, recently completed a trip via air to Troy, Ohio, and return on business for the Waco Aircraft Co., of which he is Western Wholesale Sales Manager. Leaving L.A. via T.A.T. on the morning of April 10th, he reached Troy, via Kansas City and Columbus, on the 12th. Eight days were spent at the factory, and Jack reports a real thrill from the Taperwing-160 m.p.h. The return trip in a Model K-Kinner, covered several business stops on the way and was completed on the 26th. Lieut. Sewall is still trying to get over the fact that, instead of figuring on Douglas O-2 gas consumption, he averaged some 6½ gals. per hour for the entire 2500 miles back to the Coast.

The officers of this Squadron shot the practice round on the pistol range on May 25th, and the record course on June 8th. Results are not yet compiled, but it is hoped that most of the officers qualified.

Lieut. John Noe of this organization was recently added to the pilot staff of Western Air Express. That makes four of our pilots on the W.A.E. payroll.

Lieut. Leonard E. Thomas of the 115th Observation, sailed from San Francisco, May 29th on the Matson Line for a four months' trip around the world. The envy of his departure among the squadron was somewhat lessened by his farewell party given us.

Boeing's United Airport, near us, was the scene, on May 30th-31st and June 1st, of an elaborate Dedicatory program, including the usual civilian events. The Army was represented by Rockwell Field Pursuit and Bombardment.

Now that the perils of annual inspections for the year are over, the thought and plans of the Squadron are shaping themselves toward summer training camp at San Luis Obispo, July 26th-August 9th. The various Sections have turned in their ideas as to what they want and the general camp schedule is completed and OKed. This will be the second training camp at which we have the opportunity of working with the other branches, and from the lessons learned last year we hope that the 1930 camp will develop a smoothness and cooperation which can come only with actual inter-branch contact. Anyway, we are all looking forward to an experience which will make us a more useful and efficient outfit.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, June 17th:

Major Wilfred M. Blunt, 5th Cavalry, of Fort Clark, Texas, while in this vicinity, paid a visit to the San Antonio Air Depot on the afternoon of May 27th.

1st Lieut. John M. Clark, A.C., Depot Supply Officer of the Fairfield Air Depot, Fairfield, Ohio, visited this Depot May 27th to June 1st on temporary duty for a conference on the storage and issue of supplies at Air Corps Depots. Lieut. Clark renewed old acquaintances, having formerly been on duty at this Depot and at Kelly Field for several years.

1st Lieut. Jack Greer and Edward M. Robbins, A.C., of Rockwell Field, Calif., were visitors at this Depot, June 2d to 4th, arriving by rail and ferrying two PT-3A's back to the Rockwell Air Depot.

1st Lieut. Lucas V. Beau, Jr., Air Corps Instructor with the 45th Division Aviation, Colo. National Guard, at Denver, arrived here June 5th and left on the 6th, ferrying an O2-H for delivery to the Colorado National Guard.

On June 5th the Depot had the honor of a visit from Col. Francisco J. Aguilar, Military Attache to the Mexican Embassy, while on a series of visits to the Army Service Schools of the United States for the purpose of making a study of the educational system of our Army. He was in this vicinity in order to visit the Air Corps Primary and Advanced Flying Schools. Colonel Aguilar, who was accompanied on his visit to the Depot by Brig.-General F.P. Lahm, Commanding General of The Air Corps Training Center, appeared deeply interested in and appreciative of the many and varied workings of the Air Corps maintenance engineering system as manifested at this depot.

A pleasant informal visit was received by the Depot on June 13th from Mr. R.D. Sundell, Divisional Engineer at Brownsville, Texas, of the Compania Mexicana de Aviacion, S.A., of Mexico City, who discussed matters of general aeronautical interest and was interested in viewing the operations of the Depot's engineering shops.

The following airplanes and engines were overhauled and repaired by the Engineering Department of this Depot during the month of May:-

Airplanes: Overhaul - 1 C-1, 2 DH-4M-1, 4 DH-4M-2T, 1 O2-H, 2 P1-A, 1 P1-D, 1 P1-E, 2 BT-1, 3 PT-3, 9 PT-3A, Total 26. Miscellaneous Repair: 3 A-3, 1 A-3A, 1 A-3B, 1 LB-5, 1 LB-5A, 1 C-7, 2 C-9, 3 O1-E, 2 O2, 1 O2-C, 5 O2-H, 1 O2-M3, 1 O3-B, 1 O-19B, 1 PW-9, 2 PW-9C, 3 PW-9D, 1 PT-3, 1 PT-3A, 1 NS, Total 33. Assembly Jobs: 3 PT-3A.

Engines: Major Overhaul - 24 Curtiss D-12, 21 Wright J-5, Total 45. Minor Overhaul: 74 Liberty, 8 Curtiss D-12, total 82.

Luke Field, T.H., June 10th:

2nd Lieuts. T.B. Anderson, J.H. Davies, I.M. Atterbury, J.M. Thompson and E.W. Rawlings, who arrived at Luke Field for a tour of foreign service, on March 21st, accepted commissions as Second Lieutenants, Air Corps, Regular Army, to have rank from May 8, 1930.

2nd Lieut. John H. Dulligan returned to Luke Field for duty, having finished the course for Cooks and Bakers at Schofield Barracks.

1st Lieut. James F.J. Early departed for Kanai on leave of absence on the 20th, having ceased to be a benedict, and will sail for the mainland for duty with the 1st Balloon Co., at Ft. Sill, Okla., on the July 19th transport.

Sgt. Maurice Aubree of Luke Field, Champion long distance runner of Honolulu, running steadily with a stiff pace, clicking off distance over a sunbaked course with the tenacity of a bulldog, won the sixth annual A.C.A. modified Marathon run on May 30th, from the foot of Aloha Tower to the Waikiki Natatorium.

Aubree finished the race with a great burst of speed, being clocked at the finish by the judges in the time of 27 minutes 17 3-5 seconds, setting a new record for the course.

Pvt. Edwards, also of Luke Field, finished 6th, being clocked by the judges in the time of 29 minutes 52 seconds.

Third Attack Group, Ft. Crockett, Texas, June 2nd:

Nine planes of the 8th Attack Squadron led by Capt. Lotha A. Smith left last Saturday morning for Abilene, Texas, where they assisted in the dedication ceremonies of the new airport there.

The Ft. Crockett Inter-Squadron Baseball League has developed into a race between the 60th Service Squadron and the 90th Attack Squadron. The 90th has lost only one game and that one was to the 60th.

The present standing of the teams in the League is as follows:

<u>Team</u>	<u>Played</u>	<u>Won</u>	<u>Lost</u>	<u>Pts.</u>
60th Service Squadron	6	6	0	1.000
90th Attack Squadron	5	4	1	.800
13th Attack Squadron	6	1	5	.167
8th Attack Squadron	7	1	6	.143

Plans are being completed for a Post Tennis Tournament. A great deal of interest is taken in tennis here, and it is expected that some very fine matches will be seen during the tournament.

Lieut. John H. Fite is in the Base Hospital at Ft. Sam Houston, where he had a minor operation performed.

It was with a great deal of regret that we saw Lieuts. Walter Gross, Julius Flock, Robert Johnston and Reginald Heber leave the Group. They were transferred on the 1st of June to the Air Corps Training Center at Duncan Field.

Lieut. Alfred Beatie, who is in the Base Hospital at Ft. Sam Houston, is slowly recovering from the injuries he sustained in a crash here some time ago. Sgt. Criss, who was with Lieut. Beatie, at the time of the crash, is back at Ft. Crockett now.

Third Attack Group, Ft. Crockett, Texas, June 16th:

Recently when the U.S.S. "Galvenston" was in port, the personnel of the cruiser gave a farewell party and invited the entire personnel of the Third Attack Group. Those Marines and Sailors certainly did show us a perfect time. They sure do know how to entertain.

The present standing of the teams in the Fort Crockett Inter-Squadron Baseball League is as follows:

<u>Team</u>	<u>Played</u>	<u>Won</u>	<u>Lost</u>	<u>Pts.</u>
60th Service Squadron	10	9	1	.900
90th Attack Squadron	8	6	2	.750
8th Attack Squadron	10	3	7	.300
13th Attack Squadron	10	1	9	.100

Lieut. and Mrs. G.A. McHenry departed for Langley Field where Lieut. McHenry will attend the Tactical School. Lieut. McHenry was formerly Adjutant of Fort Crockett. When the 13th Attack Squadron was reorganized last November, he was appointed Commanding Officer thereof. Shortly before Lieut. and Mrs. McHenry left they were entertained with a beach party by the personnel of the 13th Squadron.

We regret to hear that we are going to lose Capt. Lloyd L. Harvey the latter part of this month. Capt. Harvey will attend the Command and Staff School at Ft. Leavenworth, Kans., for the 1930-31 course.

Lieut. and Mrs. Earle T. MacArthur returned home after their honeymoon. Mrs. MacArthur was formerly Miss Genevieve Harris of Denver, Colo.

Major Davenport Johnson just returned from Washington with the good news that an increase of 15 Attack planes is being contemplated for the Third Attack Group.

Moving pictures of the Third Attack Group were taken recently by the Paramount News Service under the direction of C.F. Garicke who took the first moving sound pictures for Paramount. Among the scenes that were shot were smoke screen demonstrations and maneuvers used in Attack Aviation.

For the past couple of weeks the pilots of the Third Attack Group have been doing quite a bit of night flying. Up to the present time there has always been a good sized crowd at the field watching the planes land and take off.

Under the command of Lieut. Robert F. Tate, six planes of the Third Attack Group, flew to Langley Field where demonstrations and instruction in Attack Aviation will be given the graduates of West Point Military Academy.

On the 19th of June, every available plane in the Third Attack Group took off for San Antonio to participate in the opening of Randolph Field.

Under the command of Major Davenport Johnson, twenty planes of the 8th and 13th Attack Squadrons took off from Randolph Field for a dawn to dusk flight to Chicago to participate in the Aerial Exposition on June 22nd and 23d. Nine of the planes were equipped for night flying in order to give demonstrations of night flying over Chicago.

Kelly Field, Texas, June 5th:

A miniature golf course of 18 holes has been constructed on Kelly Field. A splendid course has been made and the crowded condition proves the popularity of the game with the enlisted men of the field. The Recreation Officer is in charge of the course and the clubs are furnished without charge. The players furnish their own golf balls.

The Kelly Field Baseball League is now in full swing. All the squadrons on the field - eight - are represented. The 68th Service Squadron has had a clean record to date, leading the League with seven victories and no defeats. This team is playing in the San Antonio Senior League and making a very creditable showing. The 40th, 42nd, 43rd and 41st Squadrons are bunched together, with only a few points separating the team in second place from the team in the fifth place. The games have been well attended and much enthusiasm shown.

Wheeler Field, T.H., June 2nd:

18th Pursuit Group; 1st Lieut. James T. Hutchison and 2nd Lieut. D.H. Alkire departed from the Group last month for their new stations on the mainland. Upon completion of necessary treatment at Letterman General Hospital, Lt. Hutchison will proceed to Crissy Field. Lieut. Alkire is assigned to March Field. Bon Voyage was bid them in true Hawaiian fashion, with showers of Leis, Aloha's and an "Aloha flight" by the entire group as the transport rounded Diamond Head. The entire Group wishes them both every success at their new stations.

The Group made two Inter-Island cross-country flights during the month. On April 18th, twelve PW-9's of the 19th Pursuit Squadron escorted a flight of Bombers from the 5th Composite Group, Luke Field, to the island of Molokai on a "bombing mission". All ships landed on Homestead Field; a large field maintained by a Pineapple Plantation. On May 14th the Group, consisting of twenty-one PW-9's and one C-2 transport, flew to Maui, escorting the 5th Composite Group on a "bombing" problem to Hilo, Island of Hawaii. The PW-9's and C-2 landed on the Inter-Island Airways Field at Wailuku, Maui. The bombers, DH's and Amphibians continued on to Hilo. The flight from this point on was very disastrous for the 5th Composite Group, in that they lost one bomber and two Amphibians in crossing the channel.

The 18th Pursuit Group remained at Wailuku and were very hospitably entertained by the inhabitants. The following morning, the Group took off at 11:10 A.M., intercepted the 5th Composite Group on their return from Hilo, and returned to Wheeler Field, landing at 12:25 P.M.

On Saturday night, April 12th, four PW-9's, piloted by Lieuts. Vandenberg, Towle, Culbertson and Prindle, participated in the Aloha Water Carnival in

Honolulu Harbor by formation flying in searchlight beams, and dropping flares over the procession of brilliantly lighted boats. Lieut. Culbertson's ship spread a smoke screen across the mouth of the harbor. The many colored searchlights focussed on this smoke produced a very beautiful sight.

113th Obs. Squadron, Indiana Nat'l Guard, Indianapolis, Ind., June 14th:

During the past three years the 113th Observation Squadron has piled up what we think is a very enviable record. The drill attendance has never fallen below 75 percent and the turnover of enlisted men is less than 30 percent. During the three years that the Squadron has been operating off its own field there has been only one crack-up and no fatalities.

On June 8th, a battery of Anti-aircraft Artillery passed through our fair city en route to Ft. Sheridan, Ill. Equipped with high powered searchlights, and all the most modern anti-aircraft equipment, they paused long enough to demonstrate to the unsuspecting citizens that they are the babies to make the air "safe for the birdies". It was a very interesting demonstration, but too one-sided. Our pilots had a great deal of trouble keeping in the rays of the light and had to throttle down to keep from loosing the "defenders".

Plans are being formulated for a big time on July 4th. We expect to have an air circus, with stunts and features that have never been seen before in this part of the country. Cooperating with a battery of Field Artillery from the 139th F.A. 38th Division, the Squadron is going to stage a mimic war and, judging from preliminary details, this war is going to be a "Dandy". But we'll all lay our dough on the Air Corps.

Mitchel Field, L.I., N.Y., June 23rd:

Major Drury Mitchell, Q.M., and family, arrived on the field and have taken up their quarters. Major Mitchell will take over the vacancy left by Colonel Scott, who departed several months ago for Ft. Riley, Kansas.

Lieut. Johnny Covington dispatched a new rookie to the 1st Squadron supply room to get a sickle with which to cut the grass around the Operations Office, and the man returned with two signal flags. Figure that out.

Mrs. Trubee Davison has invited all the officers of the Post and their ladies to be her guests at her Long Island estate on the afternoon of June 28th. Tennis and swimming promise to be the main diversions in what we expect to be a thoroughly enjoyable day.

154th Observation Squadron, Arkansas National Guard, June 23rd:

The commissioned and enlisted personnel of this outfit are anxiously awaiting the morning of July 13th, when we leave for Pensacola, Florida, on our annual encampment of fifteen days. Our program calls for aerial gunnery, bombing, radio and pulling targets for the anti-aircraft unit of the Arkansas National Guard. The enlisted personnel has been divided into sections and the past year's regularly prescribed weekly drill program has been given over to instruction of these men in the work they will do during the summer encampment. These sections are Engineering, Radio, Armament, Supply, Transportation and Medical.

Weekly evenings of pistol practice were held in our indoor range during the winter, and these scores indicate that a high percentage of the squadron personnel will qualify as experts. These sessions were held by the Armament Officer, who has also thoroughly schooled the men in nomenclature, aiming, firing, etc.

Lieut. Neil G. Romich of the Supply Section had another silver bar added to the one he has had all this time, and two of our Second Lieutenants have been promoted to the first grade, - Lieuts. Ed Fee and Ellis Fagan. Lieuts. George Adams, John Howe, and Ed Garbacz just passed their tests and are now wearing their "Wings".

The Squadron baseball team is in mid-season form and has only lost one game this season. Our Athletic Officer is whipping the bunch into shape for some of the service teams around Pensacola this summer.

Our Squadron is mourning the loss of two members who died in the past month in crashes. Lieut. Jimmie Youngblood was killed in Tulsa, Okla., while flying a commercial ship; and Lieut. Bill Letzig, who was on active duty in Panama, was killed there while towing targets. Our Commanding Officer, Major J. Carroll Cone, was seriously injured at Billings, Mont., while flying a commercial ship.

We are to receive three new H's sometime before camp to help along the two overworked ones we now have.

One of our H's attracted quite a bit of attention flying around last Saturday afternoon with a target behind stretched out around three thousand feet. Capt. Baker, the Operations Officer, and one of the Armament Sergeants were testing out the equipment and getting in shape for lots of this a bit later on, but a lot of people thought they were about to lose something.

Seiridge Field, Mt. Clemens, Mich., June 6th:

17th Pursuit Squadron: On Friday, June 6th, the 17th Pursuit Squadron gave a Squadron dinner, followed by a minstrel show by the men of the Squadron, under the direction of Lieut. K.A. Rogers.

At the request of the University of South Dakota, Lieut. L.O. Ryan, 17th Pursuit Squadron, made an extended cross-country flight to Vermilion, South Dakota, to participate in a celebration at the University. Lieut. Ryan acted as judge of the girls' glider contest, one of the important events of the day.

Lieut. F.E. Malick, Purdue University out-fielder, is coaching the 17th Pursuit Squadron baseball team.

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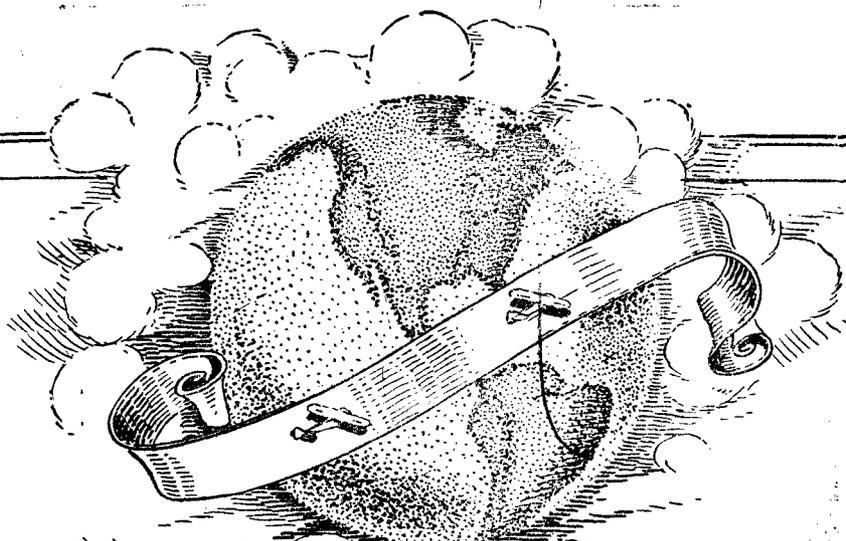
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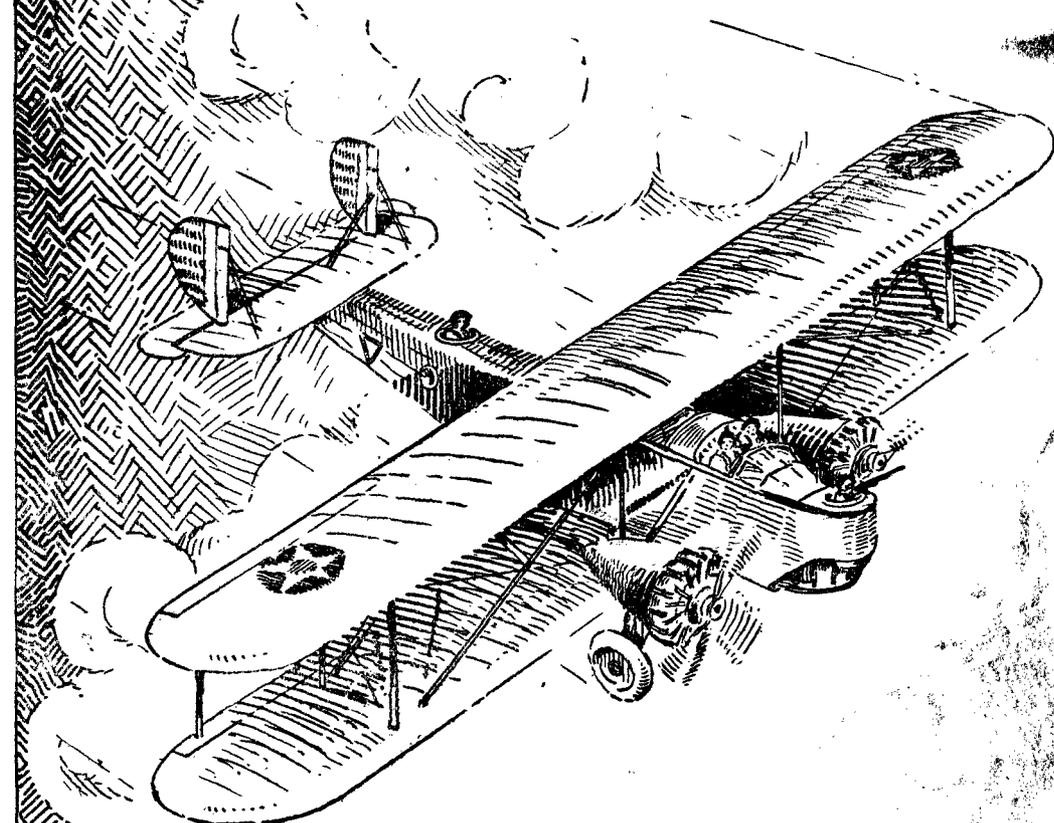
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AIR CORPS

NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

F. C. Barry

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Information Division
Air Corps

July 28, 1930

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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A MID-AIR TRANSFER OF RADIO APPARATUS

Students of the Communications Course of the Air Corps Tactical School at Chanute Field, Rantoul, Ill., performed a rather unusual "stunt" during the course of the recent record endurance refueling flight of the Hunter Brothers of Chicago by transferring a headset and microphone to the occupants of the endurance plane and enabling them to broadcast to the world their experiences during their long grind over the Sky Harbor Airport at Chicago.

In connection with this latest achievement in refueling endurance flight, it is interesting to note that some 18 months after the Army flyers in the airplane "Question Mark" established a record for continuous flying of 150 hours, 40 minutes and 14 seconds, this record has now been almost quadrupled. When Dale Jackson and Forest O'Brine, flying over the Lambert-St. Louis Field from July 13 to July 30, 1929, landed with a continuous flying time record of 420 hours and 21 minutes, it was the generally accepted belief that the ultimate had been reached in endurance flight.

Although the Hunter Brothers are not from Missouri, but from Illinois - a neighboring State - they evidently belong to the same clan of Doubting Thomases and proceeded to show the world that their doubts were well founded. And now the refueling endurance flight record has been boosted to 553 hours, 41 minutes and 30 seconds. It was estimated that during the course of their long stay in the ozone they traveled approximately 41,475 miles.

But to return to the mission performed by the radio students of Chanute Field. On July 1st, a telephone message was received at Chanute Field from the Office of the Columbia Broadcasting Chain to the effect that they had requested the authority of the Assistant Secretary of War, the Hon. F. Trubee Davison, for a Chanute Field radio-equipped airplane to be immediately dispatched to the Sky Harbor Airport, Chicago, Ill., where the Hunter Brothers were making their refueling endurance flight, for the purpose of dropping a microphone and headset into the cabin of the record-breaking airplane - The City of Chicago - in order to enable the Hunter Brothers to broadcast over the Columbia Broadcasting Chain.

First Lieut. Ernest S. Moon, 2nd Lieut. Robert Schoenlein, Corporal Thomas E. Arnold and Corporal Don C. Worley were detailed on this mission and immediately proceeded to make ready therefor. Shortly before noon a radiogram was received from the Office of the Chief of the Air Corps in Washington, authorizing the project. The airplane, with Lieut. Moon, pilot, and Corporal Worley, Airplane Mechanic, left Chanute Field immediately for Sky Harbor, and Lieut. Schoenlein and Corporal Arnold (Radio Mechanic) with some ground radio apparatus, spare tubes, batteries, etc., left by automobile about the same time.

Upon arrival, Lieut. Moon made all arrangements, and at five o'clock and twice daily thereafter, he and Lieut. Schoenlein made contact with the endurance plane by dropping a headset and microphone into their cabin, except on such occasions when the Hunter Brothers declined to receive the radio apparatus, probably due to experiencing some minor difficulty with their own airplane at the time.

On several occasions the radio contact between the Army and the endurance planes was very successful, thereby enabling the Hunter Brothers in their plane to talk via telephone to the Army airplane, which in turn transmitted their talk by radio, which was picked up on the ground (at Sky Harbor) and relayed again by telephone to the Broadcasting Station of WBBM in Chicago and simultaneously to all radio broadcasting stations throughout the United States which were on the Columbia Broadcasting Chain.

In addition to the above, a very novel performance was staged several times when a two-way conversation was held between members of the Hunter family and aviation officials on the ground and the Hunter Brothers in the

endurance airplane through the medium of dropping wires into the cabin of their plane from the Army radio-equipped airplanes flying about thirty feet above, and simultaneously broadcasting the two-way conversation over the Columbia Radio network in a fashion similar to that described above.

The National Broadcasting Chain also broadcast the remarks of the Hunter Brothers while in the air, as well as the two-way conversation between the members of the Hunter family on the airdrome and the Hunter Boys in the endurance airplane.

The News Letter Correspondent states that he is of the belief that the record endurance flight created national interest, and that the accomplishments of the Chamute Field radio personnel in making radio contact with the endurance plane and disseminating the conversations over both the Columbia and National Broadcasting Radio Net Works brought the entire population of the United States in considerably more intimate contact with the record breakers than would have otherwise occurred through the newspapers or any other means.

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AIR CORPS ENGINEERING SCHOOL COMMENCEMENT

By A.M. Jacobs

Commencement exercises of the Air Corps Engineering School were held at the Wright Field auditorium on June 30th, at 11:30 o'clock. Brigadier-General B.D. Foullois presided and distributed the diplomas. In his address to the graduates and assembled officers and employees of the field, the General stressed the necessity of cooperation in the accomplishment of work, especially the spirit of cooperation that senior officers and executives should demonstrate to those working under their direction. He recited instances in his own experience when, as an enlisted man, the intelligent interest taken in him by certain of his superiors, even when enforcing disciplinary action, had left a lasting and beneficial impression.

General Foullois explained that he was going to Washington to take part in plans for the completion of the Five-Year Program for the Air Corps started in 1926. He begged the continued cooperation of the Materiel Division, so liberally shown here during his year as Chief, as an aid in that effort.

Luncheon for the students and their wives followed the exercises. Lieut.-Colonel Jacob E. Fickel, Acting Chief of the Division, presided. Major Leslie McDill, Major C.W. Howard, Major O.P. Echols, Captain and Mrs. Gardner, Lieut. and Mrs. Albert F. Hegenberger were also guests. Later the party repaired to the auditorium where they were shown colored moving pictures made in the laboratories of the Eastman Kodak Company, depicting the arrival and reception of the Engineering School at the Eastman Kodak Company and at the Bosch and Lomb Company incident to their recent inspection trip through those plants upon a trip to Rochester, New York.

Out of the eleven graduates, eight were assigned to the Materiel Division, under the policy adopted by the Air Corps of making direct application of the technical training received during the year. The names of the graduating officers and their new assignments follow:

Lieut. A. W. Vanaman,	Procurement Section
Lieut. W. N. Amis,	Field Service Section
Lieut. O. R. Cook,	Airplane Branch
Lieut. A. C. Foulk,	Airplane Branch
Lieut. Paul H. Kemmer,	Equipment Branch
Lieut. C. D. McAllister,	Equipment Branch
Lieut. D. W. Watkins,	Power Plant Branch
Lieut. F. D. Klein,	Materials Branch
Lieut. H. T. McCormick,	Air Corps District Inspector's Office, N.Y. City
Lieut. H. H. Couch,	March Field, Riverside, Calif.
Lieut. E. L. Eubank	Tactical School, Langley Field, Va.

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Professor J. C. Othus, of the Oregon State Agricultural College, is giving a series of lectures on Metallurgy and Metal Testing to the Air Corps Engineering School, which has secured his services until September 15th, after which he will return to Oregon.

INSTRUMENT FLYING AT ADVANCED FLYING SCHOOL

"Instrument Flying," the art of guiding an airplane through the air with the aid of instruments alone and without the pilot orienting himself on the horizon ahead, has been added to the curriculum of the Advanced Flying School of the Army Air Corps at Kelly Field, San Antonio, Texas.

A number of PT (Primary Training) planes, each with the rear cockpit equipped with an airspeed meter, altimeter, turn-and-bank indicator, tachometer and compass, and hooded over with an adjustable canvas hood, are used for the first phases of this instruction. Eight hours are given over to practice in this type of flying, the student being seated in the hooded cockpit and the instructor in the open one.

Starting with straight flying, the student learns to fly at a constant altitude and speed, and with the wings level along a compass course, gradually developing skill in this phase of flying and then advancing to making banks and turns until he can make these with creditable facility. The instructor travels along to watch out for aerial traffic and to check on the student's work. From the hooded primary type of plane the student advances to one of the larger basic training type planes with the front (pilot's) cockpit also hooded over and equipped with the complete set of standard instruments.

Supplementing the course in this type of flying are a number of lectures on the subject of instrument flying, or fog flying, to give it the name by which it is known to the flying fraternity both in the service and in civil life. Most important is the instruction given in the limitations of instrument flying, when it should be done and when it should be avoided. Only skilled pilots are able to fly in this manner, and even they have to be broken of the tendency to rely on their "flying instinct" and their "senses" altogether instead of on their instruments when they first set out under a completely covered cockpit which blots out all view of the sky.

"Flying instinct," said one instructor, "is a much abused term employed by writers of fiction with which to imbue their heroes. To a great extent instinct plays a part in the piloting of airplanes, but it must be used in conjunction with a good set of flying instruments when you find yourself in a fog or under a hooded cockpit which simulates the conditions of flying through a fog or clouds. Certain movements in the control of an airplane, which are reactions to one's senses, are instinctive, but these same senses cannot be relied upon under all conditions. A person in a whirling chair with his eyes closed will imagine himself whirling to the left after the chair has ceased whirling to the right and is no longer in motion. In a fog or clouds or heavy storm, a plane might be in a tail spin and the pilot may take it out of the spin, but for a number of seconds thereafter he will feel that he is then spinning in the opposite direction. The flying instruments, however, will indicate what is actually occurring.

Student flyers at the Air Corps Flying Schools are apt to be puzzled over the apparent conflict presented by instrument flying as opposed to the problems of normal flying. In common with flying students the world over, many of the beginners have to be broken of their tendency to rely on their flying instruments instead of on their senses when the ground and the sky are visible. Many a novice pilot has come to grief in gliding down to the ground and waiting until his altimeter reads "zero" before attempting to level off and land. Many another has relied on the reading of his airspeed meter to tell him when he is approaching the dangerous stalling speed. For this reason airspeed meters, also, turn-and-bank indicators have been taken off the primary types of planes used for primary instruction. It is only after they have had considerable experience in handling airplanes that the flying school students are given this instrument-flying work.

Aside from the lectures touching on the mechanics of instrument flying, the greatest stress in subsequent lectures on this subject is laid on "when one should" and more particularly "when one should not" rely on the compass, turn-and-bank indicator and the rest of the fog-flying aids. In other words, the students are taught to differentiate between the conditions under which they should push on and those under which they should turn back and land.

For the present time the added course in instrument flying at the Advanced Flying School is considered tentative, its final adoption to be decided upon after a period of practical application.

THE ELEVENTH BOMBARDMENT SQUADRON

Among the famous units of the Air Corps of the United States Army, the 11th Bombardment Squadron takes a place at the top. Organized at Kelly Field, Texas, in the spring of 1917, this unit was originally intended as an Observation squadron, there being at that time no contemplated Bombardment units. During those hectic days of hurry and scramble, change and rechange, somehow there emerged a unit that was recognizable as such. In September the unit was ordered to Mitchel Field, Long Island, New York, for transportation overseas.

After a period of detention at this place, which at that time was little more than a mudhole, the unit finally received overseas orders and sailed for Sunny France in October. The crossing was without incident, and the organization arrived in England, where it was sent to Winchester to train with the British under the tutelage of the Royal Air Force, at that time the world's best. In this happy circumstance the Eleventh was exceptionally fortunate, as the personnel were given an opportunity to receive training and instruction from warriors who had seen part of a war.

After instruction and training by the Masters of the Art for a period of several months, in the spring the squadron was sent to the south of France to Air Service Replacement and Concentration Depot #5 at St. Maxient, where it was assumed they would be equipped and sent to the front. This happened! They were equipped - with picks and spades, saws and hammers, and put to work. The nearest airplane was at Tours, a hundred miles away, and for a period the Eleventh could forget that they were Air Service.

This unhappy condition did not last forever, as the unit was ordered to the front in July, taking station at Amanty, a little French mudhole in the vicinity of Colombey Les Belles and Grande Court. The Eleventh, which had been changed into a Bombardment unit, was to be a part of the First Day Bombardment Group, First American Army. In August they were equipped in time to get in on the St. Mihiel fray, in which they gave a splendid account of themselves considering the type of airplane used. Here it might be stated that the squadron was equipped with the famous American-built DeHaviland Four, known among flying men in France by more or less formidable designations.

About this time Captain Charles P. Heater, who had been for some months serving with the Independent Force, Britain's great bombing force, at that time working up the Saar and Rhine Valleys bombing German industrial cities, was placed in command. Heater had the experience, knowledge and personality for a great leader, and in a short time the unit was in a state of training and morale that rendered it a dangerous opponent for any air force. The Germans thought so, as later shown.

The First Day Bombardment Group was formed officially in September of 1918, consisting of the Eleventh, Captain Heater; the Twentieth, Captain Sellers; the Ninety-sixth, Captain Summerset; and the One Hundred and Sixty-sixth, Captain Parks, commanding. Captain Summers is now back in the Infantry; Captain Sellers is a member of the Air Corps Reserve, having served two periods of extended active duty at Langley Field, Va., in 1928 and 1929; and Captain Heater is in civil life. These four units constituted the entire effective Bombardment force of the United States at that time, and even at the time the Armistice was signed they had not been augmented. General William Mitchell, well known then and now, was Army Air Service Commander, First Army, and with him at the helm plenty of work was in store. He could and would work day and night, and everyone else was requested to do the same.

During the Meuse Argonne, first and second stages, this unit was called upon to carry its load of America's offensive gesture toward German power, and acquitted itself with honor. Severe casualties were sustained, but the effects were overcome. The highest spot in the Eleventh's record is the fact that any mission it was called on to perform was carried out, regardless of difficulties. It possessed as brilliant a combat record as any unit, being officially credited with the destruction of thirteen enemy aircraft, twelve successful raids on enemy territory, and many of its individual members being decorated by the United States, England and France. Each successful raid was equivalent to the action of much artillery, and this effect was felt far beyond the extreme range of artillery.

After the Armistice, the unit was ordered about and finally reached home in 1919. After a short stay at Mitchel Field, it was reorganized, many of the old members, being weary of war and its attendant miseries, having accepted discharge and the sixty dollars. But many youngsters who had missed service because of

youth began to enlist, and the unit was rebuilt and ordered to the Mexican Border, taking home station at Kelly Field, from whence it had started many months before. It left Kelly Field as an organization of the Army and returned a unit of America's fighting forces, a distinction that may be hidden from the layman but well known to any veteran.

During the years 1920 and 1921 not much happened to the Eleventh, that is, anything which may be called unusual. In 1922 it was ordered to Langley Field, Va., where it carried on under the command of Lieut. James Grisham. Arriving at Langley, it became again a part of the Second Bombardment Group, composed of those illustrious units which had made up the organization during the War. They were equipped with Martin Bombers, at that time the most menacing war machine in existence, and proceeded again to a state of training which would justify the record held before.

In 1923, General Mitchell, having secured two battleships - the VIRGINIA and the NEW JERSEY - prepared a strenuous program. He came down to Langley Field and took active charge, and only those who know him can appreciate what "active charge" by General Mitchell meant. Along with practice bombing, it was planned to move the entire Group from Langley to Bangor, Maine, between daylight and darkness. Old heads said it couldn't be done and lots of young ones argued. When General Mitchell gave the signal, the Group, under the command of Major John Reynolds, took off from Langley Field, 27 ships strong, with enough tentage, rations and equipment for the establishment of a camp.

In September, everything being ready, the Group moved to Cape Hatteras to prepare for the sinking of the battleships. Two-thousand-pound bombs were carried and the ships were sunk, all of which resulted in much newspaper comment.

After this epic, the unit returned to Langley Field and rested for a week, and then again took up their training, which continued until 1926, when the Eleventh was placed on the inactive list, the personnel being sent to March Field, Riverside, Calif., and there assigned to the reconstituted 54th School Squadron.

The Eleventh was reorganized on June 1, 1928, with an authorized enlisted strength of 115, obtained by transfer and recruitment. Rockwell Field is the present home station of this Squadron but, being cursed with the lust to roam, it will not be home very much if there is something to do a few hundred miles away.

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PISTOL SHOOTING COMPETITION AT CHANUTE

The Chanute Field Pistol Club completed the first leg of one of the most important matches of the season at that field recently when it won the first of a series of three pistol matches with the Pistoleers' Club of Cumberland, Md., by the score of 827 to 814. The matches were so arranged that the number of contestants was unlimited, the four highest scores counting. The four counting scores were made by Lieuts. Robert Schoenlein with 212, John L. Hitchings with 215, Arthur Hamilton with 204 and Minton Kaye with 196.

One of the features of the match was the shooting of Lieut. Kaye who, although an expert rifleman, had never competed with a pistol. He shot the fourth highest score his first time out.

One additional pistol match has also been completed, but the scores are not yet available. It is understood that the Chanute Field Club will arrange for a number of competitive matches to be held at the field during the summer, where both teams will be present for firing instead of each team firing on its own range and comparing scores.

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CUBAN OFFICERS VISIT SAN ANTONIO DEPOT

The San Antonio Air Depot, Duncan Field, Texas, recently had the honor of an informal visit from Captain Mario Torres Menier, Captain Jose E. Terry and 1st Lieut. Manuel Vidal Lazage of the Cuban Army Air Corps, accompanied by Captain Rosenham Beam, Air Corps, who is attached to the Cuban Army Aviation School at Havana, Cuba. The Cuban officers were conducted through the engineering shops and other activities of the Depot, and expressed great interest and enjoyment in viewing them. These four officers had flown from Havana to San Antonio to attend the dedication of Randolph Field on June 20th, making the trip in two Vought Corsair planes and accomplishing this 1650-mile journey in a flying time of 14 hours and 15 minutes.

DEATH OF LIEUT. FRANK B. TYNDALL

The death in an airplane crash on Tuesday night, July 15th, of 1st Lieut. Frank B. Tyndall, removed from the ranks of the Air Corps one of its war-time officers who rendered conspicuous service in combat operations overseas. Lieut. Tyndall was stationed at Langley Field, Va., and was engaged in a cross-country night flight in a single-seater pursuit plane when he crashed into a tree.

A native of Florida, Lieut. Tyndall was born at Sewells Point, Fla., on September 18, 1894. He attended Valparaiso University, Indiana, and for two years served in the Florida National Guard. During the war he enlisted in the Aviation Section, Signal Corps, on July 27, 1917, and after completing his ground school training at the Georgia School of Technology, Atlanta, Ga., he was ordered to duty overseas. He received flying training under his Cadet status at the School of Aviation, Chateauroux, France. He also completed the course at the Aerial Gunnery School at Cazaux, France.

Following his appointment as a 1st Lieutenant in the Aviation Section, Signal Corps, March 22, 1918, Lieut. Tyndall was placed on active duty at the Third Aviation Instruction Center. Assigned to duty on August 20, 1918, with the 22nd Aero Squadron, in a short period he became Deputy Flight Commander because of his keenness and ability in his work. He fought and led with great zeal through the St. Mihiel and Meuse-Argonne Offensives, and for a period from October 13th to the date of the Armistice was Flight Commander through the hardest campaign the Air Service experienced. He was well trained in Pursuit work and was officially credited with the destruction of four enemy aircraft. He was recommended for the Distinguished Service Cross and for promotion, being advanced to the grade of Captain on March 13, 1919.

After a period of service as Chief Engineering Officer at the Air Service Depot at Morrison, Va., Lieut. Tyndall was transferred to Kelly Field, Texas, April 5, 1920, for duty with the Pursuit Group. On July 1, 1920, he was commissioned a 1st Lieutenant in the Air Corps, Regular Army.

Assigned to duty as a student at the Air Service Engineering School at McCook Field, Dayton, Ohio, on November 1, 1920, Lieut. Tyndall graduated therefrom in September, 1921, and shortly thereafter was assigned to duty at Seattle, Washington, as Air Service representative at the aircraft plant of the Boeing Company. In June, 1923, he was assigned to duty in the Hawaiian Department and upon his return to the United States was placed on duty at Garden City, Long Island, as Air Corps representative at the plant of the Curtiss Aeroplane and Motor Corporation, and several months later in the same capacity at the aircraft plant of the Huff-Daland Airplane Co., Bristol, Pa.

Last summer Lieut. Tyndall was detailed to duty as a student at the Air Corps Tactical School at Langley Field, Va., and he graduated therefrom in June, 1930. He was slated for duty as Instructor in Pursuit Aviation at the Tactical School, but his untimely death will necessitate a change of plans in this direction.

Lieut. Tyndall was the second member of the Army Air Corps to join the Caterpillar Club. Back in November, 1922, he was flight testing an MB-3A airplane at Seattle, Wash., indulging in acrobatics at an altitude of about 4500 feet, when a terrific crash followed the moment the plane was placed in a right roll. Looking back, Lieut. Tyndall had the sickening sensation of viewing his upper and lower wings floating away at about his own level a considerable distance in the rear. Although he had no previous experience in parachute jumping, he lost no time in releasing his safety belt, following which he rolled out of the cockpit and, after falling what he judged to be about 100 feet, he pulled the rip cord. Almost immediately the parachute opened with a considerable jerk and he started, what seemed to him, a slow descent earthward. After being thrown against some telephone wires he landed on a plank road with no ill effects.

Lieut. Tyndall was buried with full military honors in Arlington National Cemetery on Saturday, July 19th. Four planes, piloted by Lieuts. Stanley Umstead, David W. Goodrich, Thomas D. Ferguson and William C. Coleman, of Bolling Field, D.C., were flown over the cemetery during the funeral ceremony.

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Major Lewis H. Brereton, with 26 officers and 17 ships of the 88th Observation Squadron, arrived at Fort Crockett, Texas, recently for two weeks of aerial gunnery. There are no facilities at Fort Sill for tow target work, hence the trip to Galveston, where the Gulf of Mexico swallows stray bullets.

CHANGES IN CURRICULUM AT AIR CORPS TECHNICAL SCHOOL

Announcing a number of important changes in the curriculum for the school year, beginning July 1, 1930, Lieut. William M. Lanagan, Director of the Department of Mechanics, Air Corps Technical School, Chanute Field, Rantoul, Ill., stated recently that the interests of the service will be better served by the new program which includes a consolidation of the present courses of Engine Mechanics, Airplane Mechanics, and Crew Chiefs into one big course of nine months' duration to be known as "Airplane Mechanics."

It was pointed out that this change alone will greatly increase the efficiency of the students undergoing this training, since one man will then be conversant with the entire airplane and its engine, eliminating the necessity of having a specialist in each subject. Present personnel conditions in tactical organizations are such that on an average of one man per plane is available to service the ship and keep it in the air. Under the old system an engine mechanic was unable to make adjustments or repairs on the airplane itself, and the airplane mechanic was at a loss to keep the engine properly tuned. The new plan does away with this condition, the new course completely covering the essentials of all three courses previously given.

Other changes in the Department of Mechanics include the separation of the Armament Division from the Department of Mechanics. Lieut. Arthur G. Hamilton has been placed in charge of the reorganized Armament Department, which now functions as a separate unit of the school and is not in any way connected with the mechanical department.

The course in General Mechanics-Aircraft Welders, covering machine shop practice and welding, has been divided into two distinct courses, one going under the name of Aircraft Machinists and the other known as Aircraft Welders.

The Parachute Riggers' course remains unchanged except that the output will be doubled. A new class of ten men will start in this course every month, with the exception of August and February, whereas heretofore classes have started every other month.

As a result of the various changes made in the School, the yearly student output will be raised from about 440 to 550 in the Department of Mechanics alone. Thirty students will compose each class of the new Airplane Mechanics' course, a new class starting every month, except August and October. School activities will be suspended in August for summer vacations and repairs and a student officers' class in Airplane Maintenance Engineering will be started in October. This class will accommodate thirty officers and extend over a period of nine months. The course will cover the essentials of every mechanical course on the field.

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CORPS AREA COMMANDER COMMENDS AIR CORPS COOPERATION

Apropos of the Exposition and Tournament recently held in Chicago, Ill., Major-General Frank Parker, Commanding General of the Sixth Corps Area, addressed the following letter to Major-General James E. Fechet, Chief of the Air Corps:

" * * * The Air Force was the backbone of our Exposition and Tournament and has reflected the greatest credit upon itself and the Army in general. I believe that the interest created by the performance and by the conduct of the officers and men of the force participating will be of incalculable benefit to the Air force and to the Army in general.

I shall send in commendations for all those members whose work so greatly contributed to the success of our Tournament.

Above all I wish to express to you the deep appreciation of this Headquarters for your energetic support of our program and to assure you again that your assistance constituted the backbone of the Tournament.

I am sorry that you could not get out to see the really remarkable ability of your force, as I am sure they have touched the high water mark of air maneuver efficiency during our Tournament. Their spirit was on a par with their ability, and they have left a great impression on this community."

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During the Maneuvers of the 2nd Division at Charlotte, Texas, the personnel of Dodd Field, Fort Sam Houston, Texas, spent five days performing continuous reconnaissance, liaison and observation missions under simulated wartime conditions. The problem required the participation of 90% of the command, consisting of 25 officers and 115 enlisted men and the entire flying material of the organization, i.e., 7 O2-H planes, 3 PT-3 planes, one C-1-C and one DeHaviland.

KANSAS CITY RESERVISTS PARTICIPATE IN AIRPORT DEDICATION

By the News Letter Correspondent

Five PT-1's and two O-11's crossed the State of Missouri on June 28th to attend the opening of the Curtiss-Wright Airport in East St. Louis. The new airport is certainly an improvement over any other airport in St. Louis. Concrete runways, wonderful brick hangars and, best of all, only about ten minutes from the heart of St. Louis, Mo., the field being just across the river on the Illinois side near the municipal bridge. As hosts the Curtiss-Wright people are all that may be desired, just one hundred percent. Major Tully took a personal interest in seeing that the officers and men from Richards Field were properly entertained and made comfortable.

As usual, our C.O., Captain William B. Wright, Air Corps, was here, there and everywhere, meeting old friends and greeting new ones, and taking care of all necessary details.

It was our pleasure, while in St. Louis, to be afforded the opportunity of meeting Mrs. Wright, the Captain's wife; his aunt, Miss Kelley, and his son Billy, Jr. Since taking command of Richards Field in Kansas City several months ago, Mrs. Wright has been visiting in the south, and driving through to Kansas City she stopped at St. Louis and had dinner with the bunch.

The Squadron started back for Kansas City the next afternoon at about 2:00 p.m., refueling at Columbia, Mo. It was a rather hectic trip on the way back, strong headwinds being encountered, storms, and the tail end of a near hurricane. There were no forced landings, however, and all planes arrived in Kansas City in time for dinner in the evening.

Those participating in the flight were Captain William B. Wright, Air Corps; Major John P. Beeson, Medical Corps, our Flight Surgeon, who has a pilot's rating; and the following Air Corps Reserve officers: Captains John W. Ranson, William E. Long, George T. Long, William P. Ford, Francis Poindexter, 1st Lieuts. Harry Betz and Wofford E. Lewis, 2nd Lieuts. A.D. Hillman, Ben. A. Sweeney and Henry G. Stahl, also Privates Micek and Chandler.

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TALKIES AT MARCH FIELD

March Field, Riverside, Calif., is one of the two stations on the Pacific Coast to be equipped with a talking motion picture machine. The motion picture theatre has been reconstructed, making it as nearly sound proof as possible. All the latest features are shown at this theatre, and the projection and sound effects are as efficient as those of the large city houses. As a result of this installation, the nightly attendance of personnel of the field has been materially increased.

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MARCH FIELD AIRMEN ATTEND RANDOLPH FIELD DEDICATION

A flight of nine airplanes took off from March Field, Riverside, Calif., on June 18th for Kelly Field, Texas, for the purpose of enabling the occupants thereof to attend the dedication of the new flying school at Randolph Field. The pilots and passengers were as follows:

<u>Pilot</u>	<u>Passenger</u>
Major M. F. Harmon, Air Corps	Miss Randolph
1st Lieut. B.T. Castor, Air Corps	Sergeant Dean
2nd Lieut. W.B. Blaufuss, Air Corps	2nd Lieut. F.J. Lauer, Air Corps
1st Lieut. James D. Givens, Air Corps	Master Sergeant Kelly
2nd Lieut. F.C. Wolfe, Air Corps	Captain Cowan, Dental Corps,
2nd Lieut. A.L. Moore, Air Corps	Staff Sergeant Jarvis
1st Lieut. W.A. Maxwell, Air Corps	Lieut. Brown, Air Corps Reserve
1st Lieut. R.B. Williams, Air Corps	1st Lieut. C.H. Downman, Air Corps
2nd Lieut. J.C. Crosthwaite, Air Corps	Staff Sergeant Mick

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The "Dawn to Dusk" flight of the Third Attack Group from Galveston, Texas, to Chicago, Ill., proved a great success, the planes arriving at the mid-west metropolis fifteen minutes ahead of time. The Attackers participated in the Military Tournament and Exposition held at Soldier Field the last week of June.

OBSERVATION PILOTS QUALIFY IN AERIAL GUNNERY

Pilots of the 2nd Observation Squadron, stationed at Nichols Field, P.I., recently completed their aerial gunnery work for the year. Of ten pilots who completed the record course, five qualified as expert aerial gunner, four as aerial sharpshooters, and one as aerial marksman. Lieut. Charles Backes made the high score of 882, with Lieut. Augustine F. Shea and Captain Benjamin F. Giles close behind with 854 and 846, respectively. Lieut. Shea, being on detached service during the firing of the aerial targets, did not fire in this event but had sufficient points in the other two events to make expert.

Of three observers firing the Record Course, Lieut. Graves was the only one to qualify, making a score of 810 points for Expert. The latest change in T.R. 440-40 was received at Nichols Field after the firing at ground targets had been completed. A number of pilots who had been congratulating themselves on making Expert, without the necessity of firing at the aerial targets, were sadly disappointed at the raise in the qualification score.

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PAINT JOB REMOVES PET "JINX".

Some airplane pilots, like the majority of professional baseball players, have their pet "jinx." Lieut. Bob Nowland, now with the 2nd Observation Squadron, stationed at Nichols Field, Rizal, P.I., and not long ago Operations Officer at Bolling Field, evidently has a distinct aversion to No. 13. Three Amphibians from Nichols Field recently left for a tour of the Southern Islands. Two of them returned without incident but the third, No. 13, developed a "Jinx" on the trip, considerable engine trouble being experienced. On the return trip from Zamboanga the engine quit cold on the Island of Negros. After a few days of hard labor on the part of Staff Sergeant P.G. Smith, the mechanic, and a new paint job by Lieut. Nowland, during the course of which he changed the number to 130, the engine decided to run and the plane arrived at Nichols Field without further incident.

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TECHNICAL SCHOOL STUDENTS STAGE RADIO DEMONSTRATION

An interesting feature of the Military Tournament and Exposition conducted at Chicago, Ill., between June 21st and 29th, was furnished by members of the officers' class from the Department of Communications, Air Corps Technical School, Chamute Field, Rantoul, Ill., this class consisting of Lieuts. Robert L. Schoenlein, Donald R. Lyon, Roland O.S. Akre and Lindsay M. Bawsel, under the direction of Lieut. A.B. Pitts, Director of the Department, assisted by Lieuts. E. S. Moon and L.D. Frederick, Senior Instructors in the Department.

The Tournament Publicity and Program Committee requested the Department of Communications of the Air Corps Technical School to cooperate with them by sending to Chicago radio equipped planes for the purpose of giving demonstrations of the direction of airplane maneuvers by radio, as well as advertising the Tournament through the novel means of airplane radio broadcast.

The cooperation of a Chicago broadcasting station (W.L.S.) was obtained. This station, by placing a receiver and pick-up apparatus in the stadium at Soldier Field, where the Tournament was held, and connecting this apparatus to the stadium public address system as well as to their transmitter, was able to broadcast and simultaneously permit the stadium audience to hear all the conversation between the stadium announcer and the airplane.

Upon being assigned to this mission, the officers' Communications Class made their own installation of airplane and radio apparatus, flew these planes to Chicago, and during the Tournament period conducted successful missions twice daily. Their maneuvers over the stadium and the broadcasting of their conversation with the stadium announcer and the several studios of the broadcasting station attracted widespread attention, was enthusiastically received by the radio and stadium audience, and served as a unique and effective means of advertising the Tournament.

The success of the numerous missions, as well as the two-way communications between Chamute Field and the planes over Chicago, indicates the thoroughness of the instruction and demonstrates to a high degree the efficiency and application of the individual members of the 1929-30 Officers' Class in Communications.

RADIO STUDENTS GRADUATE WHILE FLYING

The 1929-1930 Officers' Class, Communications, Air Corps Technical School, Chamute Field, Rantoul, Ill., consisting of 2nd Lieuts. Sparhawk, Schoenlein, Lyon, Bawsel and Akre, under the supervision of 1st Lieut. E. S. Moon, were detailed on detached duty from June 18th to June 29th, both dates inclusive, in connection with the Military Show and Exposition held at Chicago, Ill., for the benefit of the Army Relief Association.

Ordinarily, the phase of instruction in the Communications course during this period would have been a continuation of airplane radio installation and operation. Consequently, when orders were received to dispatch two radio-equipped airplanes to Chicago to radio broadcast through a commercial broadcasting station for the purpose of advertising the War Show and Exposition prior to and during the afternoon and evening performances, the Officers' Class in Communications was selected, since the work they would be required to perform involved only a slight departure from their regular schedule.

Saturday, June 28th, was their graduation date, and, as they were away on detached service and were performing several radio missions on that date, arrangements were made with the Chicago Broadcasting Station (W.L.S.) of the Prairie Farmer firm, to conduct the graduation exercises during the afternoon performance of the War Show. Telegrams from the Commandant and Assistant Commandant of the Air Corps Technical School were read over the microphone of the W.L.S. station, received and acknowledged by the students of the Communications Course while flying over the vicinity of Soldier Field in the Chicago Stadium.

Each of the graduates were called upon for remarks pertaining to their course of instruction. The students replied quickly one by one and, finally, two of the radio performers in the studio of Station W.L.S. sang congratulations, thus concluding the graduation exercises.

The two-way conversations all went out over the radio and prompted a generous response in the form of a voluminous stack of mail for the Communications Course graduates, who participated in the successful War Show and Exposition.

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SMALL ARMS TRAINING COURSE FOR WRIGHT FIELD RESERVE OFFICERS

Under the leadership of Major D.M. Warner, Specialist Reserve, a group consisting of about fifty Reserve officers at Wright Field have organized for training in small arms firing for the purpose of qualifying for work on the Dismounted Pistol Course recently completed at the Field. The organization came about at the officers' own request, made late last fall, and the necessary ammunition was then issued. Actual training, however, was not started until the latter part of May, as the target range was not completed until that time.

The course is open to all Reserve officers employed at Wright Field, and inactive duty credits will be granted in proportion to the time spent upon it. Since several branches of the service are represented and many of the officers had had no previous experience on the firing range, all stages of the course are being given. These consist of "Mechanics of the Colt Automatic .45 cal. Service Pistol," "Theory and Practice of Sighting," "Trigger Squeezing and Range Instruction," "Preliminary Firing Practice," "Firing the Record Course for Qualification."

An average of 85 percent is required to become a Pistol Expert, 78 percent for a Pistol Sharpshooter and 60 percent for a Pistol Marksman. Those making an average of less than 60 percent are unqualified for any of the above ratings.

The following Reserve officers have qualified to date: Pistol Experts - Major D.M. Warner, Captain G. R. Larkin, Lieut. W. L. Boyd; Pistol Sharpshooters - Capt. R. S. Von Deran, Lieuts. H.E. Smith, W.A. Oswalt, H. W. Case, E. B. Blount; Pistol Marksmen - Lieuts. S. Chapman, G.P. Young, C.G. Brown, Capt. A.F. Wentzel, W.L. Workman and Major G.G. Phillips.

Major Warner has been requested by the officer in charge of the Dayton District to select a team of ten officers to represent this district in competitive matches. Instructors in the course are Captain C.F. Hofstetter, Ordnance, U.S. Army, stationed at Wright Field, and Major D.M. Warner, Specialist Reserve, assistant to Captain Hofstetter and representing the officer in charge of the Dayton District.

Certificates of qualification with the corresponding medals will be awarded all those who qualify for any of the three grades, Pistol Expert, Sharpshooter, or Marksman. Great interest in the work is being taken by the Wright Field officers.

CATERPILLARS PASS THE 250 MARK

As far as is known, the number of names on the roster of the Caterpillar Club now totals 253, and the number of emergency parachute jumps 265. The newcomers on the roster, since the activities of the Club were reported upon in the last issue of the News Letter, are Miss Mary Fahrney, student pilot Jack Weis and his instructor, Eiler C. Sunderph, 1st Lieut. John R. Glascock of the Army Air Corps, Garland Peed, Jimmy Gacringan and Randy Enslow.

The circumstances surrounding Miss Fahrney's initiation into the Caterpillar Club were rather unusual. As a general proposition it has been the policy of the unofficial historian of the Club to inscribe on the roster the names of only such persons who saved their lives by jumping with a parachute from disabled aircraft during flight. Miss Fahrney did not jump from a disabled aircraft but made a premediated practice jump. Unfortunately, her parachute became entangled in the plane, and for two unhappy hours she dangled beneath it before her parachute untangled itself and glided her down to safety.

Five years ago the first woman member of the Caterpillar Club, Mrs. Irene McFarland, was initiated into this mythical organization under somewhat similar circumstances. Mrs. McFarland, a professional parachute jumper, was arrested in her departure from the airplane when her own private parachute failed to function. Fortunately, she was also equipped with the Army type parachute, and when the pilot of the plane signalled her to pull the rip cord she immediately complied and reached the ground none the worse for her experience.

Since a precedent was established in the case of Mrs. McFarland, there seems to be no good reason for refusing enrollment to Miss Fahrney. While it is possible to establish hard and fast rules as to the eligibility of candidates for admission into the Caterpillar Club, that is, limiting membership to those who have jumped with a parachute from disabled aircraft during flight, it must be remembered that this Club has no official status and no set rules have been formulated with respect to the eligibility of candidates for admission therein. After all, the main point at issue would seem to be that of a life being saved through the medium of the parachute.

It may be assumed that when the Caterpillar Club was organized, the life-saving propensity of the parachute was no doubt the main consideration which prompted the founders thereof to begin recording the names of those whose lives it saved. In this connection, there is recalled to mind another unusual incident which resulted in the inclusion of the name of a professional parachute jumper, Art Smertz, on the roster of the Club. After launching himself into space from considerable altitude, his purpose being to establish a record for a free fall before opening his chute, Smertz's private parachute collapsed when he opened it. Fortunately for him, he was also equipped with the Army type parachute, and he retained sufficient presence of mind to pull the rip cord of that chute despite the fact that his body received a tremendous shock through the malfunctioning of his own chute when his fall was momentarily arrested. He was unconscious when he reached the ground, but was himself again after a brief stay in a hospital.

Miss Fahrney's experience on July 7th was recorded in a United Press dispatch as follows:

"Much to the joy that was Mary Fahrney's today because of her miraculous escape from death was lost in the realization that her friend, Bruno Schustek, a parachute jumper, had lost his life attempting to save hers.

Helpless in a tangled parachute, Miss Fahrney dangled yesterday for two hours below a plane from which she had attempted to jump at the Joliet airport. She could not pull herself up to the plane and had given up hope that she would land alive when the parachute untangled itself, opened and drifted gently to earth.

Miss Fahrney did not know until some time later that Schustek had been killed after attempting to save her. While his plane flew above hers at a height of 1,000 feet he attempted to rescue her by climbing down a knotted rope. Then the unexpected happened. Her chute dropped of its own accord and she was saved, but his strength was gone and he could not pull himself back up the rope to his own plane. He fell from a height of 600 feet.

The parachute jump had been the first for Miss Fahrney, who had been a student flyer for two years. Several others besides Schustek, who was a veteran jumper, attempted to save her.

The two hours she spent dangling from the plane seemed like days to her, she said, and she had given up hope and was begging her pilot, L.F. Kline, to take her within ten feet of the ground and let her jump, when her chute untangled itself."

Jack Weis, student pilot, and Eiler C. Sundorph, his flying instructor, were initiated into the Caterpillar Club on June 28th, when their plane caught fire 2,000 feet in the air, two miles east of the Cleveland Airport. Weis jumped first and landed safely. Sundorph waited until he saw Weis' parachute open, and consequently was only about 250 feet up when he followed, but likewise was unhurt. The plane was demolished.

First Lieut. John R. Glascock, Air Corps, tells the following interesting story as to how he qualified for membership in the Caterpillar Club:

"I obtained clearance from Post Operations Office (March Field) for airplane YPT-6, AC #30-378, June 5, 1930, and took off about 1:40 p.m., and flew around for about ten minutes with Sgt. Murdock as passenger. I then landed and took off again at 1:50 p.m. with Private Stephen Yazza as passenger, who was authorized to make the flight to get in his flying time for the month. I gained an altitude of about 2500 feet. I tried two rolls and wingovers, then nosed the plane down slightly for a slow roll. I used top rudder and forward stick, and it is my belief that the elevator welds broke, because the plane instead of staying on its back turned into a violent outside spin.

No pressure on the controls, either rudder or elevator was noticeable. I tried opposite rudder, back stick, forward elevator, with no diminution of speed or cessation of continuous movement of plane. I tried with power off and power on. I knew at approximately 1800 feet it would be impossible to get this plane out of the particular maneuver it was in at that time. The outside spin was very rapid and the nose was only about three degrees below horizontal position, directly on its back. I looked in the mirror but could not see the passenger in the back seat at any time, and shouted for him to 'bail out.' The rest of the time between 1800 feet and 500 feet above the ground I was busy with the controls trying to get response from the airplane. Approximately between four and five hundred feet from the ground I unbuckled my safety belt and was thrown from the plane in a horizontal position, slightly up, for nearly a hundred yards. I pulled the rip cord and the chute opened almost instantaneously with a very loud snap and intense jerk. I was then in a position facing the water tower of the field, and my body was parallel with the middle of the water tank. I landed hard, fell backwards, unbuckled the parachute straps and immediately proceeded to the plane, which had crashed within two hundred feet of where I landed, and observed that Private Yazza was still in the plane and there was no signs of life in his body."

Garland Peed and Jimmy Garrigan, pilots, and Randy Enslow, radio technician were the occupants of the Stinson Monoplane K, in which they were attempting to make a nonstop refueling flight from New York to Buenos Aires, Argentina. On the morning of July 16th, low visibility and a sticky fog down the seaboard forced the fliers over Georgia's inland, and the fuel which they hoped would take them to Havana was wasted as they flew blindly.

"For eight hours last night we couldn't even see our wing tips," Peed said. "About 9 a.m. things cleared up a bit, but still we couldn't see anything. The K went out of control with her gas gone. I knew a forced landing would be dangerous, as I had no idea where we were, so we jumped. You can bet that Georgia felt good under our feet."

Residents of Bostwick, which is about 60 miles east of Atlanta, Ga., saw the ship plunge and the men leap. They found the fliers uninjured and inspecting their plane. They were taken to Bostwick and thence to Monroe, Ga. The K left Roosevelt Field on July 15th with a light load of gasoline and, after refueling above the field, headed for Havana for another contact. The trim monoplane skimmed down the seaboard until nightfall when she encountered the fog. For hours, the fliers sought their bearings and, at dawn, found themselves over land. They had been blown westward.

The airmen landed without a scratch, but their ship plowed into the ground about half a mile away and was demolished.

Through Major Stanley W. Jacques, Air Corps Reserve, the particulars were secured regarding the forced parachute jump made by Mr. Robert G. Chew at Valley Stream, L.I., New York, on May 18th last. Mr. Chew's story is as follows:

"At 7:15 o'clock, Sunday evening, May 18th, I was test flying the 'Mercury Chick' at Valley Stream. I took off and climbed to approximately 1500 feet, and did some vertical banks, wing overs, loops and snap rolls. After finishing these maneuvers, I tried a vertical reversal without success. I then went on up to 3500 feet and started to do a slow roll. Just before getting over on my back, a fitting on the front strut on the leading edge of the right wing gave way, causing the entire wing to collapse. The ship started into a slow flat spin, and I immediately started to jump. In order to get out of the ship, I had

to push the wing forward, as it had slid back over the rear cockpit when it collapsed.

What happened in the next few moments is not clear in my mind. I remember standing up on the seat with one foot and the other foot on top of the wing, then diving over the side. To say I was frightened would be putting it mildly.

After making two and one-half complete revolutions, end over end, I pulled the rip cord and the chute opened perfectly. I looked up over the edge of the chute, and saw the ship was coming toward me rapidly, and in an endeavor to get away from it slipped the chute, which proved successful. The falling plane missed me by about fifty feet. I heaved a sigh of relief as the ship went crashing into a grove of trees below. My descent was very slow, and the thing that surprised me most was how quiet everything seemed to be.

As I floated down, I noticed I was heading for the same grove of trees the ship had crashed into. Again, I slipped the chute and succeeded in missing the trees, landing into a small opening without a scratch.

The last drop to the ground was nothing more than jumping off an object about four or five feet from the ground."

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KANSAS CITY RESERVISTS ACCUMULATE FLYING TIME

The News Letter Correspondent from Richards Field, Kansas City, Mo., points with pride to the fact that during the months of May and June, since Captain Wm. B. Wright has had charge of the Reserves in Kansas City, a total of 593 hours were flown. He invites comparison of that record with any other post in the 7th Corps Area.

Reporting that Major Hickam, Air Corps, recently stopped over in Kansas City to visit them, also a number of other Army officers, the Correspondent states that the latch string on Room 205, President Hotel, the headquarters of the Air Corps Reserve Officers Association, is always hanging out, and all Air Corps officers are cordially invited to drop in.

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MODERN RADIO EQUIPMENT FOR AIRCRAFT

The Bell Telephone Company recently gave a demonstration of modern radio equipment for aircraft, at Mitchel Field, L.I., New York, and the results achieved were very satisfactory.

Their equipment consisted of a portable ground station in a truck, a Ford Transport plane and a Fairchild plane. Each passenger, as well as the pilot, had a headset and microphone, so that all signals were heard by everyone in the plane. To give an idea of how this equipment is used in the commercial transport companies, weather reports were received from Hadley Field while the ship was in the air, and the passengers conversed freely with the ground.

The airplane set weighs only 130 pounds and is very effective up to distances under 500 miles, with no interference from the engine ignition system or other common sources of trouble.

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A NEW BAND LEADER AT MITCHEL FIELD

Mitchel Field, N.Y., recently welcomed Warrant Officer Francis E. Lee, who was assigned to the Ninth Observation Group in the capacity of Band Leader.

Warrant Officer Lee has 22 years of service to his credit, during 14 of which he has served as a band leader. The unusual feature regarding his service is the amount of foreign service to his credit. In 1916 he was transferred to the Philippines, where he served until the World War. During that conflict he served in Siberia. In 1920 he was transferred from the Philippines to China, where he was attached to the 15th Infantry and served until 1929, when he returned to the States.

The Mitchel Field Band gives a concert every Tuesday afternoon, and the News Letter Correspondent states that even though the wind is in the right direction for one to hear the whole program from the front porch, it is well to drop over to the band stand and get in on an excellent program.

NEW TRAINING MANUAL TO BE ISSUED

The final draft of Training Manual 2170-13 - "The Airplane Engine Mechanic," recently completed at the Air Corps Technical School at Chanute Field, Rantoul, Ill., was forwarded to the Office of the Chief of the Air Corps for printing.

This manual consists of 469 pages, with 154 illustrations. It includes the general construction, repair and maintenance of airplane engines, together with specific information relative to the construction, repair and maintenance of standard types of present airplane engines and their accessories. This manual will no doubt be in print in the near future.

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LOOKING INTO THE FUTURE

Each year engineers strive to increase the speed of the airplane, as well as the ceiling or maximum height at which it can fly. Each year some new record in speed or altitude is broken. What will the ultimate be in these directions?

Will man, upon the attainment of these ultimates, then devote his energies to overcoming the gravity of this earth of ours and to developing an interplanetary vehicle? And suppose there was developed an interplanetary vehicle capable of flight between the planets. What then?

Then suppose that this machine or device was capable of flight through space at the rate of 372,000 miles per second, or twice the rate of the speed of light, which is 186,000 miles per second.

One day someone on this earth is informed that this machine has started from a planet a light-year away from the earth. It is headed for the earth. It whizzes past the earth. Naturally, its speed being twice that of light, it has taken only six months for it to come from that planet and go past the earth. The question is, what will the observer on earth see?

Will the machine go past the earth before he ever sees it? That is, will it reach the earth before its light does?

The answer is that for a period of six months the observer will see this machine. He will start seeing it when it has passed the earth. It will appear as if the machine was traveling backwards toward the planet from the earth.

Now suppose that the observer is not informed of the start of the machine, but sees it suddenly appear. Will he see it appear coming from the planet or will he suddenly see it as it passes the earth and then see it apparently going backward toward the planet off into space?

These questions hardly pertain to aeronautics but are just samples of many asked the Information Division of the Office of the Chief of the Air Corps. Perhaps the answers to the above are incorrect. At any rate, the Editor of the News Letter would like to hear the answers from those who differ with him on this problem.

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SELFRIDGE FIELD UNITS MOVE TO SCOTT FIELD

The 15th Observation Squadron, commanded by Captain Wolcott P. Hayes, Air Corps, and the 5th Photo Section, commanded by Captain William D. Wheeler, Air Corps, recently completed their move from Selfridge Field, Mt. Clemens, Mich., to Scott Field, Belleville, Ill., with their entire equipment.

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PHOTOGRAPHIC OFFICERS PERFORM PRACTICAL AIR WORK

Prior to the graduation on July 14th of the Photographic Officers' Class at the Air Corps Technical School, Chanute Field, Rantoul, Ill., the students flew to the Materiel Division at Wright Field, Dayton, Ohio, where they completed a four-day study in the latest developments in aerial gunnery. During the last few days of instruction at the Photographic School, work was performed in the field with the new photographic trucks. Mosaics were flown shortly after eight o'clock, and the completed mosaics delivered to the school shortly after noon of the same day. On the first day it was necessary to use tropical developers, hardening baths and quick drying methods because of the hot weather conditions, which at times reached a temperature of 100 degrees in the shade.

The first night aerial photographic map was recently made by the Photographic School in connection with the training of student officers.

INSTRUMENT FLYING ON CROSS COUNTRY TRIP

During the course of an extended cross-country flight from Brooks Field, San Antonio, Texas, to Schenectady, New York, and return, recently made by Captain W.C. Ocker and 1st Lieut. Carl J. Crane, Air Corps, that portion of the trip between Brooks Field and Dayton, Ohio, was used by the former to test the practicability of fairly long flights executed by instruments alone.

In his report covering this flight, Captain Ocker states, with reference to the flight by instruments, that "at no time during this flight was I off the course more than twenty miles. That portion of the flight between Scott Field and Wright Field was flown under very rough air conditions, and when the Mississippi River was crossed I was approximately twenty miles off the marked airways course. It is thought that training in instrument flying of the nature used in this flight would be of value to all Air Corps pilots and perhaps have some bearing on tactical missions performed by bombardment aviation."

Captain Ocker stated that the various fields visited during the course of their flight were in excellent condition for heavier-than-air craft; that the airport at Schenectady, New York, is well located three miles northeast of the city, and has two runways approximately 1,200 feet in length. The runways are not paved, but the field seems to be well drained and in good condition.

The flight was made in a Douglas BT-1 plane, and the points touched by the Army airmen were Muskogee, Oklahoma; Scott Field, Ill.; Wright Field, Ohio; Bolling Field, D.C.; Mitchel Field, N.Y.; Schenectady, N.Y.; Philadelphia, Pa.; and return to Brooks Field via the same route followed in the outbound trip.

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WRIGHT FIELD MECCA FOR COMMERCIAL AVIATION REPRESENTATIVES

In recent weeks the following manufacturers' representatives visited the Materiel Division at Wright Field, Dayton, Ohio, for consultation with various officers and engineers:

Burnham Adams, Wright Aeronautical Corporation, Paterson, N.J.

T.E. Tillinghast and W.A. Parkins, Pratt & Whitney Aircraft Company, Hartford, Conn.

F.W. Caldwell, former chief of the propeller unit of Wright Field, and Raycroft Walsh, Hamilton Propeller Company, Pittsburgh, Pa.

Captain E.V. Rickenbacker and Victor Bertrandias, Fokker Aircraft Corporation, New York City.

C. V. Johnson, Bendix Brake Company, South Bend, Indiana.

V. E. Showalter, Elgin National Watch Company, Elgin, Ill.

F. H. Clewers, Great Lakes Aircraft Corporation, Cleveland, Ohio.

George M. Paulson, B.G. Spark Plug Corporation, New York City.

J. V. Jay and Don R. Berlin, Northrop Aircraft Corp., Burbank, Calif.

B. Douglas Thomas and Laurence D. Bell, Thomas Morse Aircraft Corporation, Buffalo, N.Y.

F. P. Somers, Fairchild Company, New York.

Arthur Nutt and Guy Vaughn, Wright Aeronautical Corp., Paterson, N.J.

G. E. Lawrence, Pioneer Instrument Company, Brooklyn, N.Y.

H. L. Lewis, Boeing Air Transport Co., Cheyenne, Wyoming.

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FLYING PROVES SAFER THAN MOTORING

A recent issue of the Navy News Letter gives an interesting bit of statistics compiled at the U.S. Naval Air Station, San Diego, Calif. The article goes on to say:

"As the total number of flying hours by the personnel of this station more nearly equal the automobile and motorcycle hours than is the case in civil life, the basis for comparison of accidents caused by these three methods of transportation should be more just and interesting. During the past 16 months, the record of accidents are as follows:

	<u>Total Cases</u>	<u>Deaths</u>	<u>Sick Days</u>
Automobiles	21	1	319
Motorcycles	16	0	420
Total	37	1	739
Flying	2	1	19

"If the records of this station are accepted as a fair basis of comparison, then it is evident that transportation by air is far safer than transportation by automobile and motorcycle."

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BEWARE OF RADIO TOWERS NEAR RANDOLPH FIELD

Two radio towers, the property of the Southern Equipment Company of San Antonio, Texas, which operates broadcasting station WOAI, were recently installed on a 14-3/10-acre tract, approximately 16 $\frac{1}{2}$ miles northeast of San Antonio and 5/8 mile south of the village of Selma on the Austin highway, and three miles northwest of Randolph Field. The towers are 300 feet in height, spaced 750 feet apart, and the center line of the towers is exactly 450 feet from the center line of the Austin paved highway. The towers are painted chrome yellow, white and black, according to government specifications, and are illuminated with the required number of red obstruction lights.

The site of the radio station is between the Missouri, Kansas and Texas R.R. and the Southern Pacific R.R., the former being approximately 1 $\frac{1}{2}$ miles west of the location and the latter a little over three miles southeast.

The proximity of these towers to Randolph Field is called to the attention of pilots, since they are difficult to see on days of low visibility.

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FLYING STUDENTS GOOFY GOLF FANS

Not to be outdone by their ground-walking brothers in civil life, Flying Cadets at the Air Corps Flying Schools in Texas are now ardent Pony-Golf fans and daily, after a hard morning in the air and a harder afternoon in the class rooms, tie themselves to the miniature courses installed at their respective fields. The course at the Advanced School at Kelly Field was the first one installed, the other at the Primary School at Brooks Field having been completed just recently.

No reports were received as to the respective designation of these fields, whether they are known as Goofy-Golf, Peewee-Swat, or whether they labor under such an official name as Air Corps Flying School Miniature Golf Course. In either event, the game is the same, classed more as a form of recreation than athletics.

From a report of activities of the Primary Flying School at March Field, Riverside, Calif., it is evident that the miniature golf bug has not yet bittem the student flyers there. Perhaps these Westerners are He-men and take more pride in the following, extracted from the Monthly Activities Report of their station: "Two baseball games played with Rockwell Field, San Diego. Both won by March Field team."

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FORMER AIR CORPS ENLISTED MAN WINS ELIMINATION BALLOON RACE

This year dame fortune refused to smile on the Army Balloonists who participated in the National Elimination Balloon Race which started from Houston, Texas, on July 4th. There is some consolation, however, in the fact that a former enlisted man of the Air Corps, Roland J. Blair, piloted the winning balloon. Blair and Frank A. Trotter, in the Goodyear-Zeppelin balloon, landed at Greensburg, Ky., late Sunday afternoon, July 6th, after traversing a distance of approximately 850 miles.

Second place was taken by Messrs. Eddie J. Hill and his aide, Arthur G. Schlosser, in the Detroit Times balloon. They landed at Russellville, Ky., some 700 miles from Houston. These two aeronauts also won second place in the National Elimination Race last year.

The International Balloon Race, which will start on September 1st next from Cleveland, Ohio, will be participated in by the two American teams, above mentioned, and by Ward T. Van Orman and his aide, by virtue of their victory last year.

Blair served a three-year enlistment with the lighter-than-air branch of the Army Air Corps, from November, 1923, to November, 1926, being a member of the 8th Airship Company. His aide was formerly a midshipman in the United States Navy.

RADIO PROVES VALUABLE AID IN EMERGENCY

The Department of Communications, Air Corps Technical School, Chanute Field, Rantoul, Ill., was recently requested to establish communication between its ground or school radio station and the Airship TC-271 during its flight from Chicago, Ill., where it had been participating in the Military Show and Exposition to Scott Field, Ill., where it had been ordered on account of forecasts of poor weather.

The Airship left Chicago at 10:00 a.m., and the radio stations at Chanute and Scott Fields endeavored to establish communication with it, but without success. The reason for this failure, afterwards disclosed, was that on account of the high head wind the Airship could make little or no headway at any considerable altitude and was obliged to fly at a very low altitude to such an extent that it was impossible to let out the trailing wire antenna.

When the Airship reached Bloomington, Ill., a leak in the nose thereof was discovered, as difficulty had been experienced in keeping it up. The pilot immediately increased altitude and instructed the radio operator to let out the antenna and radio Chanute Field - about fifty miles distant - that the Airship would make an emergency landing there and that a landing crew be on hand.

The personnel of the school and radio station of the Department of Communications having maintained continuous radio watch since the departure of the Airship from Chicago, picked up the distress call, immediately acknowledged it and made arrangements for a crew to go upon the flying field.

Scott Field was then informed of the fact that the TC-271 had left its course and was going to make an emergency landing at Chanute Field. Later, as the airship hove in sight and in landing cracked up due to her nose dropping when the motors were shut off, Scott Field was immediately informed of this mishap. At the time of the emergency landing, an approximately 40-mile wind was blowing. Had it not been for a good sized landing crew and the skillful piloting of the Airship, a probable loss of life would have occurred.

The News Letter Correspondent feels that this incident serves to emphasize the significance of aeronautical radio towards measures of rescue in an emergency and the importance of keeping radio watch while an aircraft is in flight.

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NEW LANDING FIELDS IN THE NORTHWEST

In a report on an extended cross-country flight from Kelly Field, San Antonio, Texas, to March Field, Riverside, Calif., and return, via Muskogee, Oklahoma; Scott and Chanute Fields, Ill.; Omaha, Nebraska; Cheyenne, Wyoming; Denver, Colorado; Salt Lake City, Utah; Reno, Nevada; San Francisco, Calif.; Tucson, Arizona, and El Paso, Texas, 1st Lieut. Stanton T. Smith, Air Corps, states that the maps he carried with him were found to be quite accurate with the exception of many new fields developed since 1925 on the airways from Omaha to San Francisco. He makes special mention of the new Boeing field at Cherokee, Wyoming, which he believes is much more preferable to the field at Rock Springs, Wyoming, since it is over a mile long, with flat approaches at the rear end over half a mile long.

Lieut. Smith, in commenting on the new Boeing Field at Reno, Nevada, states that it is so much better than the Reno Municipal Airport that he believes it preferable for government pilots to make their landings on the Boeing Field runways which are over 2,000 feet long, with flat approaches.

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POST FIELD AIRMEN TRAIN AT DALLAS

The annual field training period for the Air Corps personnel stationed at Fort Sill, Oklahoma, took place at Hensley Field, Dallas, Texas, from June 17th to 27th, inclusive. Participating personnel from both the 88th Observation Squadron and the First Balloon Company were 19 officers and 150 enlisted men. The personnel was transported in 29 trucks over a distance of 240 miles, which was made in two days each way. Eleven planes were sent and one captive balloon. One free balloon flight was made while the Fort Sill airmen were encamped at Hensley Field.

FIRST BALLOON COMPANY COOPERATES WITH FIELD ARTILLERY

During the early part of June, the 88th Observation Squadron and the First Balloon Company, stationed at Fort Sill, Oklahoma, operated with the Field Artillery School as Corps Aviation during the five-day problem of the Field Artillery School.

The First Balloon Company with a captive balloon accompanied the Artillery in the field. The 88th Observation Squadron maintained surveillance of all troop movements from 5:00 a.m. to 12:00 p.m. each day. On an observer radioing the movements of a large body of troops, simulated ground attack and light bombing missions were sent out against them. If the attack was to be staged at night, flares were dropped to illuminate the troops. Mosaic and oblique photographs were taken of simulated enemy positions. Observers from the 88th Observation Squadron adjusted successive concentrations of artillery fire on simulated enemy strong points.

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70th OBSERVATION SQUADRON CELEBRATES ORGANIZATION DAY

The 70th Service Squadron, stationed at March Field, Riverside, Calif., celebrated its Organization Day on June 27th at Glen Ivy Hot Springs, a beautiful spot in the mountains southeast of March Field. The Squadron was excused from all duties on this day and the entire personnel journeyed by private car and truck to the springs where a very delightful outing was had.

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SOLVING THE HOT WEATHER PROBLEM AT MARCH FIELD

In order to avoid the heat of the day, a summer schedule was installed at the Primary Flying School, March Field, Riverside, Calif., starting July 1st, with the working hours from seven to one. This is intended to give the personnel of the field an opportunity to seek relief from the summer heat by journeying to the nearby beaches or mountain resorts for the afternoon.

The News Letter Correspondent states that, although it is quite warm during the day at March Field, after the sun goes down the atmosphere immediately cools off and frequently extra wraps are required. He also states that California at this time of the year is the sportsman's paradise. Every week parties are made up for beaches or the mountains. To date several deep sea fishing parties have been held and a record amount of seafood has been brought in.

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RESERVE OFFICERS HONOR GENERAL PRESTON BROWN

To express in a lasting and dignified manner their appreciation of the whole-hearted cooperation and valuable assistance rendered by Major-General Preston Brown, when Commanding General of the First Corps Area, in promoting aeronautical activities, the Air Corps Reserve officers in New England caused to be placed on the wall of the Air Corps Operations Office at the Boston, Mass. Airport a beautiful bronze tablet, 12" x 18", with the following inscription:

To

MAJOR GENERAL PRESTON BROWN

"In appreciation of the excellent development of aviation facilities afforded U.S. Army Reserve Officers in the First Corps Area:"

A.D. 1930.

Invited to Boston for the dedication ceremony, which was attended by the Reserve officers in a body, General Brown arrived in record time in one of the new Army Air Corps O-25 planes from Bolling Field, D.C. After unveiling the tablet and warmly thanking the officers for the tribute to him, General Brown jokingly remarked that it was indeed a rare occasion for a person to be able to read a tribute to himself emblazoned on a bronze tablet, since such tributes are usually paid only to those who had passed beyond, whereas he felt very much alive.

The Reserve officers in New England claim that they have one of the finest small Air Corps stations in the country, and at present have a good quota of airplanes, thus affording qualified pilots every reasonable opportunity to fly at their convenience. They feel that they are greatly indebted to General Brown who, while Corps Area Commander, became greatly interested in flying and was mostly responsible for the vast improvement in conditions at Boston.

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OVER ONE-THIRD OF WEST POINT GRADUATES DETAILED TO AIR CORPS

Out of the 235 Cadets who graduated from the United States Military Academy, West Point, New York, on June 12th, and were on that date appointed 2nd Lieutenants in the Regular Army, a total of 86, or 36½ percent, were recently detailed to the Army Air Corps for flying training.

Upon the expiration of their graduation leave, 40 of these graduates will proceed to the Primary Flying School at Brooks Field, San Antonio, Texas, and 46 to the Primary Flying School at March Field, Riverside, Calif. Since no West Point graduates are commissioned in the Air Corps until they graduate from the Advanced Flying School, Kelly Field, and are rated as Airplane Pilots, the following tabulation may be of interest:

<u>Branch of Service</u>	<u>Number Assigned</u>	<u>Detailed to Air Corps</u>	<u>Percentage</u>
Corps of Engineers	16	4	25.00
Signal Corps	9	4	44.44
Cavalry	18	2	11.11
Infantry	100	38	38.00
Field Artillery	62	25	40.32
Coast Artillery	30	13	43.33
<u>Total</u>	<u>235</u>	<u>86</u>	

Last year, out of a graduating class of 297 Cadets from the U.S. Military Academy, 101 were detailed to the Air Corps for flying training, or 34%. It will thus be noted that the percentage of graduates choosing the Air Corps as their branch of service is fairly consistent.

The West Pointers who are scheduled to begin a strenuous course of training at the Air Corps Primary Flying Schools in October are enumerated below, as follows:

TO BROOKS FIELD, TEXAS:

Corps of Engineers:

George F. Schlatter

Signal Corps:

Elmer L. Meguire

Albert J. Mandelbaum

Thetus C. Odom

Field Artillery:

Andrew P. O'Meara

Aubrey K. Dodson

Mark E. Bradley, Jr.

Douglas M. Kilpatrick, Jr.

Wiley D. Ganey

Winfield W. Sisson

Ernest E. Holtzen, II.

Birrell Walsh

George G. Garton

William D. Eckert

Millard Lewis

John C. Kilborn

Carl A. Brandt

Coast Artillery Corps:

Clark N. Piper

Willis A. Perry

Edwin S. Perrin

Neal E. Ausman

Arthur C. Peterson

Infantry:

Aubrey D. Smith

Othel R. Deering

Richard S. Freeman

Norman R. Burnett

John L. Pauley, Jr.

Frank T. Folk

Claude E. Journey

John H. Murrell

Kurt M. Landon

Hubern P. Dellinger

Winston R. Maxwell

TO BROOKS FIELD, TEXAS:

Infantry (Continued):

Eli Stevens

Joseph E. James, Jr.

Sory Smith

Paul W. Blanchard, Jr.

Theodore F. Bogart

Harry C. Anderson

Henry A. Winters

TO MARCH FIELD, CALIF.:

Corps of Engineers:

Frederick W. Castle

Edward F. Kump

Ralph P. Swofford, Jr.

Signal Corps:

Charles W. Haas

Cavalry:

Troup Miller, Jr.

Lauris Norstad

Field Artillery:

William H. Allen, Jr.

Howard M. McCoy

Stuart F. Crawford

Thomas I. Edgar

Albert M. Smith, II.

Robert H. Booth

Mahlon S. Davis

Frederick D. Atkinson

Harold L. Smith

Alva R. Fitch

Richard C. Hutchinson

Coast Artillery Corps:

Harry R. Boyd

Marvin L. Harding

David H. Baker

James S. Sutton

Charles J. Odenweller, Jr.

Charles C. Cloud, Jr.

Robert F. Haggerty

Dana S. Alexander

Infantry:

Anthony E. Curcio
Frederick G. Crabb, Jr.
Richards M. Bristol
Samuel P. Kelley
George W. Lermond
Samuel Roth
Richard J. O'Keefe
Clifton D. Blackford
Thomas F. Wall
Thomas Mifflin
Francis J. Corr

Infantry (Continued)

Gerry L. Mason
Aubrey E. Strode
Daniel A. Cooper
Allan D. MacLean
Ludlow King
Charles E. Beauchamp
Russell G. Emery
Joseph A. Miller
John S. Guthrie
Field Artillery:
Irvin R. Schimmelpfennig

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HOW AIR CORPS PLANES ARE DESIGNATED

Army Air Corps airplanes are divided into eight classes, according to type or model. Although these planes are invariably known to the layman by their commercial names, the Air Corps knows them by their model designation, viz:

	<u>Model Designation</u>
Pursuit (fighting planes).....	P
Observation planes.....	O
Attack (ground strafing) planes.....	A
Transport, Cargo, Ambulance, Workshop planes.....	C
Bombardment planes.....	B
Primary Training planes.....	PT
Basic Training planes, used in transition from primary type to service type planes.....	BT
Photographic planes.....	F

Airplanes on experimental and service test status are prefixed by the letters "X" and "Y". Thus a Pursuit type developed either at a factory or at the Air Corps Materiel Division at Wright Field, Dayton, Ohio, would be labelled "XP," followed by a number which would classify it according to its style, such as "XP-6" which was the experimental stage of a Pursuit plane made by the Curtiss Company somewhat on the style of the Curtiss "Hawk." If this experimental model proves to be of an acceptable type, a small lot is then bought and sent to some active station for service test; in other words, they are used in the service along with other Pursuit machines to test their serviceability and desirability. Such experimental planes would then be labelled "YP-6."

There are still some airplanes in the service which are known by an earlier system of model designation, such as the DH - DeHaviland, and the PW - Pursuit Watercooled, but these are either obsolete or obsolescent.

The following are some examples of model designations and the planes they describe:

Pl-A - Curtiss Hawk Pursuit plane with Curtiss D-12C, 430 h.p. engine.

Pl-B - Improved Pl-A and improved motor (Curtiss D-12-D); larger landing wheels.

Pl-C - Same as Pl-B, except motor has new type of gun synchronizer and wheels have brakes.

P-6 - Same as Pl-B, except for 600 h.p. Curtiss motor, guns moved forward, instrument board revised, oleo landing gear and different brake pedals.

P-12 - Boeing No. 89 Pursuit plane, Pratt-Whitney "Wasp" engine.

P-12-B Modified P-12 with improved landing gear and tail surfaces, Frieze ailerons, metal constructed.

COA-1 Corps Observation Amphibian; Loening Amphibian plane equipped for military observation purposes.

O1-B - Curtiss Falcon Observation plane, with Curtiss D-12, 420 h.p. engine, wheel brakes and dumpable main fuel tank, and droppable auxiliary fuel tank.

O1-E - Same as O1-B, except for Frieze ailerons, oleo landing gear, new gun synchronizer.

O2 - Douglas Observation plane, Liberty engine.

O2A - O2 equipped for night flying.

O2-C - Improved O2-A, improved gunner's cockpit.

O2-H - Improved O2-C, tanks in fuselage instead of in wings, new tail surfaces.

- O-11 - Curtiss Falcon Observation plane with Liberty engine.
- O-19 - Thomas Morse Observation plane, all-metal, except for wing, elevator and fin covering; Pratt-Whitney "Wasp" engine.
- O-25 - Same as Douglas O2-H, except for replacement of Liberty engine with geared Curtiss 600 h.p. engine.
- A-3 - Curtiss Falcon Attack plane, a modified O-1 for attack purposes. Gun and bomb racks inside lower wings.
- A-3B - Modified A-3 with Frieze ailerons, oleo landing gear, new gun synchronizer and simplified gun installation.
- C-1 - Douglas Cargo (Transport) plane, one direct-drive Liberty engine.
- C-3 - Ford Trimotor Transport plane, Wright "Whirlwind" engines.
- C-9 - Improved C-3, with Wright J-6 (300 h.p.) engines.
- C-6 - Sikorsky Model S-38A Amphibian plane, two Pratt-Whitney "Wasp" engines.
- C-7 - Fokker Trimotored Transport, with J-6 engines.
- B-2 - Curtiss "Condor" Bomber, two geared 600 h.p. Curtiss engines, 4,000 lb bomb capacity.
- LB-7 - Keystone Light Bomber, two Pratt-Whitney "Hornet" (525 h.p.) engines, 2,000 lb. bomb capacity.
- PT-1 - Consolidated Primary Training plane, 180 h.p. Wright V-type Model E engine.
- PT-3 - Same as PT-1, except for wing modification and Wright "Whirlwind" engine.
- BT-1 - Douglas Basic Training plane, O2-H with dual controls and no military equipment.
- BT-2 - Similar to BT-1, but with Pratt-Whitney "Wasp" engine.
- YF-1 - Fairchild 71 Model, Photographic plane put out for service test.

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CATERPILLARS STILL THRIVING

It was only the other day that the present status of the Caterpillar Club was summed up in this issue of the News Letter, the "dope" disclosing a total of 253 names and 265 emergency jumps, 12 jumps being repeaters. Information just received reveals that four additional members have been initiated lately in the persons of 2nd Lieuts. Karl G. Gimler, Edward H. White, Frederic H. Smith and Sergeant Sirovic, all of the Army Air Corps. With the addition of these four new members, the Caterpillar Club roster now shows 257 names and 269 jumps.

Lieut. Gimmler with Sergeant Sirovic, both of the 3rd Attack Group, Fort Crockett, Galveston, Texas, were on July 15th flying to Kelly Field, Texas, preparatory to making a night flight back to their home station. According to telegraphic advice from Lieut. Gimmler, the elevator of the plane jammed while in the vicinity of Hallettsville, Texas. No longer able to control the drifting airplane, both men took to their parachutes and reached the ground safely.

Lieut. White, a recent graduate of the Advanced Flying School, now stationed at Kelly Field, deserted a PW Pursuit plane on July 15th while flying near the Fredericksburg road, some six miles north of Kelly Field. According to unofficial advices, he was practicing acrobatics and had made three barrel rolls when the elevator control wire broke and the plane went into a spin at an altitude of about 2500 feet. Lieut. White jumped after the plane had made six or seven turns and had lost about 1300 feet altitude.

Hurled unexpectedly into space when the safety belt on his Pursuit plane broke, while flying on July 22nd in the vicinity of San Antonio, Texas, Lieut. Smith pulled the rip cord of his parachute and thereby joined the fast growing fraternity of Caterpillars.

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PIONEER AIRMAN JOINS THE GREAT BEYOND

Those in and out of aviation circles were greatly shocked at the news of the unexpected death of Glen H. Curtiss, pioneer American airman. The Hon. F. Trubee Davison, Assistant Secretary of War, stated that "In the death of Glenn Curtiss aviation has not alone lost a man whose pioneering efforts in engine development and plane design won great glory for American aircraft, but it has also lost the competent services of a seasoned expert who for a generation has kept abreast with and contributed greatly to aeronautical progress."

Major General James E. Fechet, Chief of the Air Corps, stated - "On behalf of Army Air Corps pilots as well as on my own, I express deep grief over the death of Glenn Curtiss. His life was dedicated to the advancement of flight. His discoveries as an aeronautical scientist and engineer contributed greatly toward the development of our present-day equipment. His untimely death is a great loss to aviation in all its branches.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Colonel Henry C. Pratt from duty in the Hawaiian Department to Wright Field, Dayton, Ohio, as Chief of the Materiel Division.

Brigadier-General Charles H. Danforth, Assistant Chief of Air Corps, to Duncan Field, San Antonio, Texas, to assume command of Air Corps Training Center.

Major Thomas DeW. Milling from Office Chief of Air Corps, Washington, D.C., to duty as Instructor, Air Corps, Colorado National Guard, Denver, Colo.

Major Jenner Y. Chisum to proceed to his home to await retirement.

Captain Frank O. Hunter from Office Chief of Air Corps to Rockwell Field, Calif., sailing from New York City October 10, 1930.

Captain Walter Reed from Primary Flying School, March Field, Calif., to Langley Field, Va., for duty as student at Air Corps Tactical School.

1st Lieut. Harvey K. Greenlaw from University of California, Berkeley, to Fort Sill, Okla., for duty with Air Corps troops.

1st Lieut. Robert R. Selway, Jr., March Field, to Crissy Field, then to duty in Philippines, sailing from San Francisco about November 19, 1930.

1st Lieut. Julian B. Haddon from Wright Field, Dayton, Ohio, to Office of Chief of Air Corps, Washington, D.C.

1st Lieut. Barney M. Giles, March Field, to Rockwell Field, Calif.

1st Lieut. Eugene C. Batten, from Walter Reed General Hospital to Rockwell Field, Calif., sailing from New York July 18th.

2nd Lieuts. Julius T. Flock, Fort Crockett, and Neil B. Harding, Selfridge Field, to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Sam W. Cheyney, Rockwell Field, to Fort Riley, Kansas, for duty with Air Corps troops.

2nd Lieut. Reuben C. Hood, Jr., Langley Field to Edgewood Arsenal, Md., for duty with Air Corps detachment.

2nd Lieut. Clarence S. Irvine, March Field, to Chamute Field, Rantoul, Ill.

Promotions: 1st Lieut. Louis N. Eller to Captain, rank from June 21, 1930.

1st Lieut. Ulysses G. Jones to Captain, rank from July 1, 1930.

2nd Lieut. George A. Whatley to 1st Lieut., rank from June 16, 1930.

2nd Lieut. Sheldon B. Edwards to 1st Lieut., rank from June 21, 1930.

2nd Lieut. Clarence S. Thorpe to 1st Lieut., rank from June 30, 1930.

Resignation: 2nd Lieut. George Brinton McLellan.

Reserve Officers detailed to extended active duty: 2nd Lieut. Eugene Otto Klose, Montgomery, Ala., to Maxwell Field, Ala., July 15 to June 30, 1931.

From July 15 to January 14, 1931 - 2nd Lieut. Otis Black Crawford, San Fernando, Calif., to Rockwell Field; 2nd Lieut. Joel George Pitts, Oklahoma City, Okla., to post Field, Okla.; 2nd Lieut. Egbert C. Cook, Hollywood, Calif., to Rockwell Field;

July 2 to December 31, 1930 - 2nd Lieut. James Howard Roe, Spokane, Wash., to Fort Sill, Okla.; 2nd Lieut. George E. Percefull, Lonoke, Ark., to Fort Sill, Okla.;

August 1 to January 29, 1931 - 2nd Lieut. Desmond Sturgis Shipley, New York City, to Mitchel Field, N.Y.

Detailed to the Air Corps: 2nd Lieut. Harry G. Montgomery, Jr., Infantry, to Brooks Field, Texas, October 15, 1930, for flying training.

Appointments: 2nd Lieut. Elvin F. Maughan, Air Corps Reserve, as 2nd Lt., Air Corps, Regular Army, and to Fort Sill, Okla., for duty. Rank from June 18, '30.

Relieved from detail in Air Corps: 2nd Lieut. Donald M. Schorr, Cavalry, and to 1st Cavalry Division, Fort Bliss, Texas.

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PROMOTION OF AIR CORPS ENLISTED MEN

Technical Sergeant George W. Klingler, Chamute Field, to Master Sergeant, to fill vacancy in 17th Pursuit Squadron, Selfridge Field, Mich..

Technical Sergeant William E. Vessey, to Master Sergeant, to fill vacancy in 53rd School Squadron, March Field, Calif.

Staff Sergeant Otis W. Lee, 24th Airship Company, Scott Field, to Technical Sergeant, to fill vacancy in 19th Airship Company, Langley Field, Va.

Staff Sergeant George B. Brown to Technical Sergeant to fill vacancy in 24th Pursuit Squadron, Panama Canal Department.

Staff Sergeant Gregory A. Mitchell to Technical Sergeant, March Field, Calif.

Staff Sergeant Roy F. Hamblin, 23rd Bomb. Sqdn. to Technical Sergeant.

Staff Sergeant Harvey J. Downing, 65th Service Squadron, Hawaiian Dept., to Technical Sergeant, to fill vacancy in 72nd Bombardment Squadron, Hawaii.

NOTES FROM AIR CORPS FIELDS

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Scott Field, Belleville, Ill., July 12th:

1st Lieuts. Courtland M. Brown, William O. Eareckson, and 2nd Lieut. John P. Kidwell, returned from the National Balloon Races, held at Houston, Texas. They all report excellent treatment by the Race management there, and interesting flights while participating in the Races.

Col. John A. Paegelow, Commanding Officer, Scott Field, Ill., was officially invited by the Chamber of Commerce, St. Louis, Mo., to participate in the reception on July 12th, of Commander Byrd and Crew who participated in the flight to the South Pole.

On July 12th, a flight, commanded by Lt.-Col. John A. Paegelow, from Scott Field, consisting of a TC-10-253 Airship, eight O-19 Observation planes and one Fairchild photo plane, gave a demonstration over St. Louis in honor of Commander Byrd and his exploring party.

On July 8th, one O-19 Observation plane, piloted by 2nd Lieut. H.W. Grant, with 2nd Lieut. I.R. Selvey, observer, went to Chicago and carried out a successful radio mission, cooperating with the University of Chicago, R.O.T.C.

San Antonio Air Depot, Duncan Field, Texas, July 12th:

The Depot had the pleasure of an informal visit from Major W.G. Kilner, of the Office of the Chief of the Air Corps, who was in this vicinity, June 13th to 16th.

On Wednesday, June 18th, a Garden Party was given by the officers and ladies of Duncan Field in honor of Brigadier-General and Mrs. Frank P. Lahm in connection with their approaching departure from the Air Corps Training Center. The party, which began at nine o'clock in the evening, was held in the rooms on the lawn of the Officers' Club at this station. In the receiving line, on the lawn, were Brigadier-General and Mrs. Lahm, Major and Mrs. A.W. Robins, and Lieut. and Mrs. R.W. Douglass, Jr. The rooms were tastefully decorated with zinnias, daisies, snapdragons and palms, and the lawn presented a charming picture in colored lights. About two hundred guests were present from the various Air Corps and other Army circles in the vicinity of San Antonio. Dancing was enjoyed to the pleasing music of the Air Corps Training Center orchestra; the weather was perfect, and everything was conducive to the success of the occasion.

Capt. Ira C. Eaker, of Bolling Field, paid this Depot a brief visit on June 20th, incident to attending the Dedication of Randolph Field, bringing Major-General Fechet's plane over to the Depot from Randolph Field for miscellaneous repairs and servicing.

1st Lieut. Lewis S. Webster of this Depot, after ferrying a PT-3A plane to Selfridge Field, Mich., availed himself of a few days' leave of absence in that section of the country before returning to the Depot by rail.

1st Lieut. R.C. Wriston and 2nd Lieut. I.W. Ott, of Maxwell Field, were visitors at this Depot on June 23d, obtaining and ferrying two PT-3A airplanes to their home station.

Mrs. Warner B. Gates, wife of Capt. Gates of this Depot, and daughter, are enjoying a summer's outing in Wisconsin. Mrs. Gates left here on June 24th, to motor through, accompanied by Mrs. F.G. Irvin, wife of Lieut. Irvin, en route from Kelly Field to Indianapolis. Unfortunately, on the road just beyond Waco, Texas, an accident occurred, in which a large motor truck collided with their car, and in which the ladies suffered severe shock and bruises, necessitating their return here and confinement to the house until they have recovered sufficiently to resume their journey on July 2d.

Capt. D.P. Muse of Maxwell Field, paid a visit to the Depot on June 24th, leaving here on the 25th and ferrying a C-1 plane back to his home station.

Capt. Wm.B. Wright, Jr. on duty at Richards Field, Kansas City, Mo., formerly Adjutant at Kelly Field, came down to ferry an O-11 back to his station, arriving and leaving here June 24th.

2nd Lieut. Charles H. Caldwell, of Wright Field, Ohio, en route to the Rockwell Air Depot, stopped over at this Depot on June 24th for a conference regarding costs of overhaul of airplanes and engines.

Maj. Robins, Commanding Officer, and Lieut. A.S. Albro, of this Depot, accompanied Brig.-General Lahm, Capt. Burt and Lieut. Douglass, of the Headquarters of the Air Corps Training Center, on a cross-country to Eagle Pass, Texas, and return, on June 24th.

Lieuts. Joseph T. Morris and Norman B. Olsen of Selfridge Field, arrived at this Depot on June 30th to ferry back two PT-3A's to their home station, leaving here July 1st on their return.

Warrant Officer A.R. Trabold of this Depot departed July 3d for two days' leave of absence before proceeding to Wright Field, Ohio, for a two weeks' course of study in Air Corps supply work in the Materiel Division.

The 4th of July passed off very quietly at this Post, most of the personnel being away on their own several diversions for the day. In the evening, through the courtesy of Major Robins, our Commanding Officer, a very pretty fireworks display, to which everybody on the Post was invited, was held on the Flying Field.

Lieut. Charles E. Branshaw, Chief Engineering Officer, departed for a few days' temporary duty at Wright Field, Ohio, conferring with the Office of the Chief of the Materiel Division in regard to the repair and maintenance of equipment in this Depot's area.

Lieut. Charles E. Thomas, Jr. of this Depot, made a trip to Crissy Field, Calif., by rail for the purpose of ferrying an A-3 plane from that Field to this Depot.

During the month of June the following airplanes and engines were overhauled and repaired by the Engineering Department of this Depot:

Airplanes - Overhaul: 2 A-3, 1 LB-5, 1 DH-4M-2T, 1 O-11, 1 O-17, 1 P1-A, 1 P1-D, 1 P1-E, 1 P1-F, 1 PW-9D, 6 BT-1, 1 PT-3, 1 PT-3A, total 19. Miscellaneous repair: 1 A-3B, 1 LB-5, 2 C-9, 1 O2, 7 O-19B, 1 BT-1, 1 BT-2A, 5 PT-3, 1 PT-3A, 1 N-C, total 21. Assembled Jobs: 8 PT-3A.

Engines - Major overhaul: 32 Curtiss D-12, 22 Wright J-5, total 54. Minor overhaul: 53 Liberty, 7 Curtiss D-12, total 60.

Nichols Field, Rizal, P.I., June 5th:

The rainy season has apparently set in, as it has rained every day for the past ten. Flying has been curtailed due to this fact and also the shortage of aircraft.

Headquarters Detachment: Capt. Vernon L. Burge led a formation of three O2-H's to Aparri on a reconnaissance flight on May 8th. The personnel of the flight, aside from Capt. Burge, consisted of Capts. Arthur E. Easterbrook and B.F. Giles, Lieut. R.F. Stearley, Mr. Sgt. Nendell and St. Sgt. Duffy. The flight took off at 7:15 A.M., and arrived at Aparri three and one-half hours later. After remaining at Aparri over night, the flight took off at 6:30 A.M., and flew down the western coast of Luzon, deviating from the coast line long enough to fly over Baguio, which is a beautiful sight from the air.

The detachment has been busy getting a team in shape for the first game of the Inter-Squadron Basketball League.

Approximately one-third of the men made plans to take the examination for the rating of Air Mechanic scheduled to be held early in June.

28th Bombardment Squadron: Capt. Brock returned from detached service at Camp John Hay, reporting an enjoyable trip.

Lieut. Dache M. Reeve returned on the 5th from detached service in the Southern Islands, burdened with souvenirs and a tale or two of the hospitable treatment extended by the different Moro Datus.

Lieuts. E.M. Morris and Charles T. Myers returned from Baguio on the 14th. They floated most of the way back in their "Baby Lincoln".

Lieut. and Mrs. George H. Steel spent two weeks at Baguio.

Lieut. Donald B. Phillips, transferred to the Philippine Air Depot, will be greatly missed by the Squadron.

66th Service Squadron: Capt. W.O. Butler returned from Camp John Hay on May 1st.

The Squadron basketball team has been organized with complete new uniforms and equipment. This team is under the direction of Lieut. Joseph Smith and is being managed by St. Sgt. James A. Somner.

Third Attack Group, Fort Corckett, Texas, July 1st:

Tech. Sgt. C.P. Smith, pilot, and St. Sgt. Frank Bobulski, radio operator, made a trip to the West Coast in an attempt to determine the feasibility and practicality of an Attack plane keeping in touch with its home station in flight by sending a message to the nearest land station and having it relayed from there. The flight was a success.

The planes have been going on so many long trips lately that baseball had to be postponed some of the time.

Lieut. Pleasant F. Carrier, A.C.R., was recently relieved from active duty and reverted to inactive status. He will enter the employ of the Standard Oil Co. of Louisiana.

Lieut. John A. Samford was transferred from the Group to Duncan Field for duty.

Pvt. Bob Colley and Cpl. Pete Kuykendall are recovering from a bad automobile accident on the Houston highway on the afternoon of June 29th. Colley, who was not expected to live, has since pulled around and is on the road to recovery. Kuykendall escaped with only a few cuts about the face.

The wedding of 2nd Lieut. Tracy Kemp Dorsett and Evic Lee Glover was solemnized on July 1st at Coolegge, Texas. Mrs. Dorsett will be at home July 2d. Her address is 2223 35th St., Galveston, Texas.

Six planes of the Group were flown to Tyler, Texas, recently where the personnel participated in the dedication of the new 293-acre municipal airport.

Third Attack Group, A.C., Fort Crockett, Texas, July 15th:

On Sunday July 6th, General C.P. Summerall, Chief of Staff, made an official visit to Fort Crockett. Arriving at 9:50 A.M., he inspected the Post, Squadrons, Airdrome and ships, in the morning, and in the afternoon the Coast Artillery equipment and Harbor Defenses. At noon he was the guest at a dinner attended by the Officers and wives of the command. Later in the evening he departed for West Texas. A 27-ship review was flown at noon in his favor.

The 90th and 60th Squadrons are neck and neck for first place in the Inter-Squadron baseball league.

Lieut. Talma (Tut) Imlay, Quarterback on Andy Smith's wonder (California) football team, is back in California visiting on an extended cross-country.

Mr. Brockhurst, well known Fox Movietone News man, is shooting some newsreels of the Attack Group.

The wedding of Miss Edith Van Horn, daughter of Mr. and Mrs. G.W. Van Horn of Charleston, W.Va., and Lieut. Frankfort Forest Everest, Jr., U.S.A., A.C., a member of the Third Attack Group, Ft. Crockett, was solemnized at the home of Miss Van Horn's parents in Charleston on July 1st.

Fort Sill, Oklahoma, July 5th:

Capt. Lawrence P. Hickey, 1st Lieut. George E. Rice, 2nd Lieuts. George V. Halloman and James L. Jackson went to Buffalo, N.Y., to ferry back four new O-19B airplanes. Three of these planes arrived at this station O.K. The fourth finished its journey, via railroad, to the A.I.D., San Antonio, Texas.

Lieuts. Clarence E. Shankle and Ralph E. Holmes arrived at this station.

1st Lieut. Herbert K. Baisley was transferred from this station to Wright Field, Dayton, Ohio.

2nd Lieuts. Joe C. Britton, Lloyd E. Hunt, Harry B. Fleming, Charles H. Millier, Louis S. Wait and Stanley J. Young, all recent graduates of Kelly Field, Texas, were assigned to this station for one year's active duty as Reserve Officers.

Wright Field, Dayton, Ohio, July 16th:

The Hon. F. Trubee Davison, Assistant Secretary of War, for Aeronautics, arrived at the Field on June 8th, remaining for a two-day visit. The object was a regular inspection, with Wright Field as one of a series of Army flying fields. While here Mr. Davison flew many of the different planes on the line under test status. Capt. Ira C. Eaker acted as Mr. Davison's pilot for the trip.

Capt. George W. Haskins, A.C. Reserve, formerly a Regular Army officer of McCook Field, who reported for two weeks' active duty on June 15th was assigned to the Airplane Branch.

Lieut. George F. Schulgen, who during the past year took a special aeronautical course at the Mass. Institute of Technology, reported for duty the middle of June and was assigned to the Power Plant Branch.

Major J.D. Reardan, our Commanding Officer, returned recently from an 18-day leave.

The following officers journeyed to the plant of the Douglas Company, Santa

Monica, Calif., during the month of June, to ferry a number of new O-25A airplanes to Wright Field: Lieuts. F.O. Carroll, J.A. Woodruff, C.H. Ridenour, H.P. Rush, Leroy Wolfe, C.H. Caldwell. The following engineers accompanied them: W.G. McNeil, Armament Branch; F.M. Heckert, Power Plant Branch, J.W. Schwinn, Procurement Section. All planes arrived in good order.

Major A.H. Hopley of the Office of the Assistant Secretary of War, arrived at the Field June 23d and spent several days with the Industrial War Plans Section.

The Fokker Amphibian was flown to Selfridge Field on June 23d for the purpose of subjecting it to test as a seaplane, with Lieuts. F.O. Carroll, Clements McMullen, W.H. Brookley and H.P. Rush to perform the piloting and to make engine and airplane observations.

Lieuts. F.E. Glantzberg and F.D. Klein flew to Chicago to participate in the air maneuvers held in conjunction with the Chicago Air Show.

Major J.L. Hatcher, Ordnance Dept., and Capt. St. Clair Streett, Chief of the Flight Test Branch, flew to Washington on July 8th for a conference with the Chief of Ordnance. They returned the following day.

The Field was visited by 42 Boy Scouts on July 9th from St. Louis and Kansas City. The young horde had been on a bus tour through the East, with several Scout Masters in charge, and were on their way back home.

Capt. W.A. Hyde, A.C. Reserve, Director of Research of the Leon J. Barrett Company, Worcester, Mass., reported for two weeks' active duty, July 1st. While here, Capt. Hyde gave an illustrated lecture in the auditorium for the engineers on the "Air Waves About Bullets in Flight". During the war, he was connected with the Science and Research Department, Langley Field, where he worked on the objectives of bombs and the stabilization of bomb sights. Previous to that time he was with the Bureau of Ordnance, Navy Dept., where he took photographs of the air waves about bullets. These proved most interesting illustrations of the lecture he delivered.

Lieut. F.D. Klein acted as escort to O. Sugamoto, Lieut.-Commander, Japanese Navy, who visited the Field on July 10th.

Lieut. D.L. Bruner, who recently recovered from an accident suffered in New York when he had a forced landing, returned to the Field and on July 12th left for Washington for a conference on night lighting installations.

James W. Musser, Chief Inspector of Airplanes and Engines, left on July 13th for Cleveland, Buffalo and Pittsburgh, on inspection matters.

Major-General J.E. Fechet and Lieut. E.R. Quesada stopped at the Field on July 13th on their way from St. Louis to Washington.

Rockwell Field, Coronado, Calif., June 30th:

Col. Robert B. McBride, General Staff Corps, Assistant Chief of Staff G-4, Headquarters, Ninth Corps Area, arrived at Rockwell Field, June 3d, on temporary duty for purpose of inspecting matters relating to construction, supply and equipment.

Lieut.-Colonel Francis B. Wheaton, Q.M.C., arrived at Rockwell Field, June 17th, on temporary duty for the purpose of inspecting conditions and installations in connection with Quartermaster Construction, Repair and Maintenance.

Col. John E. Hemphill, S.C., Ninth Corps Area Signal Officer, arrived at Rockwell Field, June 24th, in connection with the expansion of Rockwell Field telephone system.

War Department orders were received relieving Major A.L. Sneed, A.C., Post Commander and Commanding Officer of the Rockwell Air Depot, and assigning him to duty with the Materiel Division, Dayton, Ohio.

Capt. H.M. Elmendorf, A.C., Commanding Officer 95th Pursuit Squadron, received orders assigning him to duty in the Office of the Chief of the Air Corps.

Lieut. Odas Moon, A.C., Group Operations Officer, leaves some time during the month of July for course of instruction at the Air Corps Tactical School, Langley Field, Va.

Capt. C.M. Savage, A.C., arrived at Rockwell Field, June 7th, and was appointed Post Adjutant, vice Lieut. Robert E. Selff, A.C., who has taken over the duties of Post Operations Officer.

Second Lieut. C.H. Murray, Tom W. Scott and Gerald Hoyle received their appointments as 2nd Lieutenants, A.C., Regular Army.

War Department orders were received assigning Major B.K. Yount, A.C., to duty at Rockwell Field as Post Commander.

War Department orders were also received assigning 1st Lieuts. Ralph H. Smavelly, R.K. Lebrou and 2nd Lieuts. James E. Briggs to duty at this Field.

The following-named 2nd Lieutenants, A.C., Reserve, recent graduates of the Advanced Flying School, Kelly Field, Texas, were assigned to Rockwell Field for duty - John Davis Kreyssler, Edward Frank Kiessig, Richard Morden McGlinn, Austin Samuel Merrifield, Wallace Joseph O'Daniels, Rubbis Milo Thornton, Russell Wil-loughby, Munson and James Arthur Fisk.

William S. Brock and Edward F. Schlee completed a non-stop flight from Jacksonville, Fla., to Rockwell Field, Calif., June 18th, arriving here at 4 P.M. After a half-hour's stop in order to refuel, the flyers left in their Lockheed Vega monoplane for a non-stop flight back to Jacksonville, Fla.

The Rockwell Field Squash Team dealt an overwhelming defeat to the University Club team from San Francisco when the rivals journeyed southward June 28th, winning nine of the twelve matches played. The outstanding feature of the day came when Lieut. J.E. Mallory beat Mr. Janin, recognized as the best player on the Pacific Coast. Mr. Janin was Captain of the Harvard Team in 1922. After the fray the visitors were royally entertained by the local boys.

Miss Ruth Marie Osborne became the bride of Lieut. Lloyd Watnee, A.C., 11th Bombardment Squadron, Rockwell Field, at a large military wedding held in San Francisco, June 21st. Many officers from Rockwell Field flew to San Francisco in order to attend the wedding.

Connecticut National Guard, A.C.:

Major "Toby" Freeman and General Wm.F. Ladd, former C.O.'s of the Squadron, were recent dinner guests of the officers at the regular Wednesday evening meeting.

Last month Maj. Hubert E. Johnson combined business with pleasure and made a trip to New Orleans. He was accompanied by St. Sgt. William A. Praguski as mechanic. A Douglas BT-1 was used on the trip, the following stops being made: Buffalo, N.Y.; Cleveland, Ohio; Louisville, Ky.; Memphis, Tenn.; and New Orleans, La. The eastern route was followed on the way home, and stops were made at Birmingham, Ala.; Spartansburg, N.C.; Washington, D.C.; Philadelphia, Pa.; Mitchell Field, L.I., N.Y.; and Hartford, Conn. Outside of two days which were rainy, the weather was excellent and a successful trip was accomplished.

When National Commander O.L. Bodenhamer, of the American Legion, visited Connecticut recently, he was flown from Providence, R.I. to Plainville, the home of Governor Trumbull, by Lieut. Charles L. Wright in one of the Squadron's training ships. In the afternoon he was flown back to Hartford, where he was met by a delegation of prominent citizens, headed by Governor Trumbull and Major Battersson of Hartford. On the flight from Plainville to Hartford, Commander Bodenhamer was escorted by the State-owned Vought, flown by Capt. Harry Generous, and two Squadron ships flown by Lieuts. Fred Sanson and Charles Wright.

Lieut. John M. Holmes, a member of the last class at Kelly, is the junior pilot of the Squadron.

Former Cpl. H.L. Nadeau is the first of the "non-coms" to pass successfully the correspondence course to become an Observer. He was commissioned a few days ago.

March Field, Riverside, Calif., July 1st:

After 13 years' service another war-time 1st Lieutenant finally received his promotion to Captaincy. During the early part of June, R.C.W. Blessley was informed that he was finally promoted to a Captain.

On June 25th, the Air Corps Primary Flying School, March Field, graduated its seventh class since reopening of the school in 1927. Nineteen 2nd Lieutenants and twenty-seven Flying Cadets were transferred to the Air Corps Advanced Flying School, Kelly Field, Texas.

Cpts. Dudley B. Howard, Edgar P. Sorensen, 1st Lieuts. W.C. Farnum, Lawrence A. Lawson and Lester M. Rouch and 2nd Lieuts. Howard H. Couch and Wilfred J. Paul, all officers of the Air Corps with lighter-than-air pilots' ratings, were assigned to the class starting July 1st for heavier-than-air training.

The Flying Cadets from the July 1st class have started reporting. Already one hundred and thirteen new "dodos" are receiving their initiation into military life. From early morn until sundown, squads of the new cadets can be seen taking military instruction on the parade ground. It is expected to have 126 flying cadets in the new class.

On July 11th a dance is scheduled to be held in honor of our departing Commanding Officer and his charming wife, Major and Mrs. M.F. Harmon, who will soon leave for the Command and Staff School, Ft. Leavenworth, Kansas. It is with the deepest regret of the personnel of March Field that Major and Mrs. Harmon are leaving our midst. They have endeared themselves to the entire post and to the people of Riverside. During their stay here, they have wholeheartedly entered into all activities on the field, Mrs. Harmon being particularly active in the social field, and Major Harmon an outstanding figure in our athletic life. He was numbered as being one of the best hunters and fishermen amongst the officer personnel (deep sea fishing excepted). The entire command wishes Major and Mrs. Harmon the best of luck and a happy tour at their new station.

Religious activities, under the ministrations of Major Charles F. Graeser, Chaplain, are an outstanding feature of the life of the post, and they appear to grow with the development of March Field. Since the quarters were finished and occupied, the Sunday School has taken on new life. Energetic programs contributed by the Squadrons have served to add encouraging vitality to the morning services, the men evidencing voluntary interest. Special music has been developed by each sponsoring unit, and the wholesome rivalry has revealed a wide-awake and up-and-coming aggregation. Unstinted praise is due all those who have so loyally placed themselves into this worthwhile program of post life. It is fully disclosed that wholesome religion is ever in demand.

Chanute Field, Rantoul, Ill., July 15th:

Lieut. John M. Weikert, A.C., Assistant Director, Department of Photography, was taken suddenly ill with appendicitis and rushed in the field ambulance to Ft. Sheridan Hospital for an emergency operation. The Director of the Department recently returned from Ft. Sheridan following a similar operation, so indications are that in the near future we will hear of Goddard and Weikert discussing their operations.

On July 8th the Assistant Commandant, Photographic Officers Class and their families were entertained with a picnic given by the Director of the Department of Photography. Motion pictures of the Philippine Islands and China were shown following the refreshments, which were served from the new photographic trucks.

The Chanute Field Pistol Club won the second of a series of three matches from the Pistoileers Club of Cumberland, Md., here last week when they turned in an aggregate score of 834 as compared to 802 for the Pistoileers. The highest individual score was chalked up by Lieut. John L. Hitchings, Governor of the local club, while the feature of the match was the shooting of Lieut. George H. Sparhawk, who raised his previous score of 192 to 215 in the shoot last week. Lieut. Hitchings' score was 227; other marks turned in being 200 for Lieut. Minton W. Kaye and 192 for Lieut. Arthur L. Hamilton.

Serial No. 296 LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
July 1st - 31st Incl., 1930.

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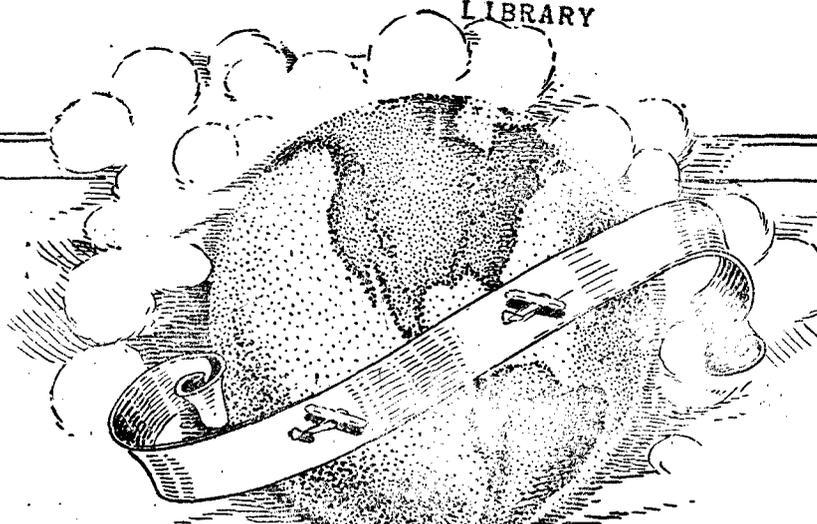
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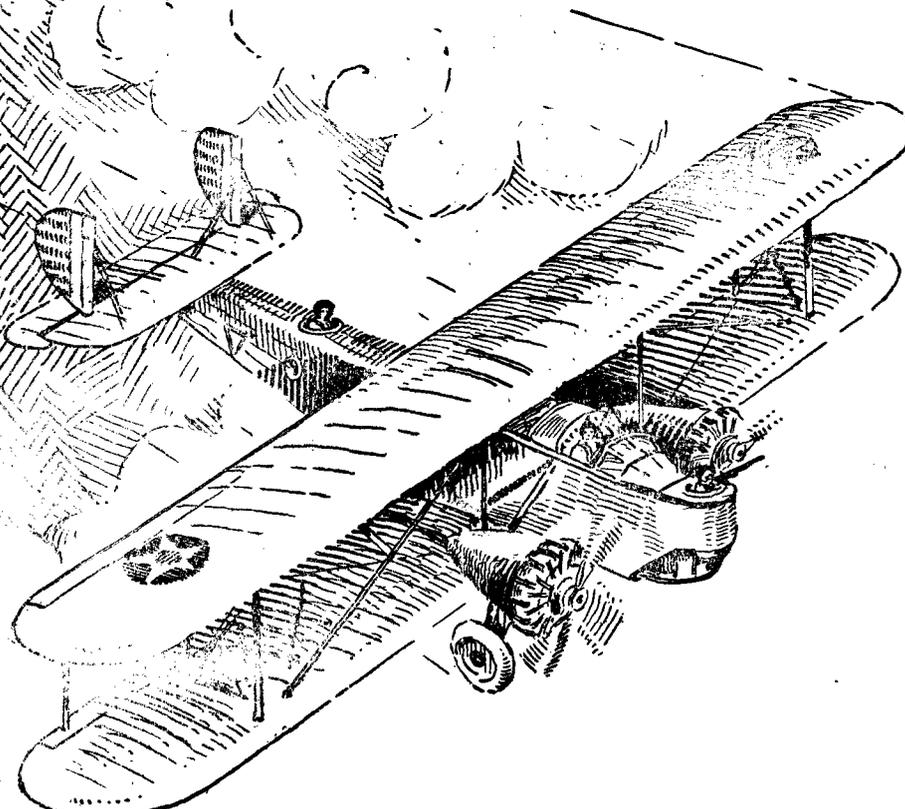
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AIR CORPS
NEWS LETTER



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

F. C. Sawyer

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 OFFICE OF THE CHIEF OF THE AIR CORPS
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Information Division
Air Corps

August 29, 1930

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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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DEMONSTRATING AMERICAN PLANES IN EUROPE ✓

By A. M. Jacobs

After four months of demonstration flying in European capitals, 1st Lieut. James E. Parker, Air Corps, test pilot at Wright Field, Dayton, Ohio, set the wheels of a plane down on home soil recently and quietly slipped back into his job. Lieut. Parker went to Europe as a member of a "Flying Mission" organized by the Curtiss-Wright Company to demonstrate their planes. His companions on the expedition were Pilots Melvin Hall (formerly a Major in the Air Service) in charge; Lieutenant James H. Doolittle, one of the foremost American flyers, who recently resigned from the Air Corps; Captain J. T. Cannon, of Duncan Field, Texas; William H. Goulding, and two mechanics.

Four planes formed their fleet - a "Fledgeling" (two-seater training), piloted by Captain Cannon; a "Falcon" (two-seater observation), piloted by Lieut. Parker; a "Robin" (three-seater passenger), piloted by Mr. Goulding, and a "Hawk" (single-seater Pursuit), piloted by Lieut. Doolittle. The party landed at Athens, Greece, the latter part of April and gave two flying exhibitions for the military and civil authorities, which Lieut. Parker describes as follows:

"First," he says, "Cannon went up with the 'Fledgeling' and showed the control in stalls close to the ground and in landings. He then went up to a thousand feet, put it through loops, spins, rolls, inverted flight, pulled one or two Immelmans and landed. Then Doolittle and I took off, did a couple of dives and chandeliers in tight formation, then broke and gave a mock combat fairly low. Then I took the 'Falcon' up to a thousand feet and twisted it about, followed by a couple of dives with either loops off the ground or Immelmans, some flying on the side, a fast speed flight over the crowd, and landed. Doolittle had climbed to about 6,000 feet by the time I landed, and made a power dive, rolled upward, looped rolling in the loops, a double Immelman and a loop out of it. He then dived, followed by an inverted climb or zoom, gave an inverted flight, side flight, landed, took off into a loop and landed. It lasted about twenty minutes and so was fairly snappy.

"Everyone was more impressed by our flying on the side than anything else we did. They thought it remarkable."

It sounds most snappy and remarkable. As one of the Greek newspapers naively expressed it, "None of the French or other foreign acrobats who have passed through Saloniki have presented such wonders to us. Probably their machines did not permit them to do so." They refer to Lieut. Doolittle as "the quickest in the whole world."

After the demonstration flights, foreign pilots, officials, and often royalty and the family of royalty were taken up for flights. Thus, Lieutenant Parker's pilot-book holds the entry: "Sofia, Bulgaria - May 8 - Prince Cyril for ride - 25 minutes."

From Athens the party flew to Saloniki, Belgrade, Bucharest, Constantinople, Eskiselur (the Kelly Field of Turkey - only bigger even than Kelly, Lieut. Parker explains), Angora, Budapest, Vienna, Munich, Berne, Prague, Warsaw, Leda, Drinsk, Riga, Kovno, Reval, Helsingfors, Hanko, Berlin, Brussels, Paris and Rotterdam. The planes were left at Rotterdam for shipment, the aviators flying to London via the commercial airways and sailing for home. Lieut. Parker states that with all the acrobatics the planes reached the journey's end without a scratch.

Much of the flying in Southern Turkey, Greece and Bulgaria was over rough, mountainous country without landing fields. Once in the Balkan Mountains they were held up by fog, the only delay to their schedule. Flights through the Alps, Southern Germany, and Austria were indescribably beautiful.

Everywhere the civil authorities, members of the diplomatic corps, military heads, and the Aero Clubs entertained them royally. They were made honorary members of most of the Aero Clubs, and that of Turkey presented them with handsome

gifts upon their departure. With the exception of the major European powers, they found apparently little manufacturing of military aircraft in progress, Czechoslovakia doing the largest amount.

Since reporting again at Wright Field from his four months' leave of absence from the Army, Lieut. Parker has tackled his work with the Flying Branch with all his old time enthusiasm. He came to Wright Field in November, 1928, his special work having been flight testing ever since.

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MORE ABOUT CALIFORNIA SUNSHINE

The News Letter Correspondent from the Primary Flying School, March Field, Riverside, Calif., states that the climate in Southern California this summer has been, as so frequently expressed by the natives, "unusual." The days have been sunshiny but cool, with a few short hot spells. However, as a whole, the temperature this summer has been much below that of previous summers. As a result, several officers have deferred taking their leaves. The sunshine, however, has put a nice coat of bronze on all the officers, even to the extent that one sun-browned officer's nationality was questioned by the U.S. Immigration authorities as he crossed the Mexican Border from Agua Caliente.

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FRANCE FIELD OFFICERS FLY PHOTOGRAPHIC MISSION IN COSTA RICA

No cross-country flights of any consequence have been written into the records of the Field during the past two months with the exception of an eight-day photographic mission to Costa Rica, reports the News Letter Correspondent from France Field, Panama Canal Zone. This mission was for the purpose of obtaining aerial photographs of the proposed route of the Pan-American Highway for the Costa Rican government. First Lieut. A.Y. Smith and Staff Sergeant Crow, of the 12th Photo Section, and 1st Lieut. John G. Moore and Technical Sergeant Ashby, of the 7th Observation Squadron, were assigned to the mission. They established their headquarters at San Jose, the capital.

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GENERAL MCCOY MAKES LONG CROSS-COUNTRY

Major-General Frank R. McCoy, Commanding General of the Fourth Corps Area, made a cross-country flight to Buzzards Bay, Massachusetts, in an O-22 from Maxwell Field, Montgomery, Ala., recently. He was piloted by Lieut. John W. Sessums, Air Corps.

A week later, General McCoy arrived at Maxwell Field for another visit. Immediately after his landing, an aerial review was flown by the Regular officers of the field and officers of the Organized Reserve attending a two weeks' encampment. Accompanying General McCoy was his aide, Lieut. Wm. S. Biddle, piloted by Lieut. Raymond R. Brown, of Atlanta, in an O-11. Following the review the General addressed a meeting of the Alabama State Convention of the American Legion, returning to Fort McPherson, Ga., the following day.

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ACTIVITIES AT THE AIR CORPS TECHNICAL SCHOOL

According to the activity report of the Air Corps Technical School at Chanute Field, Rantoul, Ill., for July, three classes of enlisted men, comprising a total of 24 students, pursued the course of instruction in the Department of Photography. One class of six officers graduated from the photographic course on July 14th, and one class of five enlisted men graduated on July 18th.

Enlisted students undergoing instruction in the Department of Mechanics numbered 209, with 29 men awaiting entrance to the school. The instruction of the first classes under the revised program of training which went into effect on July 1st has progressed very satisfactorily.

Undergoing instruction in the Department of Communications were four classes of enlisted men, totalling 43.

Class No. 1, Armament Section, School Year 1930-1931, was assigned but nine students, thus cutting down the number of graduates per year which can be sent from this course.

COLONEL FICKEL GOES TO WASHINGTON

By A. M. Jacobs

Lieut.-Colonel and Mrs. Jacob E. Fickel, after a four-year residence in Dayton, Ohio, left early in August for Washington, D.C., where the former will enter the Army War College. This is the Army's most advanced school, its training preparing the officers for the ranking commands and for the handling of personnel of the largest groups. Though looking forward to this one-year course, it is with the greatest regret that Colonel and Mrs. Fickel took leave of Dayton. Coming here four years ago with General Gillmore, Colonel Fickel has served ever since as the Executive of the Materiel Division, both under Generals Gillmore and Foullois, except for a short time after General Foullois' departure, when he acted as Chief of the Materiel Division. In this work his conscientious effort and ability have been unquestioned.

Colonel Fickel is one of the high-ranking Air Corps officers promoted from the line. From 1902 to 1904 he was a cadet with the Coast Guard. Later he enlisted as a private of Infantry. It was not until 1907 that he was commissioned a 2nd Lieutenant. In 1910 he began experimenting with Glenn Curtiss in firing guns from airplanes, and he was known as the first aerial gunner. In 1916, when he held the rank of Captain, he transferred from the Infantry to the Aviation Section of the Signal Corps. He served in many stations throughout the United States and twice in the Philippine Islands at five-year intervals.

During the War, Colonel Fickel was flying instructor in several training schools and in command of the one at Carruthers Field, Texas. Following the close of the War, his duties lay mostly in the Office of the Chief of the Air Corps in Washington, as Comptroller of the Spruce Production Board, in the Air Corps Finance Offices, and as Chief of the Supply Division.

Colonel Fickel has never lost his zest for flying. Recently he flew from Florida to Panama across the Carribean Sea, with Lieuts. Albert F. Hegenberger and Ennis C. Whitehead. A graduate of the Advanced Flying School, he holds the ratings of Airplane Pilot and Airplane Observer. He graduated from the Air Corps Tactical School in 1925 and was an honor graduate of the Command and General Staff School in the following year.

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ORGANIZATION DAY FOR 24th PURSUIT SQUADRON

The 24th Pursuit Squadron, a unit of the 20th Pursuit Group, and which is attached to the 6th Composite Group, became a year older on July 19th, when it celebrated "Organization Day" at the Palm Grove in the Republic of Panama. The party proved even more of a success than was anticipated, and was attended by approximately 250 officers and enlisted men. Coveralls and canteen cups comprised the uniform for the day.

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CALIFORNIA NATIONAL GUARD AIRMEN SPENT TWO WEEKS IN CAMP

The 115th Observation Squadron and 115th Photo Section, 40th Division Aviation, California National Guard, stationed at Griffith Park, Los Angeles, Calif., returned to their station on August 9th, after two weeks spent at the annual summer training camp of the California National Guard at Camp San Luis Obispo, located about half way between Los Angeles and San Francisco.

The aviation personnel comprised 15 officers and 85 enlisted men, and these together with the other special troops made up the Special Unit Area. Nine ships were flown to and from Camp San Luis Obispo, and aerial operations were carried on during every day at camp with total casualties of one tail skid. And this in the face of a none too good landing field at the camp.

"We give all credit to our force of efficient and loyal line mechanics," says the News Letter Correspondent, adding that they labored many nights into the small hours and missed several social gatherings in order to have the equipment ready for the air the next morning. "The entire organization joins in this public acknowledgment of the very fine work done in a cheerful and soldier-like manner by our staff of 'mechs.'"

The Squadron carried out a very full schedule of work in connection with the 40th Division Staff, the 79th and 80th Brigades and the special troops, including the Signal, Tanks, Engineers and M.P.'s. The missions were varied,

including attack formations on troops on the march and deploying; photographic missions, including verticals and obliques of given pin-points and objectives; photography, including the delivery to the Photo Section for developing and printing, and the dropping of finished prints at field C.P.'s, all moving on a given time schedule; contact missions with the Infantry in the field, including the dropping and picking up of messages; communication with ground units of the Signal Corps by panels and Very flares; radio missions with ground stations, including two-way voice and key; reconnaissance and sketching missions; carrying the Staff for purposes of aerial observation; the completion of a mosaic map of the countryside for Staff purposes; machine gunnery with both fixed front and flexible rear guns on ground targets and tow targets; and aerial bombing.

The flight schedule was in effect from 8:30 to 11:00 in the mornings and from 1:30 to 3:00 in the afternoons. Cross-country trips for training, and the ferrying of personnel and materiel was carried on at all times. The total pilot and aircraft time for the two weeks has not yet been compiled, but each pilot secured plenty of time in the air, averaging approximately three hours a day, plus some observer time.

The Squadron feels that this has been the most instructive, efficient, well organized and disciplined camp it has ever had the privilege of participating in, and already looks forward with pleasure to next year's camp, when the entire 40th Division will be in the field at the same time.

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MITCHEL FIELD AIRMEN PARTICIPATE IN AIRPORT DEDICATION AT ROCHESTER, N.Y.

By the News Letter Correspondent

Despite unfavorable flying weather, nine planes under the command of Major William Ord Ryan, took off from Mitchel Field, N.Y., for the Airport opening at Rochester on Saturday morning, August 16th. The ships, immediately following their arrival over the airport, went into an exhibition of formation flying, going from "V" to echelon, then into lines and finally into column of threes in line. Then they started diving around the field and making a lot of noise before finally landing. Sounds tame enough, but it must have looked pretty good, for when the boys climbed out of the ships they found sudden fame awaiting.

The usual pictures were taken and then the flyers were led away to lunch, escorted by no less than three brass bands! They lunched, and Major Ryan spoke, and as an Amen to his words the band burst forth into the Star Spangled Banner. Too bad we weren't all there. It sounds grand!

Well, amid the cheers of what seemed like all of Rochester, our embarrassed heroes left for their hotel. Several informal parties were held in the evening before the banquet of the year took place. Eye witnesses say that no such banquet has ever been before. It was strictly stag and almost entirely American Legion. Everyone had a great time and very few were injured in the plate throwing contest that climaxed and ended the party.

The next day the hospitable Rochesterites took our pilots to their country clubs to swim, play golf or tennis, or loaf, according to their individual dispositions. And on Monday our lads reluctantly started home.

There are all sorts of airport openings, but Major Ryan's team is unanimous in proclaiming this the best of all. Joe Baylor of Old Kentucky was heard to remark that Rochester hospitality was as good as that at home. What more can be said?

---oOo---

AN UNUSUAL CRACK-UP

Brooks Field, San Antonio, Texas, was the scene of an unusual crack-up several days ago, when an A-3B airplane, piloted by Lieut. Frank F. Everest, Jr., of Fort Crockett, Texas, in attempting a landing, bounced upon a PT-3 airplane of Brooks Field, parked on "dead line," which was occupied by Lieut. H.S. Sanders, pilot, and Cadet Miles, passenger. The tail and right wing of Lieut. Sanders' plane was wrecked. Lieut. Everest, in explaining the accident, stated that he was under the impression that Lieut. Sanders was preparing to taxi from the line, and so attempted to land in place.

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Correspondents are requested to send in their contributions for the Air Corps News Letter on the 1st and 15th of every month.

AIR CORPS INSIGNIA ✓

"Say, how can you pilots tell your friends when you get to scrappin' 'way up in the air?"

This question was asked at a large airport on the Pacific Coast, where practically all the fighting units of Uncle Sam's Army Air Corps were assembled in an organization known as the Provisional Wing. They were demonstrating to the people of a Southern California city how the Air Corps operates, how the various planes fly and fight, and what the highly trained pilots can do with their machines in the way of combat, formation, bombing, and other types of flying for which the planes are designed and built.

On a tower near the Administration Building of the airport, two tensely busy officers alternated in watching the planes and broadcasting to the crowds a description of these planes and the meaning of their bewildering evolutions. First on the program were the planes of the 3rd Attack Group, demonstrating how Attack planes would "strafe" ground troops. The whole array of 150 participating aircraft had taken off from the field and retired to some distant point. Suddenly over the treetops - "hedgehopping," to use an air term - swooped a formation of nine planes at full throttle. On their flanks they all bore the same design. Speeding up to their maximum of 151 miles an hour, they dove at the field, not ten feet off the ground, and in a twinkling they were gone, being in view not more than a few seconds.

But the officers at the "mike" had spotted the designs and over the loud-speaker came the announcement:

"Attack planes of the 8th Squadron!" Then, as another formation swept past, coming from the direction the others had departed, the loudspeakers rumbled: "--followed by those of the 13th Squadron." After a momentary pause, during which a third group of planes swooped from nowhere and were gone in a screaming dive; "--and then by those of the 90th Squadron."

To the onlookers the Attack planes all looked alike. In fact, the announcement conveyed the information that they were all Curtiss Falcons. That the announcer knew in advance the sequence of the attacking squadrons and could so announce them was quite possible. Later, however, when one among the 75 Pursuit planes then in the air came down because of motor trouble and the announcer called its squadron as it taxied to the line, the average spectator doubtless was puzzled to know how the ship was identified so readily.

When all planes were once more parked on the field after the demonstration, a closer inspection was made by many of the spectators. From a distance every plane of the type looked exactly alike. For instance, one Boeing Pursuit plane looked like another, as did a Curtiss Hawk. One Keystone Bomber looked like another Keystone Bomber. One Attack plane looked like another--or did they really? What was that spot on the side of the body, or fuselage, of the Attack plane parked at that end of the line that made its appearance differ from that of an Attack plane parked elsewhere on the field? Why should that mark on the nose of one Bomber differ so from the mark on another Bomber's nose?

"Insignia," laconically explained one of the leather-jacketed flyers. "Each Group and each Squadron within a Group has its distinctive insignia. Each flying officer, in fact, has his squadron insignia painted on the breast of his leather jacket. That's so the squadron commander can quickly call his men about him for a conference before taking off.

"See this?" pointing to a bomb-throwing pirate realistically poised in paint on his jacket. "That's the insignia of the 20th Bombardment Squadron, the best outfit ----"

"Yeah, after the 96th!" cut in another sun-tanned airman. "Here's ours," and he pointed to a nose-thumbing, bomb-clutching devil all in vivid red.

This sounded fine. Seeking more information, the inquirer was obligingly escorted on a tour of the parked planes by the pair of friendly rival aviators. Insignia, it was soon learned, stood for something besides just a means of identification. Each design represented either the duty engaged in by the outfit that bore it or the achievements of that outfit, and sometimes both. They might be beautiful, artistic, grotesque, formal, or almost ribald, but they all had a meaning.

Usually only one plane had the insignia of the Group, a Group being composed of one or more squadrons. This was the Group Commander's plane. That of the 2nd Bombardment Group was significant. It assumes as its chief the recent activities of the Group over the battlefields of France. Along the head of the shield are

five scalloped palets, each one representing one of the five major offensives in which the Group participated - Cantigny, Aisne-Marne, St. Mihiel, Chateau-Thierry, and Meuse-Argonne. The center palet bears a white fleur-de-lys, symbolizing France. The shield itself is gold, with four blue aerial bombs in its center. Blue and gold are the Air Corps colors and the four bombs are the four combatant squadrons which comprised the Group. Beneath the shield is the motto: "Mors Et Destruction (Death and Destruction), an appropriate one for a bombardment outfit.

Without doubt the squadron insignia of the outfits in this Second Bombardment Group stand out most clearly in one's memory. The 20th Squadron has a pirate hurling a hand grenade. As he dashes to the attack he trods a horizontal aerial bomb with two bands and eleven crosses. The two bands stand for the major offensives in which this squadron played a leading part, bringing down eleven enemy planes while defending themselves on their bombing raids over the enemy lines in the late war.

A red devil thumbing his nose at his target (whatever the target may be) on the ground is the insignia of the 96th Squadron. The devil holds an aerial bomb with the other hand. The 49th Squadron insignia shows a wolf's head, mouth open, teeth bared. War is no gentle art, nor do these designs as a general rule depict pastoral scenes.

Yet not so grim are the insignia of the service squadrons of the Air Corps - those hard-working units charged with engineering and repair work for the group of which they are a part. A beaver - symbol of their busy life - is worn by the 59th Service Squadron. The 56th Service Squadron's insignia is a hawk with a broken wing, perched on a post, while that of the 66th Service Squadron shows a large gear wheel, with four smaller gears radiating from the master gear at 90 degree intervals. This latter squadron is part of the Composite Group in the Philippine Islands, and the four smaller gears represent the four squadrons of a well balanced Composite Group - Pursuit, Attack, Bombardment and Observation.

Graphically representative are the insignia of the school squadrons. Peering through a telescope, a broadly caricatured bird identifies the Air Corps Advanced Flying School, located at Kelly Field, Texas. This is an Observation school squadron and the telescope represents observation aviation. In one of the bird's claws reposes a brick - ancient means of defense. One must suppose that the Squadron's commanding officer at the time was an Irishman to thus depict this bit of "confetti." The 40th School Squadron, a bombing school outfit, also at Kelly Field, has a wedge shaped book, showing its student members that by hard study one may wedge his way toward successful graduation. On the book is a bat, symbolizing the nocturnal activity in burning the midnight oil. The body of the bat, appropriately enough, is an aerial bomb.

The Air Corps Tactical School at Langley Field, Va., has an insignia embracing all four types of military aviation. Four lightning streaks flash from the mailed fist of mars. One streak parallels the horizon. That stands for Pursuit aviation, the mission of which is to fight aircraft in the air. Three other streaks flash downward towards the earth, and these stand for Observation, Bombardment and Attack aviation, which carry their destructive warfare against ground troops. Included in this school's insignia is a lamp - the lamp of knowledge - appropriate for a school. The shield is divided in its background into green, the earth below, and blue, the sky above.

Another organization well known to air-minded America is the First Pursuit Group, stationed at Selfridge Field, which also was at the maneuvers on the Pacific Coast. Its insignia is topped with the motto "Aut Vincere Aut Mori" (Conquer or Die). Which is precisely what Pursuit craft must do for, having no defensive armament to their rear, this type of plane must fight it out to the end in the skies. To turn tail would be to perish. Literally they must conquer or die. Below the motto of the First Pursuit Group is a shield with five stripes and five black crosses, representing the five squadrons which the Group had when it was in action and the five major engagements credited to the outfit for its World War service.

The 17th Squadron of this famous Group has for its insignia a snow owl diving on its prey. This bird symbolizes the Arctic weather experienced five miles aloft, at which altitude Pursuit aviation fights. The 27th Squadron's crest is a hawk diving to attack. The 94th Squadron's once was the old hat-in-the-ring, but this has been changed to an Indian with mouth distended in a lusty war-whoop.

An artistic emblem is the Third Attack Group's. A shield contains a knight's helmet and a pair of wings, with the motto "Non Solum Armis (Not by Arms Alone). As one young member of the Group explained, "The noise of the roaring planes,

diving on a bunch of ground troops, scares as many of 'em to death as the bullets and bombs from the planes kill or wound." The insignia also contains nineteen black crosses, the number of enemy planes its members brought down in France. In the Third Attack Group are also the 8th Attack Squadron, with an eagle, its wings extended and the Liberty Bell held in its claws; the 13th Attack Squadron, with a skeleton swinging a scythe, and the 90th Attack Squadron, with two red dice. The cubes have just rolled a "natural."

The Observation units, too, have their insignia. There is the Ninth Group's, stationed at Mitchel Field, L.I., which has a shield topped by a crest and standing on a scroll. The crest is a rattlesnake entwined about some cactus. Service with Pershing in Mexico justifies the design of that crest, while the wavy line running through the middle of the Ninth Group's shield symbolizes the Rio Grande. A quartet of crosses on the shield is for the four major engagements of the Group in France and for the fact that the greatest number of enemy planes brought down in any engagement was that number. The scroll simply says "Semper Paratus" (Always Ready).

Most catchy of all, probably, is the 11th Bombardment Squadron's insignia. It shows Jiggs, comic creation of George McManus, celebrated cartoonist. The portly Jiggs is bringing home the bacon - which in this case is an aerial bomb held under one arm. Strolling airily along, Jiggs is puffing on an important looking cigar, tilted at a cocky angle.

Another insignia which has been much photographed of late is that of the 95th Pursuit Squadron, stationed at Rockwell Field, Calif., owing to that outfit's activities at extremely high altitudes. This insignia shows a kicking Army mule whose name might well be Dynamite, judging from its dangerous appearance.

The domed National Capitol is the insignia of the Air Corps Detachment at Bolling Field, Washington, D.C. Carrying out the motif of its pictorial insignia this outfit has named each of its planes after a State of the Union. Whenever possible, in assigning a plane to a flight to a distant State, the Commanding Officer orders out a plane of corresponding name.

Painting of insignia on planes is usually done on the sides of the fuselage, back of the rear cockpit. In Bombers, however, they are shown on either side of the nose. They are bright colored against the somber, olive-drab tone of the plane, and hence show out startlingly to the trained observer. The untrained one is able to discern them when the planes are parked on the flying field, but it was hard to differentiate the insignia when the planes were flashing by over one's head at well over a hundred miles an hour.

The curious inquirer who started the questions about Insignia was taken for a ride in one of the Bombardment formations over the vicinity of the airport. He was seated in the rear cockpit, out near the tail. On either side of him, flying in such close formation that their wing-tips almost brushed the tail group of his plane, were two other bombers. The nose of one bore a red devil thumbing his nose. Believe it or not, it was looking straight into the passenger's face. The plane on the other side bore a wolf's head, a menacing, snarling wolf. Believe it or not again, one could see this wolf slavering at the mouth.

Until the formation loosened up, the ride was not particularly enjoyable. Insignia do mean something. ---oOo---

RADIO TAUGHT TO STUDENTS OF AIR CORPS ENGINEERING SCHOOL

A course in Radio is being given to the officers of the Air Corps Engineering School at Wright Field, Dayton, Ohio. The students have completed the laboratory work, and flights, using the Wright Field beacon, have been started. Two-way communication is being established between airplanes and the Radio Laboratory

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A test was recently made at Wright Field of the quick-work plate developing outfit (developed at the Materiel Division), with very satisfactory results. The Douglas XO-2H airplane, A.C. No. 29-161, took off at 11:15 a.m., with a quick-work plate developing outfit and a K-6 camera. Three pictures of Wright Field and one of the Fairfield Air Depot were obtained and developed in the air. On reaching the ground at 11:45 a.m., the plates were thoroughly dry and ready for making prints. An attempt will be made in the near future to make photographic prints from negatives in the air, during the daytime.

SECRETARY DAVISON WELCOMED AT ROCKWELL FIELD

Something unusual in "warm welcomes" was extended the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, on August 6th by the Pursuit Squadron stationed at Rockwell Field, Coronado, Calif. As Mr. Davison, flying in a special Fleetster, the Army's fastest plane, reached the ship's ceiling of between 20,000 and 25,000 feet over the valley city of El Centro and was speeding towards Rockwell Field at 180 miles per hour in comparative safety, planes of the 95th Pursuit Squadron, the only air unit to have flown in formation above 30,000 feet, dove from their record altitude and riddled his ship with theoretical machine gun bullets. Following the sham annihilation, the Pursuit Squadron escorted their distinguished visitor to Rockwell Field.

Captain Ira C. Baker, of "Question Mark" fame, piloted the new high speed Transport in which Secretary Davison was the passenger.

Before Mr. Davison arrived at Rockwell Field, Pursuit planes and six Bombers from Rockwell Field were sent to four outlying emergency fields. All were in communication with the "flagship," a radio-equipped Bomber at Rockwell Field. Soon after he arrived he took the air in the "flagship," and when it took off word was flashed by radio to each group of an imaginary attack by planes from aircraft carriers at sea and the designation given where all should assemble to meet the supposed enemy. Within half an hour from the time the orders were received, planes from all directions assembled over Point Loma ready to repel the attack of the theoretical enemy.

This experiment successfully demonstrated that airplanes could be scattered so widely that a concentrated enemy attack could not paralyze our friendly forces. Due to radio communication, friendly airplanes would be available for concentrated action in a few minutes time.

Following the demonstration of radio formation flying, a tea dance was given in honor of Mr. Davison by the ladies and officers of Rockwell Field at the Officers' Club. Among the guests attending were the Mayor of San Diego, Admiral J.M. Reeves and Staff, the President and Secretary of the San Diego Chamber of Commerce, Major T.C. Macaulay, and many Navy and Marine Corps officers.

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RESERVE OFFICERS TRAIN AT SELFRIDGE FIELD

The first Reserve Officers' training camp of the year at Selfridge Field, Mt. Clemens, Mich., took place between July 5th and July 18th, Lieut. Robert D. Moor, Commanding Officer of the 17th Pursuit Squadron, being in charge. The encampment was a complete success both for the Reserve Officers and the officers of the 17th Pursuit Squadron in charge of training. In spite of the unavoidable delays incident to the organization of the first camp and the scarcity of service type planes, an unusual amount of flying time was accumulated by the Reserve Officers during the two weeks of the encampment.

The officers and ladies of the Post and Group Headquarters and the 17th Pursuit Squadron were entertained at dinner by the visitors at the end of the camp. This inaugurated a new custom of having the ladies present at the usual dinner which marks the breaking up of the Reserve Officers training camp.

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INSTRUMENT FLYING AT THE ADVANCED FLYING SCHOOL

The Air Corps Advanced Flying School at Kelly Field, San Antonio, Texas, organized a course in instrument flying, and during the period from June 15th to July 25th gave instruction to 40 instructors at the School. The students of the present class began instruction in instrument flying on July 28th.

The course consists of 7½ hours of flying under the hood. Five PT-3's have been fitted with hoods over the rear cockpits. Flight indicators (the regular service type bank and turn indicators), compass, airspeed indicator, and a clock have been installed in the rear cockpit. The course consists of straight flying, turns, climbing turns, wingovers, spins, and a triangular cross-country flight of about two hours' duration. Every student in the present class will take the course in instrument flying.

The Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, and Major D. C. Emmons received a half hour's instruction in instrument flying under the hood during their recent inspection of Kelly Field.

SQUADRONS IN PHILIPPINES CELEBRATE ORGANIZATION DAY

Two Air Corps Squadrons stationed at Nichols Field, P.I., recently celebrated Organization Day. The personnel of the 60th Service Squadron made merry on June 6th at the Metropolitan Water Works at Montalban, arriving at that place after a two hours' ride by truck from the field. From ten to twelve o'clock swimming was indulged in, and this gave the men a hearty appetite for the Dutch lunch which followed. The return trip to the field was started at 4:00 o'clock, and a tired but happy squadron reached their home station two hours later. From all reports, Organization Day was a complete success.

The 28th Bombardment Squadron observed its annual Organization Day on June 25th, "and what a day!" comments the News Letter Correspondent. Lieuts. Morris and Myers were present to make sure that the refreshments were of a high grade quality. The food annihilated comprised 20 lbs. of Limburger, 50 lbs. of Swiss Cheese, the same quantity of sandwich meat, 85 lbs. of boiled ham, 120 lbs. pigs feet, 6 gallons of dill pickles, rye bread, white bread and rolls of every description, and plenty of soft drinks. It is needless to say a good time was had by all.

The Tug of War was called after the third pull when it was discovered that the Privates had their end of the rope anchored to a steel structure, a government owned hangar. There were a number of horseshoe pitching contests and other forms of sport, such as water polo and foot races.

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NEW AIRPLANES FOR CRISSY FIELD

The activities at Crissy Field, Presidio of San Francisco, Calif., were greatly increased recently and the morale of all the pilots raised considerably due to the fact that the work of ferrying 13 new Douglas O-25A airplanes from the Douglas plant at Santa Monica was completed. This plane is equipped with a 600 horsepower "Conqueror" engine, and the performance has been found to be satisfactory, although it is expected the planes will give a better performance when the new steel propellers are received.

Observers are particularly enthusiastic, as the rear cockpit is the most comfortable of any planes previously used at Crissy Field. The new planes had hardly arrived when, after an engineering check, the pilots started using them on cooperative missions up and down the Pacific Coast from San Diego to Seattle and going into Montana and Utah. These missions have been delayed owing to the great shortage of equipment, but it now appears that the personnel of the field will now be able to carry out their cooperative training schedule.

At the present time three ships, two equipped for radio and one for tow target work, are on cooperative missions with military posts in the Northwest, including Vancouver, Fort Lewis, Fort George Wright and Spokane, Washington; Fort Missoula, Montana, and Fort Douglas, Utah. This work is always extremely interesting and consists of towing targets for anti-aircraft artillery and small arms firing, infantry contact and liaison, and two-way radio communication by both code and voice. The personnel participating are 1st Lieut. Harvey W. Prosser, Flight Commander; 2nd Lieuts. George W. Hansen, Walter A. Fenander and Paul T. Cullen.

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NEW AIRPLANE FOR PHOTOGRAPHIC WORK ✓

Lieut. Edwin B. Bobzien, Air Corps, stationed at Crissy Field, Presidio of San Francisco, Calif., recently returned from the East, where he took delivery on a new Fairchild photographic airplane. He is now on a project for the Geological Survey on the Olympic Peninsula in Washington.

The new Fairchild 71, equipped with a "Wasp" engine is, according to all reports, almost ideal for photographic work, particularly in the high western country. On the Mt. Olympus project, which involves an area of about 1800 square miles, the new four lense camera is being used. It will also be used on another project at Red Lodge, Montana, covering about 400 square miles. Lieut. Bobzien is the pilot and Master Sergeant Raymond Stockwell accompanies him as photographer on both of these missions. They have installed a photo base at Fort Lewis, Wash., where their photo truck is stationed. These projects will occupy most of the summer and fall.

NEW TYPE OF ENCLOSURE FOR BLIND FLYING ✓

Since the original type of enclosure for blind flying, made from canvas and steel tube framework, was found unsatisfactory through numerous tests, a design was completed at the Materiel Division, Wright Field, Dayton, Ohio, of a light-proof detachable enclosure, incorporating permanent fastenings and shadow-proof glass with removable top cowl. This enclosure is for the O-2H type airplanes, and the fabrication of one article is practically complete.

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AERIAL PHOTOGRAPHY UTILIZED FOR CORRECTING NAVIGATION MAPS ✓

A Wright Field pilot recently made a photographic flight from Richmond, Ind. to Columbus, Ohio, at an altitude of 22,000 feet, using one of the new Type T-2A cameras. Pictures were taken with an overlap of about 20%. A strip approximately 14 miles wide and 110 miles long was photographed in 47 minutes. These photographs will be used in connection with the correction of air navigation maps.

It is intended to fly a continuous strip to Uniontown, Pa., at the same altitude as soon as weather permits.

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FOG FLYING ON SHORT WAVES ✓

Flight tests were recently made at the Fairfield Air Depot, Fairfield, Ohio, of an ultra-short wave projector for the purpose of studying the merit of ultra-short waves as boundary markers. Using a doublet antenna 2 meters long and a super regenerative detector, followed by two stages of audio amplification, the signals were very strong at an altitude of 7,000 feet with the beam projected upward. At this altitude the beam was about three miles wide.

Another test with the beam directed outside the field at an angle of 45 degrees above the ground indicated strong signals ten miles out at an altitude of 8,000 feet. At low altitudes very sharp visual indications of the boundary of the field were obtained, replacing the receiver by a crystal rectifier and a microammeter. This last equipment shows clearly that, with enough power in the transmitter, the weight of the receiving equipment can be reduced to a few ounces.

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LOW WING MONOPLANE MAY BE ADOPTED AS TRAINING PLANE

Piloting an XPT-7 low wing monoplane, Lieut. Wendell H. Brookley, formerly Operations Officer at Brooks Field, San Antonio, Texas, and now stationed at Wright Field, Dayton, Ohio, recently visited Brooks Field for a brief period. He was enroute to March Field, Riverside, Calif., where it is proposed to make tests of his plane to determine its suitability for adoption for use in primary training.

The XPT-7 is powered with a Kinner YR 370 radial engine, 100 horsepower, and, if the tests prove satisfactory, it may be substituted for the PT-3 airplane now in use. After the tests at March Field, Lieut. Brookley will return to Brooks Field where further tests of the monoplane will be made.

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SECRETARY DAVISON VISITS THIRD ATTACK GROUP

The Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, visited Fort Crockett, Galveston, Texas, on July 31st and inspected the Third Attack Group. Exhibitions of aerial maneuvering, machine gun firing and bombing were given shortly following his arrival at the field. A night aerial demonstration was also given. Several parachute flares were dropped over the Gulf, and a three-plane formation was flown, these planes being rigged up with small colored lights on the leading edge of the lower wings, under the fuselage and on the tail group.

Secretary Davison left the next morning but not until he had praised the Group for their splendid aerial exhibitions and high efficiency. During his short stay at Fort Crockett he was the guest of Major Davenport Johnson, the Commanding Officer.

CATERPILLAR CLUB GROWS AND GROWS

Once more the unofficial historian, recorder, or what have you, of the Caterpillar Club started a check up on the new members initiated into this famous mythical organization, and he has found that parachute jumping is still a popular outdoor sport although, seriously speaking, it is anything but that.

Before mentioning any new names, it may be appropriate to state that in the previous resume of the activities of the Caterpillars, which appeared in the Air Corps News Letter of July 28th, pages 210-212 and 220, the total number of names on the roster was 257, with 269 as the total number of emergency jumps, twelve jumps being repeaters.

If the number of new Caterpillars about to be inscribed on the Caterpillar Club Register has any significance at all, it seems that it will not be long before the 300 mark will be reached. The new members are enumerated below, as follows:

<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
1929			
November 20	Robert Bailie	Civilian	New York City.
1930			
January 16	G. H. DeBaun	Lieut. U.S. Navy	San Diego, Calif.
July 3	Walter L. Miles	Civilian	Lincoln, Nebraska.
July 24	T. G. Fisher	Lieut. U.S. Navy	San Diego, Calif.
July 24	Charles H. Kruze	Capt. A.C. Reserve	Mather Field, Calif.
July 24	J. W. McCrillis	Capt. A.C. Reserve	Mather Field, Calif.
July 24	Albert A. Marty	2nd Lt. A.C. Res.	Mather Field, Calif.
July 24	Francis M. Gilbert	2nd Lt. A.C. Res.	Mather Field, Calif.
July 29	Apollo Soucek	Lieut. U.S. Navy	San Diego, Calif.
August 4	John R. Whitson	Private, Air Corps	Camp Knox, Ky.
August 4	John G. Fowler	2nd Lieut. Air Corps	Camp Knox, Ky.
August 11	Joe C. Goldsby	Cadet, Air Corps	Brooks Field, Texas.
August 13	Harry B. Ellis	Civilian	Valley Stream, N.Y.
August 18	Ira C. Eaker	Capt. Air Corps	Bolling Field, D.C.

With the addition of the foregoing 14 new members, the standing of the Caterpillar Club at present is 271 names and 283 emergency jumps.

Several reports are at hand reciting the experiences of some of the Caterpillars mentioned above and of some who were mentioned in a previous issue of the News Letter. These reports will be quoted hereinafter.

As has been stated on previous occasions, it is difficult to keep an accurate check on civilian flyers who have made emergency parachute jumps, for the reason that they are not required to render reports on same, so that the only source of information on such jumps are the newspapers. Emergency jumps have become such a commonplace occurrence that press associations do not always pick them up. It is for this reason that the jump of Robert Bailie had up to this time escaped the notice of the unofficial historian.

ROBERT BAILIE was a passenger in an airplane piloted by Charles I. Reed over Central Park, New York City. For some unknown reason the plane started falling into a tail spin. Reed was apparently unable to regain control of his plane and, failing to resort to his parachute, was killed when it crashed on the roof of the Y.M.C.A. building at 64th Street. After the plane had fallen until it was approximately 500 feet from the ground, Bailie, who had climbed out on one of the wings, pulled the rip cord of his parachute and was whisked off into space, landing without injury on the top of a building.

The News Letter is indebted to Lieut. G.H. DeBaun, U.S. Navy, for the report on his jump as well as the jump of Lieut. T.G. Fisher. The reason for both of these jumps is given as "inverted spin." Information as to the personal experiences of these two officers during their jumps into space would be appreciated.

WALTER L. MILES, test pilot for the Fleetcraft Airplane Corporation, was testing an experimental ship for spins. The plane was a two-place side by side open type, equipped with a Velie M-5. "It was during the full load spin that the trouble developed," Mr. Miles stated. "Shortly after starting a right hand spin, I noticed that it was rapidly becoming flat and immediately started doing things to bring it out. After riding it three thousand feet, I decided it was no use to try any more, so cut the switch, shut off the gas and jumped. I came down without a scratch."

Touching on the jumps of Captains Charles H. Kruze, J.W. McGrillis, 2nd Lieuts. Albert A. Marty and Francis M. Gilbert, it is desired to point out that here was the unusual instance of two airplanes colliding during flight and the occupants of both planes gliding down to safety in their parachutes.

CHARLES H. KRUIZE, Captain, Air Corps Reserve, was piloting a PT-3A airplane five miles northeast of Mather Field, Sacramento, Calif., and became a Caterpillar when a mid-air collision at 3,200 feet with another airplane occurred while engaged in a formation change over from left echelon to Vee formation, his ship going completely out of control.

"I first called to Lieut. Gilbert, Air Reserve, my Observer, to bail out," Capt. Kruze stated. "I climbed out on the right side, as ship was spinning to the left. Immediately after jumping I refrained from pulling the rip cord, so that I might drop well below my observer who had not climbed out when I told him to bail out, as his following me might have caused us to entangle. After falling 1,000 feet I pulled the rip cord, saw the small chute fly out, and the main chute opened immediately. After landing I ran in the direction of the three other jumpers who were still 500 feet up, as I feared they might land in the mud which was directly under them, one half a mile from me. When I found that they had landed safely I was much relieved but well exhausted. My right shoulder was bruised from the sudden checking of speed as the chute opened, but I suffered no ill effects."

FRANCIS M. GILBERT, 2nd Lieut., Air Corps Reserve, was the Observer in the airplane piloted by Captain Kruze. He stated: "Captain Charles H. Kruze, Air Reserve, turned in his seat and said 'Bail out'." I waited until I saw the two ships pull apart and start into a tail spin. After one complete turn I loosened my safety belt and was thrown out. Almost immediately I pulled the rip cord, the parachute opened giving me a bad jerk. After landing I looked for my goggles and a way to get off the small island I had landed on. Almost immediately two of the parachute jumpers who had landed a block away and myself communicated with each other."

Lieut. Gilbert, while sustaining minor abrasions on both knees and his forehead, caused by striking the ground, suffered no ill effects.

J. W. McCRILLIS, Captain, Air Reserve, whose plane collided with the one piloted by Captain Charles H. Kruze, left the aircraft by diving and falling to the left. "The craft seemed to drop away from me in a rapid dive," Captain McGrillis stated. "My airplane was leading the formation, and No. 2 plane zoomed from below and struck my right wing panels, crumpling the wing. As I fell clear of the plane, head downward, I saw the ship through my legs, back and below me, falling towards the earth. I pulled the rip cord and the chute opened without any appreciable jerk. Almost immediately my observer, Lieut. A.A. Marty, appeared directly above the canopy of my chute, and we both yelled to slip away from each other. I then looked for the other parachutes and saw them far below me. Shortly after that, one airplane fell in a wheat field in a cloud of dust, and I saw the second airplane spinning and finally crash.

Lieut. Marty and I continued to talk and yelled the good fortune that all four chutes opened. We were within easy speaking distance during the whole descent. Air currents caused my chute to oscillate through two periods. We were dropping into an area which had been dredged for gold, leaving many deep pools of mud and water, and had to slip in order to hit a dry area. The landing was not hard and the chute spilled easily without dragging. Lieut. Marty landed within 150 feet of where I landed. No ill effects or injury whatever."

ALBERT A. MARTY, 2nd Lieut., Air Reserve, Observer in the plane piloted by Captain McGrillis, was thrown out immediately following the collision of the two planes. "I pulled the rip cord immediately after clearing the ship," he declared, "but experienced no shock when the chute opened. Capt. McGrillis was descending within 150 feet of my chute and we conversed freely with each other. I landed without any trouble on a rock pile, the chute spilled easily without dragging. * * * No injury or ill effects sustained."

APOLLO SOUCEK, Lieut., U.S. Navy, holder of the world's altitude record, gave the Washington News the following account of the emergency parachute jump made by him on July 29th:

"During aerial maneuvers near Camp Kearney, Calif., I accidentally struck a scouting plane with my left wings, both upper and lower. The collision completely severed the lower wing and damaged the upper to a great extent. The plane was moving at high speed and at an altitude of about 1500 feet. After the

impact I saw broken parts carry away. The plane went into a violent diving spin, making my exit most difficult. Centrifugal force seemed to hold me fast in the cockpit.

In some unaccountable manner I had pulled the parachute rip cord when I released the safety belt. I realized this action increased the danger as the chute was almost certain to get caught in the tail, but it was too late to correct the mistake, and I could only hope for a good break. But the good break was not forthcoming, for when I finally pushed myself from the cockpit the parachute opened immediately, caught on the tail and hurled me around in the air like a pendulum.

I thought my time had come, as I recalled the inevitable result to others in similar circumstances and I knew that the ground was very close. Although I was falling fast, hopes went skyward when the chute tore loose from the tail and threw me off like a stone from a slingshot. I felt a welcome sudden jerk in speed when the chute opened, but was dismayed when I looked overhead and saw a great hole torn in the silk and the chute threatening to collapse. Sagebrush on the ground was coming up fast. I heard the smash of the plane hitting the ground and the next instant hit the ground myself in a clear soft spot among the sagebrush.

I was not unconscious, but had a terrible pain in my back. Could scarcely stand when I unfastened the parachute harness. Estimate the torn chute let me down about as fast as a jump from a 50-foot building without chute. I believe I didn't fall more than 150 feet after I was thrown clear.

Ensign Wayne T. Stukeley, who saw the accident, followed me down in his plane. He says I bounced 10 feet when I hit the ground. Landed about 20 feet from the wrecked plane. Stukeley found me with the aid of two local men and drove me in a borrowed car to Camp Kearney, from where we flew to the San Diego Naval Air Station in a Navy two-seater.

Scouting plane with which I collided had end of wings cut off, but flew back to station. I am in the Naval hospital now with a sprained back, but no broken bones nor serious injury and expect to be flying again soon."

JOHN G. FOWLER, 2nd Lieut., Air Corps, flying a Douglas O-2A plane, was engaged in towing targets for the Coast Artillery anti-aircraft guns at Camp Knox, Ky. Private John R. Whitson was his observer and tow-reel operator at the time. The motor was functioning perfectly and the plane was at an altitude of 4,200 feet over the gun range when, without warning, the motor cut out.

"I presumed that the tank I had been running on was dry," Lieut. Fowler stated, "so I switched in turn to the two other tanks, using the wobble pump all the time. The instruments had given no indication of the trouble so, after trying the gravity tank once more, I decided to give up trying to start the engine again. I shouted to Private Whitson to let the cable loose and he released the brake on the reel.

I looked for a place to land, but we were much too far away from the small emergency field near the camp. There was not another place in sight to land, the terrain being mountainous and densely wooded. By the time we were down to about 3,000 feet I shouted to Private Whitson to 'bail out,' and, after making sure that that was what I meant, he coolly climbed out on the left side of the plane to the step and jumped. His parachute opened shortly after he was clear. As he was getting out I held the nose up and slipped the ship to the right.

When Private Whitson was out, I rolled the stabilizer wheel back, loosened my belt and climbed out on the left wing step. The ship nosed down and began to pick up speed when I left the controls. I reached in and pulled the nose up a bit and shoved the stick away from me, the plane slipping slightly to the right. The speed at this time was about 800 RPM and the air speed about 140 miles per hour. Making sure of the position of the ring, I pushed off backwards and outwards so as to clear the tail surfaces. When I saw the tail pass over me, I pulled the ring and the chute opened instantly with a powerful jerk that snapped me upright.

I watched the ship go down in a steep right spiral, but lost sight of it before it crashed. Private Whitson was above me and about a mile away. I then put the rip cord back in the tube. The wind was drifting me at about ten miles per hour and I saw that I would land facing it, so I endeavored to turn the chute around, but was unable to do so. I then unbuckled the harness. As I hit the ground in a clearing I jumped out of the harness. Private Whitson landed in the woods, so I rolled up the chute and immediately started in that direction. It was 2:45 p.m. at the time. We were picked up shortly by the personnel of the 61st Coast Artillery, who had spotted out location by means of their

range finders. The only ill effects suffered by me were slight bruises from the harness on my shoulders. My neck was also quite sore from being snapped upright so quickly by the chute."

JOHN R. WHITSON, Private, Air Corps, tow-reel operator in the plane piloted by Lieut. Fowler, stated that he released the brake on the tow reel when so ordered and "bailed out" as soon as he was sure he understood the order. "I climbed over the left side and jumped from the step," he asserted. "I pulled the rip cord as soon as I was clear of the ship. Lieut. Fowler was slipping the ship to the right when I left it. I landed in a group of small trees and fell through them to the ground. The only ill feeling or injuries received was a scratch on my leg."

JOE C. GOLDSBY, Flying Cadet, Air Corps, of Brooks Field, Texas, augmented the roll of the Caterpillar Club by virtue of the emergency parachute jump he made while flying over the Sulphur Springs Road, about three miles east of Brooks Field. Cadet Goldsby said that he was flying at about 3,000 feet, then put his plane into a practice spin. While attempting to pull the plane out of this spin, in order to make a right turn, it fell and executed a left turn instead, and he found himself unable to right the airplane. He thereupon took to his parachute, making the jump safely, landing in a cotton field. His plane, however, was completely wrecked.

HARRY ELLIS, civilian flying student, became a member of the Caterpillar Club when he leaped to safety from his plane while flying over Curtiss Field, N.Y. He was performing an outside loop when the wings came off. He "bailed out" and landed safely on the flying field.

IRA C. EAKER, Captain, Air Corps, for the first time in his long flying career was forced to take to his parachute when the single-seater Pursuit plane he was testing at Bolling Field, D.C., failed to come out of a spin and crashed in the back yard of a residence on Nichols Avenue. "Bailing out" less than 1,000 feet up, Capt. Eaker hit the ground hard, injuring his right ankle but escaping serious injury. The parachute swung the flyer perilously close to houses in the thickly settled section of Anacostia and brushed him against tree tops.

"I don't know just what happened to prevent breaking the spin," Capt. Eaker said after he had been brought back to the field. "I put the plane into a spin as a part of the test at an altitude of about 3,500 feet. It began to spin very fast and nothing I could do seemed to break the spin. At 1,000 feet I decided I would have to get out and take to my parachute. I experienced great difficulty getting out of the plane owing to the centrifugal force of the spin. Only by the greatest effort did I manage to get clear of the cockpit when the plane was very low.

There was no thrill experienced in the jump, the greatest sensation being one of relief at getting clear. I remember everything very distinctly. I permitted the plane to make three turns in the spin, as is usual, before attempting to pull it out. Then I pushed the stick forward, but the plane didn't respond. I looked back at the rudder and elevator to see what was wrong, but could see nothing unusual. I was then getting pretty low and decided that there was only one thing to do - to get out while I could. I must have been quite close to the ground when the parachute opened, as I seemed to hit the ground just as I pulled the rip cord."

Because of the low altitude at which the parachute opened, Capt. Eaker landed heavily. He was able to walk to a telephone, and upon being taken back to the field went to his quarters.

MORLEY F. SLAGHT, 2nd Lieut., Air Corps Reserve, was a member of a formation of planes from the First Pursuit Group, Selfridge Field, Mich., making a flight to Canada. Lieut. Morley states that he held his plane in a dive for approximately 500 feet, when it suddenly lurched to the left and downward with such violence as to hurl him from the cockpit. The safety belt evidently broke, as it was securely fastened before taking off on the flight.

At the time of leaving his plane, Lieut. Morley's only feeling was that of amazement at finding himself in the air. After falling several hundred feet he suddenly remembered he had a parachute, and after several grabs found and pulled the ring releasing the chute. On the way down the pilot's whole attention was given to slipping the chute to avoid landing in the city of Kitchener, Ontario, Canada.

When the chute opened Lieut. Morley was falling head first and in being wrenched into an upright position his back was bruised. In landing he struck

the corner of a barn, resulting in a sprained left ankle.

FREDERIC H. SMITH, 2nd Lieut., Air Corps, was piloting a Pursuit plane on the morning of July 22nd about 11 miles northwest of Kelly Field, Texas, and was engaged in acrobatic maneuvers, when he was thrown out into space.

"The particular maneuver causing the accident was a whip stall with power on," Lieut. Smith stated. "The ship was therefore not under control at the time of the accident. The ship was completely stalled with motor racing. The whip, as she came down, threw me clear of the ship over the upper wing. My safety belt apparently had come unfastened during the maneuver. I felt the first part of the whip stall, from the vertical to the horizontal, but was thrown violently out after horizontal was reached. When I pulled the rip cord I was some 20 feet clear of the ship and some little distance above it. I had no sensation of falling. The parachute, an Irving seat pack, opened perfectly. I was in a state of great surprise, yet the ring was visible to me at once and I pulled it only an instant after I found myself in the air. The only ill effects I suffered were a few minor bruises from striking the cockpit."

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SECRETARY DAVISON VISITS KELLY FIELD

Escorted by nine Army planes from Kelly Field, Texas, the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, landed at the field at ten o'clock August 1st for a two-day inspection of army aviation developments.

Traveling in a fast Army plane of the Fleetster type, with Capt. Ira C. Eaker as pilot, Mr. Davison was on a 10,000-mile inspection tour of all Army Air Corps centers. As the plane was brought down at the Operations Office at Kelly Field, a salute was fired in welcome. The nine planes which escorted the Secretary into the field had been circling to the south of the city for nearly half an hour, under the command of Captain John K. Cannon, watching for the arrival of the visiting plane.

Pursuant to the War Department's present policy to push all Air Corps developments forward as rapidly as possible, Secretary Davison stated this trip was being made to obtain an accurate picture of the progress in that direction.

Immediately upon his arrival, Secretary Davison was escorted by automobile for an inspection of Duncan and Brooks Field, in company with Brig. General Halstead Dorey, in command of the Eighth Corps Area; Brig. General S.D. Rockenbach, temporary commander of the 2nd Division; and Brig. General Charles H. Danforth, in command of the Air Corps Training Center. Emilio Portes Gil, former Provisional President of Mexico, who was in San Antonio for a few days, arrived at Kelly Field about ten minutes after Secretary Davison had departed on his inspection tour. With Ex-President Gil were Mayor C.M. Chambers and William Furlong of the San Antonio Chamber of Commerce.

Accompanying Secretary Davison and Captain Eaker on the trip were Mr. H.J. Adamson, Assistant; Major Delos C. Emmons, and Lieut. James Willis, pilot, in a second plane.

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NIGHT FLYING OVER ALLEGHENY MOUNTAINS

By A. M. Jacobs

Two airplanes took off from Wright Field, Dayton, Ohio, for Washington, D.C., one afternoon recently, returning that night and landing at the field at 2:10 a.m. The fliers, Major A.H. Gilkeson and Lieut. Donald L. Bruner, in an O-22 airplane, and Lieut. H.P. Rush in an O2-H airplane left Washington at 10:00 p.m., and flew over the mountains, their only guides being the equipment in their planes. There are no lighted airways from Washington to Dayton until Columbus, Ohio, is reached, which means that they piloted their ships by instruments alone and what town lights they could check by approximately 250 out of the three hundred miles.

Major Gilkeson's plane was equipped with radio beacon, which was used in connection with the beacon operating from Wright Field. Lieut. Rush flew by compass. This is about the fourth night flight made by Major Gilkeson in the past several months from Washington to Dayton, the object being to study the various methods of night navigation over territory where no lighted airways exist. Lieut. Bruner has been making a study of various night lighting installations at the different fields for purposes of comparison.

Lieut. Rush made a double night flight of it, taking off from Uniontown, Pa., at 7:45 p.m., arriving at Washington at 9:20, and leaving at 9:50 p.m. for the return trip.

The fliers reported a beautiful night for the flight, the moon over the mountains and the poor visibility giving strange and lovely effects. The altitude held to was between 2500 and 3000 feet. On the roads, now and then, the lights of autos made tiny points of light. Wright Field pilots, it is expected, will perform some intensive work in night flying in the near future.

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CONSIDERABLE FLYING ACTIVITY AT LUKE

Army Air Corps personnel stationed at Luke Field, T.H., figured in considerable flying activities lately, the program calling for reconnaissance, formation, radio, simulated bombing missions, photographic missions, flights in cooperation with the Pursuit Group, Aloha flights for arrival and departure of U.S. Army Transports, day and night cooperative missions with other branches of the Army, and joint Army-Navy exercises.

The latest maneuver was primarily for solving problems of cooperation between Army and Navy forces stationed in the Islands. The exercise was divided into two phases. During two days the problems were those in which the Navy had paramount interest; that is, the enemy was still on the high seas moving towards the Islands, and the Navy had the outstanding direction of the operation. There was much sea and air scouting by the Navy from Pearl Harbor. The base there and the Army were kept informed of the movement of enemy ships. A hostile air attack was repulsed by air forces of the Army and Navy.

Two days later the enemy made a serious attempt to capture the island. A scouting fleet of airplane carriers, destroyers and transports carrying Marines attempted to establish a base on Molokai and Maui. Early in the operation the Navy planes located the enemy airplane carriers, and with the cooperation of the Army fliers drove them off. The enemy abandoned his attempt to establish a base in the middle islands.

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RECORD FIRING PRACTICE AT LUKE FIELD, T.H.

Air Corps Officers stationed at Luke Field, T.H., firing the Record Practice Aerial Gunnery and Bombing courses at that station, which closed recently, can look with pride on scores made by them. The season was successful when considering the many postponements of missions due to inclement weather and exceptionally poor visibility at times by menacing low clouds. This postponement prevented obtaining the maximum amount of the camera obscura practice prior to bombing. The following Air Corps officers at Luke Field are announced in Orders as having qualified in Aerial Gunnery and Bombing (Course A), with qualification attained and scores made:

Expert Aerial Gunner - Pilots Course, Events I, II and III

1st Lieut. Williamson	875	Major Maxwell Kirby	708.3
1st Lieut. Laird, Jr.	799.2	1st Lieut. Gilbert	697
		1st Lieut. Jones	696.2

Aerial Sharpshooter - Pilots Course, Events I, II and III

1st Lieut. Dean	612.6	1st Lieut. McPike	554
1st Lieut. Lowe	582.2	Captain Giffin	517.2

Expert Aerial Gunner - Observers Course, Events IV and V

1st Lieut. Early	1312	2nd Lieut. Edwards	944
1st Lieut. Holcomb	1108	2nd Lieut. Gillespie	919
2nd Lieut. Dulligan	1096	1st Lieut. Montgomery	918
Captain Lober	1086.5	1st Lieut. Johnson	912
2nd Lieut. Stocks	1085	1st Lieut. Shively	858
Captain O'Neill	1082	1st Lieut. George	828
Captain Johnson	1029	2nd Lieut. Davies, Reserve,	815
2nd Lieut. Todd	1025	Captain Temple	796
Captain Reese	996	Captain Heisen	787
1st Lieut. Pyle	976	2nd Lieut. Steenson	740
Captain Drayton	958	2nd Lieut. Noyes	726
1st Lieut. Foster	950	1st Lieut. Meyer	722
		1st Lieut. McCoy	716

EXPERT AERIAL BOMBER - Bombardment Course, Events VI and VII

1st Lieut. George	1915.2	Captain Heisen	1703.5
Captain Reese	1897	1st Lieut. Foster	1675.4
Captain Johnson	1829.7	1st Lieut. Montgomery	1673.9
1st Lieut. Johnson	1812.5	2nd Lieut. Dulligan	1593.8
1st Lieut. Pyle	1807.2	2nd Lieut. Edwards	1565.5
1st Lieut. McCoy	1754.5	2nd Lieut. Stocks	1556.4

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BIG TIMES AHEAD FOR CHANUTE FIELD, ILL.

This coming Fall Chanute Field, Rantoul, Ill., is due to receive 80 Air Corps officers who have been detailed under Special Orders of the War Department to duty as students at the Air Corps Technical School. There will be more officers attending the various courses at this school this coming school term than at any previous time in the history of this institution. These 80 officers are directed to report to the Commandant not later than October 2nd next. Thirty officers each will pursue the Armament Course and the Maintenance Engineering Course, respectively, while the Photographic and Communications Courses will each be attended by ten officers.

The names of the officers scheduled to wend their way to Chanute Field within the course of a month and the course of study assigned to each follow:

ARMAMENT COURSE

2nd Lt. William Ball	Crissy Field	2nd Lt. John W. Egan	Mitchel Field
Nathan B. Forrest, Jr.	Rockwell Field	Chas. L. Munroe, Jr.	" "
Robert W. Goetz	" "	Lilburn D. Fator	Post Field
Robert S. Israel, Jr.	" "	John K. Gerhart	Mitchel Field
John S. Mills	" "	Wm. L. Kennedy	Dodd Field
James W. Andrew	Kelly Field	William C. Mills	Fort Crockett
Jesse Auton	Selfridge Field	George W. Mundy	" "
Edwin R. French	" "	Leslie O. Peterson	" "
Francis H. Griswold	" "	Mills S. Savage	" "
Donald L. Putt	" "	Frank L. Skeldon	" "
Norman D. Sillin	" "	John Paul Ryan	Langley Field
Austin A. Straubel	" "	Irving R. Selby	Scott "
Eugene H. Beebe	Fort Riley	Wycliffe E. Steele	Langley "
L.S. Callaway	Maxwell Field	Jack W. Wood	" "
Stoyte O. Ross	" "		
Robt. B. Davenport	Mitchel Field		

2nd Lt. MAINTENANCE ENGINEERING COURSE

James W. Brown	Rockwell Field	1st Lieut. Howard E. Engler	Brooks Field
Richard C. Lindsay	" "	2nd Lt. C.H. Deerwester	Brooks Field
Alfred R. Maxwell	" "	" Thomas D. Ferguson	Langley Field
Lewis R. Parker	" "	" Flint Garrison, Jr.	Selfridge Field
Robert W. Stewart	" "	" Paul M. Jacobs	" "
Clarence S. Irvine	Chanute Field	" Lawrence W. Koons	" "
Joseph W. Baylor	Mitchel Field	" Paul E. Shanahan	" "
William A. Harbold	" "	" Harry W. Howze	Fort Crockett
Thomas R. Starratt	" "	" Philo G. Meisenholder	" "
Robert W. Warren	" "	" Thomas L. Mosley	" "
George J. Eppright	Kelly Field	" Robert F. Tate	" "
LeRoy Hudson	Dodd Field	" Thomas L. Thurlow	" "
Floyd B. Wood	" "	" Francis M. Zeigler	" "
James L. Jackson	Post Field	" William B. Offutt	Marshall Field
Allen W. Reed	Scott Field	" Isaac W. Ott	Maxwell Field

PHOTOGRAPHIC COURSE

1st Lt. Courtland M. Brown	Scott Field	2nd Lt. George G. Northrup	Post Field
2nd Lt. Paul T. Cullen	Crissy Field	" Philip D. Coates	Maxwell Field
Walter A. Fenander	" "	" Robert S. Macrum	Mitchel Field
George W. Hansen	" "	" James F. Olive, Jr.	" "
Kenneth P. McNaughton	Post Field	" Willard R. Shephard	" "

COMMUNICATIONS COURSE

2nd Lt. John L. Hitchings	Chanute Field	2nd Lt. John C. Covington	Mitchel Field
Fay O. Dice	" "	Chester P. Gilger	Marshall Field
Harold W. Grant	Scott Field	Guy B. Henderson	Maxwell Field
George V. Holloman	Post Field	Durward O. Lowry	Selfridge Field
Charles B. Overacker	Dodd Field	Roger V. Williams	March Field

A NOVEL METHOD OF FIGHTING FLAMES ✓

Considerable damage would have resulted to planes and equipment at one of the auxiliary fields near the Air Corps Primary Flying School at March Field, Riverside, Calif., recently, when a menacing prairie fire was approaching that field, had not the quick-witted Army fliers used their heads and then their airplanes to stay the progress of the flames. It was a brand new use for airplanes and nobody knew whether they would win in the fight against the driving ground fire.

The fire had started in the dry grass and was sweeping down the field to where the airplanes and other equipment were parked, with large wheat fields also in the path of the flames, when one nameless hero thought of throwing the fire back on itself through blasts created by whirling airplane propellers. There were several observation type airplanes on the line at the time, and backing them towards the fire and holding them stationary by means of the wheel brakes, the flying instructors turned up the powerful 420 horsepower engines to their maximum revolutions. This created such a gale as to keep the fire from spreading within twenty feet of the airplanes.

While the instructors were on the alert, ready to release their brakes and fly to safety in the event the flames should break through, the student fliers and mechanics proceeded to beat out the flames around the edges of the burning area.

There was a strong wind blowing at the time, but within a short time the fire had been entirely subdued and the instructors were back at their regular task of teaching young America to earn its wings.

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ROCKWELL FIELD PARTICIPATES IN SAN DIEGO BOOSTER DAY

The first day of San Diego's big three-day educational program, called "Know San Diego," opened by a mass flight of Army planes, comprising 22 Bombers and Pursuit ships from Rockwell Field, Coronado, Calif. A review was staged in honor of the Mayor of San Diego and other guests, followed by twenty minutes of formation drill over Rockwell Field and vicinity. The public inspected the planes lined up on the line and visited the shops at the Rockwell Air Depot and watched the military formations.

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LANDS BURNING PLANE AND ESCAPES INJURY

Successfully reaching the ground in a blazing O2-A airplane, Lieut. Dan McGrew Medler, Air Corps Reserve, and Technical Sergeant Thomas Richards, of Rockwell Field, Coronado, Calif., escaped without injury when the plane was landed recently about three miles from Maricopa, Arizona. Lieut. Medler was piloting the plane at an altitude of about 1,000 feet when it caught fire. "We were cruising along at a pretty fair speed," he stated, "when the plane apparently ignited from a broken gasoline connection. The blaze had not gotten a good start and I decided to land instead of using the parachutes. As we leveled out on the ground one of the wings struck a mesquite bush, turning the plane over and wrecking it."

Lieut. Medler and Sergeant Richards were only slightly shaken up.

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94th PURSUIT SQUADRON GOES ON A SHOOTING FRAY

No sooner did the 94th Pursuit Squadron, Selfridge Field, Mt. Clemens, Mich., return from the Military Tournament recently held in Chicago than it immediately started preparations to leave again for the Aerial Gunnery Camp at Oscoda, Mich. Practically the entire 94th Squadron, plus five officers from the 57th Squadron, left Selfridge Field on July 6th and arrived at Camp Skeel at about 3:00 p.m., with plans and expectations of many bulls eyes and lots of big scores. Monday, July 7th, was a day of preparation, but thereafter the shooting began in earnest. With reveille every morning at four o'clock, it is needless to say that each and every member of the squadron was ready for bed at night.

Everything ran smoothly throughout the month, and several good scores were being up for approval or disapproval of some of the other squadrons to come.

O-25A PLANES MAKE THEIR APPEARANCE AT MARSHALL FIELD

Up until August 1st, ten new O-25A airplanes were ferried from the Douglas factory, Santa Monica, Calif., to Marshall Field, Fort Riley, Kansas, without incident. Three more planes of this type are still due. The last report received from the News Letter Correspondent is to the effect that the Marshall Field pilots are merely determining the "do's" and "don'ts" concerning the flying of this airplane, and that nothing can be definitely said about its suitability for the various observation missions.

According to the News Letter Correspondent, the plane has a quick take-off, fast rate of climb and can be landed short - and that's something. However, its cruising speed with the wooden propeller with which it is temporarily equipped seems to be only about 95 miles per hour.

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TRAINING OF RESERVE OFFICERS AT ARMY AIR CORPS FIELDS

With the advent of the summer months and the alluring prospect of a taste of Army life at training camps conducted at various Air Corps fields, there is no doubt that those Air Corps Reserve officers able to dismiss the cares and worries of business for the brief period of two weeks took full advantage of the opportunity to grasp the "joy stick" once more.

At Marshall Field, Fort Riley, Kansas, 21 Reserve officers of the 430th Pursuit Squadron, Organized Reserves, performed active duty training from July 6th to the 18th. Excellent weather prevailed during the entire period, permitting of much and varied training. A total of 451 hours were flown in connection with this camp, the missions consisting of check flights, practice, fixed gunnery, navigation problems, formation, bombing, reconnaissance, photography and cross-country flights. Of the 21 officers attending, 18 were rated pilots and 3 were observers. Of the 18 pilots, 13 were qualified service type pilots and were checked out on O2-H's, O-11's and O-25A's. One of the high lights of the camp was a week-end cross-country flight to Denver, Colorado, in which eight PT-1's, two O2-H's, one O-11 and one C-10 participated. It was rumored that all enjoyed the trip - thoroughly.

Selfridge Field, during July, conducted two camps for Reserve officers. The one for the two weeks' period, July 5th to 18th, was touched upon elsewhere in this issue of the News Letter. From July 19th to the 31st the 27th Pursuit Squadron played instructors to 29 Reserve officers, commanded by Major Jiskra, who were present for two weeks of active duty. The majority of these Reserve officers proved to be capable pilots and were given solo time in service type planes. During the short time these officers were at Selfridge Field they accumulated 518 flying hours, and the News Letter Correspondent states that considerable credit should be given to Lieut. J.W. Kirby and the temporary crews under the personal supervision of Technical Sergeant R.Q. McGaha and Master Sgt. E.J. Deckman.

The flying activities at Maxwell Field, Montgomery, Ala., during July consisted of two Reserve Officers Training Camps, the participating units being the 307th Observation Squadron with 14 officers, Major George Keller, commanding, and the 457th Pursuit Squadron with 7 officers, Major Paul N. Montague, commanding. Each squadron enjoyed fourteen days of intensive training, which included ground school, routine flight instruction and reconnaissance, rendezvous problems and formation flying. Each squadron also made a cross-country flight of about 250 miles for navigation training. The fourteen-day schedule gave as complete a review as possible of the entire field of activity required of the Air Corps officer.

The 358th Observation Squadron, Major Elbert Wilson, commanding, was in camp at Maxwell Field during the first two weeks of August. The usual schedule of instruction for Reserve officers was carried out satisfactorily in spite of several bad flying days.

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All previous records for flying at the Boston Airport, East Boston, Mass., were broken during the month of June, when a total of 473 hours and 50 minutes was flown. The equipment at this station comprises four Observation and four Training type airplanes. Captain C. W. Ford is in command of the Airport.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Colonel Henry B. Clagett designated as Commandant Air Corps Primary Flying School, Brooks Field, Texas.

Major Robert A. Hale, Flight Surgeon, from Bolling Field to Landley Field, effective September 15th.

Major Leslie MacDill from Wright Field to Office Chief of Air Corps.

Major Joseph T. McNarney designated as Commandant, Air Corps Primary Flying School, March Field, Calif., vice Major Millard F. Harmon, relieved.

Assignment of Captain Victor H. Strahm to duty as student at Air Corps Tactical School, Langley Field, Va., revoked.

Major Roy S. Brown from France Field, Panama Canal Zone, to Headquarters 2nd Corps Area, Governors Island, New York.

Captain Rowland C.W. Blessley from March Field to Selfridge Field, Oct. 1st.

Captain Charles M. Savage, Rockwell Field, to Rockwell Air Depot.

Captain Wm. D. Wheeler, Scott Field, to Langley Field, Va., for duty at Air Corps Tactical School as student.

Assignment of 1st Lieut. Clayton Bissell to Air Corps Training Center at Duncan Field revoked.

1st Lieut. Raphael Baez, Jr. Rockwell Field, to Air Corps Training Center.

1st Lieut. Richard E. Nugent, Langley Field, to Panama Canal Zone, sailing from New York Sept. 11th.

1st Lieut. James T. Cumberpatch, March Field, to University of California.

Upon completion of tour of duty in Hawaii, Captain Calvin E. Giffin to Chamute Field and Theodore J. Koenig to Langley Field.

Upon completion of tour of duty in Hawaii, 1st Lt. Reginald R. Gillespie to March Field for duty as student at Primary Flying School; 1st Lieut. Leslie P. Holcomb to Scott Field, Ill.

Captain Neal Creighton from Fitzsimons General Hospital, Denver, to Fort Sill, Oklahoma.

1st Lieut. Clarence P. Talbot, Kelly Field, to Salt Lake City, Utah, for duty with Organized Reserves, 9th Corps Area.

1st Lieut. Robert W. Harper, Brooks Field, and 2nd Lt. Yantis H. Taylor, Kelly Field, to duty in Philippines, sailing from San Francisco November 19th.

1st Lieut. James E. Duke, Selfridge Field, to Air Corps Training Center.

Upon completion tour of duty in Panama, 1st Lt. Malcolm N. Stewart to Chamute Field, Rantoul, Ill.

Upon completion of tour of duty in Philippines, 1st Lieut. Dache M. Reeves to Langley Field and 1st Lieut. John C. Kennedy to Mitchel Field, N.Y.

2nd Lieut. John A. Tarro, March Field, to Fort Sill for duty with First Balloon Company.

2nd Lieut. John J. Keough from Primary Flying School, Brooks Field, to Fort Sill, Oklahoma, for duty with Air Corps troops.

2nd Lieut. Marion Huggins, Langley Field, to Philippines, sailing from New York about October 28th.

2nd Lieut. Charles F. Pugh, Mitchel Field, to Bolling Field, D.C.

Following named officers stationed at Kelly Field to report to stations assigned for duty: 2nd Lieuts. Norris B. Harbold and Arthur W. Meehan to Selfridge Field, 2nd Lieut. LaVerne G. Saunders to Langley Field, Va.

2nd Lieut. Lloyd H. Tull, Langley Field, to Aberdeen Proving Ground, Md.

2nd Lieut. George R. Geer, with Organized Reserves, 1st Corps Area, Boston, to Air Corps Training Center.

2nd Lieut. Samuel M. Connell, Brooks Field, to Chanute Field, Ill.

2nd Lieut. George R. Bienfang, Scott Field, to Walter Reed General Hospital, Washington, D.C., for observation and treatment.

Appointment: Lieut.-Colonel Henry C. Pratt as Assistant to the Chief of the Air Corps with rank of Brigadier-General for four years beginning July 17th.

Promotion: 1st Lieut. Virgil Hine to Captain, rank from July 14, 1930.

2nd Lieut. Howard H. Couch to 1st Lieutenant, rank from July 3, 1930.

2nd Lieut. Wilfred J. Paul to 1st Lieutenant, rank from July 14, 1930.

2nd Lieut. Glenn L. Davasher to 1st Lieutenant, rank from July 14, 1930.

1st Lieutenant John P. Richter to Captain, rank from July 19, 1930.

Transferred to the Air Corps: With rank from June 9, 1938: 2nd Lieutenants Fred O. Tally, Infantry; William C. Sams, Jr., Infantry; Robert L. Easton and Richard P. O'Keefe, Field Artillery; David P. Laubach, Corps of Engineers; Rank from June 12, 1925: James K. DeArmond, Signal Corps; William L. Ritchie, Field Artillery.

Reserve Officers detailed to extended active duty: 2nd Lieut. Harlow B. Grow, Sandy, Utah, to Crissy Field, August 1-June 30, 1931; 2nd Lt. Wm. Gaston Davis, Sarasota, Fla., to Langley Field, Sept. 2-Feb. 28, 1931; 2nd Lt. Melvin S. Hollidge, East Milton, Mass., to Langley Field, Aug. 6-Feb. 4, 1931; 2nd Lt. Percy Osborne Brewer, San Jose, Calif. to Crissy Field, Aug. 15-Feb. 13, 1931; 2nd Lt. William R. White, Indianapolis, Ind., to Selfridge Field, Aug. 15-June 30, 1931; 2nd Lt. Harrison C. Finley, Collinsville, Ill., to Pope Field, N.C., Sept. 1-June 30, 1931; 2nd Lieut. Jos. H. Brodrick, Minneapolis, Minn., to Scott Field, Ill., Sept. 1-June 30, 1931; 2nd Lieut. Ray H. Baudreaux, San Francisco, Calif., to Crissy Field, Sept. 4-Feb. 28, 1931; 2nd Lieut. Harold Lewis Kirby, Los Angeles, Calif., to Crissy Field.

Detailed to Air Corps and to Primary Flying School, Brooks Field, for TRAINING: 2nd Lieut. Harry C. Kirby, Infantry, to report October 15th.

Relieved from detail to the Air Corps: Captain Albert L. Lane to 2nd Engineers, Fort Logan, Colorado.

2nd Lieut. Jacob G. Reynolds to Hawaiian Department for duty with the Coast Artillery Corps.

Resignation: 2nd Lieut. Linwood P. Hudson.

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SUCCESSFUL PARACHUTE JUMPS FROM PLANES FLYING FORMATION

Army Air Corps officers at Mitchel Field, L.I., announced recently that the moot point of whether an aviator might make a parachute jump from a plane forming part of a military formation without tangling with the other ships had been proved by the successful descent of three soldiers under such conditions.

Staff Sergeant James Pearson, Corporal John Marchewka and Private J. Frazio, all stationed at Mitchel Field, volunteered to go aloft for the test. On that occasion the formation of three service type Curtiss Falcons circled the field at an altitude of about 2,000 feet. At a signal from the leading ship, the three men leaped simultaneously into space. They dropped a distance of more than a hundred feet before pulling their rip cords, thus clearing the formation by a safe margin. Their parachutes opened readily and the soldiers floated safely to the ground.

In their announcement, officials of Mitchel Field characterized the experiment as a complete success. They consider the feat of the three Mitchel Field soldiers has settled a question over which Army Air Corps officers have argued for several years.

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AIR CORPS ENLISTED MEN TO ATTEND SIGNAL CORPS RADIO SCHOOL

The following-named enlisted men of the Air Corps will be sent to Fort Monmouth, New Jersey, reporting not later than September 14th to the Commandant of the Signal School for the radio electricians' course:

Private 1st Cl. Melvin A. Rose, 88th Observation Squadron, Fort Sill, Okla.
Private Joseph B. Hagen, 1st Balloon Company, Fort Sill, Okla.
Private 1st Cl. Arthur R. Masgrave, 88th Observation Sqdn. Fort Sill, Okla.
Private 1st Cl. Charles Donovan, Jr., 2nd Balloon Co., Fort Bragg, N.C.
Private 1st Cl. Haskell E. Neal, 2nd Balloon Company, Fort Bragg, N.C.
Private 1st Cl. Vance Murr, 2nd Bomb. Wing Hqrs. Langley Field, Va.
Private John B. Anderson, 49th Bomb. Squadron, Langley Field, Va.
Private Clarence E. Ergood, 1st Squadron, Mitchel Field, N.Y.
Private Duane W. Sisson, 61st Service Squadron, Mitchel Field, N.Y.
Private 1st Cl. Joseph H. Romatowski, 1st Obs. Squadron, Mitchel Field, N.Y.
Private Shelby G. Putnam, 61st Service Squadron, Mitchel Field, N.Y.
Private Clarence P. Franks, 17th Squadron, Selfridge Field, Mich.
Private Jesse C. Kays, 17th Pursuit Squadron, Selfridge Field, Mich.
Private 1st Cl. Edward E. Bjorklund, 17th Pursuit Squadron, Selfridge Field.

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Lieuts. George W. Goddard, William B. Souza, Edward H. Wood and Newman R. Laughinghouse recently returned to Chamute Field bringing from Santa Monica, Calif., four of the new Douglas airplanes assigned to this station. These planes are the last of the original consignment of ten of this type to be used at Chamute Field.

NOTES FROM AIR CORPS FIELDS

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Rockwell Air Depot, Coronado, Calif., July 31st:

Maj. A.S. Sneed who has been in command of Rockwell Field and the Rockwell Air Depot, departed July 14th, for his new station, Fairfield Air Depot, Ohio. A farewell dinner party and dance was given by the officers of the command in honor of Major Sneed at the Casa De Manana in La Jolla on July 9th. Maj. B.K. Yount, A.C., will succeed Maj. Sneed as Post Commander.

Capt. H.M. Elmendorf, former Commanding Officer of the 95th Pursuit Squadron, departed for Washington, D.C., recently for duty in the Office of the Chief of the Air Corps. Capt. F.O'D. Hunter, assigned to Rockwell Field, will assume command of the 95th Pursuit Squadron upon his arrival.

1st Lieut. Barney M. Giles was relieved from duty at March Field and assigned to the Rockwell Air Depot for duty.

1st Lieut. R. Baez, Jr., Chief Engineer Officer of the Rockwell Air Depot, received orders assigning him to duty at the Air Corps Training Center, Duncan Field, Texas.

More than 200 Y.M.C.A. boys visited Rockwell Field on July 19th. Work in the various airplane shops, loading bombs in the planes and other activities were explained to the boys. The average age of the boys was about ten years and they represented the various clubs sponsored by the Y.M.C.A.

The Rockwell Air Depot has been busy checking in ten new Douglas O-25 planes completed by the Douglas Factory. The planes, as finished, were flown here by officers from Fort Riley, Kansas, who came by train for the purpose of ferrying the new ships back. After complete mechanical check-up at the Rockwell Depot, they were flown east one at a time.

Capt. Evan K. Meredith, Inf. (DOL) Corps Area Athletic Officer, visited Rockwell Field, July 11th, for purpose of interviewing and selecting candidates.

Col. John R.R. Hannay, Q.M.C., 9th Corps Area Quartermaster, visited Rockwell Field, July 14th, for purpose of inspecting Quartermaster activities.

Lieut. J.W. O'Brien, 2nd Survey Company, Australian Garrison Artillery, was a visitor at Rockwell Field, July 11th, and while here was extended post courtesies by the Commanding Officer.

As a contribution to San Diego's big three-day educational program called "Know San Diego", sixteen Pursuit airplanes and six Bombers under the command of Major Spatz, took off August 1st, and after passing in review, staged an aerial exhibition over San Diego. The Rockwell Air Depot shops were open for public inspection on this day also.

Crissy Field, Presidio of San Francisco, Calif., July 19th:

Our officer personnel was augmented by the recent arrival of four graduates of the Advanced Flying School. The new arrivals are - 2nd Lieuts. George C. Kruse, Laddie J. Miller, Byron Q. Van Cott and Ralston J. Crew, all Air Corps Reserves.

The aerial gunnery season was concluded after numerous delays and considerable difficulty due to the shortage of airplanes and the prevalence of fogs. We were only able to run a majority through in the pilot gunners' course, but our percentage of qualifications is very satisfactory and much higher than in past years. We are all great believers in the O-2H for aerial gunnery and only hope the O-25A will prove as satisfactory.

The Pacific Coast Air Corps Unit of R.C.T.C. is now undergoing training at Crissy Field. Owing to the fact that Maj. Harvey S. Burwell, A.C., from the University of California, was forced to take leave, 1st Lieut. W.R. Sweeley, A.C., was sent up from Long Beach to assist in the R.O.T.C. work. 1st Lieut. Russel Maughan was called in from Salt Lake City and now has charge of the Camp, Lieut. Swesley having returned to Long Beach.

1st Lieut. LeRoy A. Walthall, A.C., D.O.L., formerly of this station and now Unit Instructor for the Second Reserve District, is conducting the camp for Reserve Officers at Mather Field. Crissy Field is furnishing all the enlisted personnel for this camp and this, with the other drains on Crissy Field personnel for manning Reserve Officer Camps at Vancouver Barracks, Washington, Salt Lake City, Utah, and Long Beach, California, keeps the remaining personnel working hard and long.

Nichols Field, Rizal, P.I., July 10th:

66th Service Squadron: Capt. Charles A. Fursley left on May 30th for China and Japan. At Nagasaki he will board the Transport "Grant" for the States and will proceed to his new station at Langley Field.

Lieut. Charles Douglas returned from detached service at Camp John Hay on June 1st and assumed the duties of Assistant Mess Officer.

The Transport "Grant" arrived in Manila on June 21st, bringing 1st Sgt. James S. Grisham from Langley Field, who relieved Sgt. Joseph H. Benevedes.

Tech.Sgt. Edward Miller arrived on the same boat, also Staff Sgt. Raymond Kerr, Bolling Field, and Sgt. Fred W. Caldwell, Brooks Field.

The "Short Timers", dinner for members of this squadron and those of headquarters detachment returning to the mainland on June 27th was held on the 18th. The Mess Sergeant and his staff were congratulated on the splendid dinner served.

The Nichols Field Golf Tournament was held on June 20th. Sgt. John Murphy of this squadron won the championship for the year 1930. Pvt. 1/cl. Howard E. Hause of the 66th was runner-up. A cup will be presented by the Nichols Field Golf Association.

Headquarters, 4th Composite Group: Capt. E.C. Black was assigned to Headquarters.

Mr.Sgt. Garner, Tech.Sgt. Malloy, and Sgts. Dobbs and Foster arrived on the transport and were assigned to headquarters. Mr. Sgt. Garner is replacing Staff Sgt. Gaspard as Post Sergeant Major.

2d Observation Squadron: During the first ten days of the month a large number of formation flights were made to various places within a radius of 70 miles of the field.

On June 11th Lieuts. Backes and Yeager made a cross-country trip to Legaspi in two Amphibians for the purpose of inspecting a proposed landing field for land planes at that place. Several interesting photographs of the volcano were made.

On June 14th Lieuts. Hayward and Kennedy made a flight in two O2-H planes to San Jose, Mindoro.

The transport, "Grant", arrived in Manila at daybreak, June 21st. All planes of this squadron flew out to meet her.

Lieut. Hayward made a cross-country flight to Olongapo the same day to make arrangements for the use of the naval dry dock at that place for the "Grant".

On June 18th all Squadron men quartered in the old barracks were moved into the newly completed barracks.

On Friday, the 13th, the Squadron won the cup of the Duck Pin League by taking two games out of three in a tie play off with the 28th Squadron. The basket ball team continued its winning streak by defeating the 28th in the second game of the series by the score of 22 to 20. The game was one of the hardest fought contests ever to be played on the local court. This put the Second in the lead for the championship over the 28th Squadron, which won the cup for the last three years. Under the command of Capt. Giles, the Squadron has gone out for all laurels in athletic games and romped home ahead in all events. The Squadron will feel the loss of Capt. Giles, who returns to the States on the October transport. It is seldom that an organization is lucky enough to secure a Squadron Commander who takes so much interest and puts forth so much effort in promoting athletics for the men as Capt. Giles.

The 2d lost the following officers on the June transport: Lieuts. Dunlap, Hamlin, Johnson, Shea and Stearley.

The following new officers and non-commissioned officers arrived: Lieuts. Davis, Hoppin and White; Mr.Sgt. Crowder, Staff Sgt. Davis, Sgts. Amero, Miller and Tomlinson.

Lieut. Myers, our Squadron Adjutant, Mess Officer, Supply Officer, Engineering and Transportation Officer is wearing a broad grin since the arrival of the June transport, due partially to the arrival of Lieuts. Valentine, Nelson, Zettel, Malone and Wolfenbarger, who will relieve him of all but two of his jobs, and also due to the arrival of Mrs. Myers.

New arrivals in Manila during the months of May and June; May 5th to Staff Sgt. and Mrs. Charles B. Field, a girl, Maxene Maryland.

May 29th to Staff Sgt. and Mrs. Morris Martin, a girl, Eleanor Elaine.

June 15th to Staff Sgt. and Mrs. Bulloch, a boy, Fulton, Jr.

Luke Field, T.H., July 10th:

Capt. Harry C. Drayton, relinquished command of 72nd Bombardment Sq., and returned to the mainland on the "CAMBRAI", June 12th, for station at A.C. Technical School, Chanute Field, Ill., He will enjoy a leave of absence prior to reporting for duty at his new station. Capt. Horace N. Heisen assumed command of the 72nd on the departure of Capt. Drayton.

1st Lieut. Russell L. Williamson returned to duty from 3 months' leave on the 7th and sailed on the "CAMBRAI", June 12th, for his new station at Wright Field, Ohio.

1st Lieut. William B. Clarke, relieved 1st Lieut. Williamson as Officer in Charge of Hawaiian Air Depot, on June 12th.

Capt. Ulysses G. Jones assumed duties of Executive Officer of Luke Field.

1st Lieut. John A. Laird, Jr., relieved Capt. Jones as Adjutant of Luke Field and 5th Composite Group, A.C.

2nd Lieut. Sheldon B. Edwards, was detailed as Assistant to 1st Lieut. Benjamin F. Griffin, to Post Maintenance Officer.

Announcement was made on the 12th at a tea given by Mrs. Caroline E. Peterson of the engagement of her daughter, Muriel, to 2nd Lieut. Edwin W. Rawlings, A.C. Miss Muriel Peterson is a graduate of Punahou and Mills College.

Capt. William E. Lynd and Mr. Sgt. Christian E. Peterson, of the Office of the Chief of the Air Corps, arrived on the "CAMBRAI" on June 12th to inspect A.C. units and activities at Luke Field and Wheeler Field.

Since the last issue of the NEWS LETTER, orders were issued directing 1st Lieut. James F. J. Early to report to March Field, on completion of his present tour of foreign service, as a student at the Primary Flying School, instead of to 1st Balloon Co., at Fort Sill, Okla.

2nd Lieut. Reginald R. Gillespie, 4th Obs. Squadron, A.C., was promoted to 1st Lieutenant, to rank from June 7, 1930.

1st Lieuts. John W. Warren and Robert H. Finley arrived June 25th on the "St. Mihiel". The former was assigned to 72nd Bomb. Sq. and the latter to the 4th Obs. Sq. Lieut. Warren was detailed as Assistant to Officer in Charge of the Hawaiian Air Depot, in addition to his other duties.

2nd Lieut. Sheldon B. Edwards was promoted to 1st Lieutenant, to rank from June 21st, 1930.

On the 19th Capt. Lynd, A.C., and M/Sgt. Peterson flew to Hilo, Hawaii, in the Fokker, to inspect landing fields on that Island. Capt. Lynd, and M/Sgt. Peterson are representatives of the Chief of the Air Corps. Thus, for the first time since establishing A.C. troops in Hawaii, was an inspection carried out by representatives from the Chief's office.

Seventeen recruits arrived on the "CAMBRAI" on June 1st, and six recruits arrived on the 25th for Luke and Wheeler Fields. The contingent of six recruits is the smallest to arrive for the Air Corps since establishment of the two air fields in the Department.

Luke Field flyers in the Sector-Navy League played the following games during the month of June, with the results as shown:

Luke Field	- 0	Submarine Base	- 4
" "	- 10	Marines	- 4
" "	- 3	Naval Air	- 11
" "	- 6	Honolulu	- 5
" "	- 2	Marines	- 5
" "	- 2	Marines	- 1
" "	- 0	Naval Air	- 4

The game with Naval Air which ended 4 - 0 against Luke Field was, from the spectators' standpoint, the best game ever played on the Luke Field diamond in the history of competition between the two teams. "Luck" and the breaks of the game were against the Luke Fliers.

The game with the Marines, which Luke Field won by score 2 - 1, was an exhibition of brilliant pitching between Delaney, for the flyers, and Sturn, for the Leathernecks. Delaney allowed the Marines only two hits of the scratch variety. The first hit came in the 5th inning, when a ground ball bounced badly over Olszanowicz, and in the 7th inning, a high fly fell between Byars, 1st Baseman, Olszanowicz, and Lapsley, just two yards inside the first base foul line for a single. Olszanowicz attempted to make the catch but missed, the ball rolling into foul territory, while the runner advanced to second. No damage caused as the side was retired.

The game with Honolulu, which was won by the Flyers, 6-5, was a spirited contest, with the Flyers trailing until the 8th inning, when a 4-run rally put them ahead, six hits and a sacrifice accounting for the necessary margin of victory. By this victory for the Flyers of two wins for one loss of the three games played a record of six years standing was established whereby Honolulu has failed to defeat the Flyers on their home diamond.

Only five games remain to be played by the Flyers in the Sector-Navy League for the 1930 season. The Squadrons on Luke Field will then devote time to preparation for the interesting competition for the "KUNTZ-MOSES" Memorial Trophy. Swimming, Volley Ball, Basket Ball, and Boxing are the events to be competed in by the squadrons for the Trophy.

Brooks Field, San Antonio, Texas, Aug. 15th:

Lieut.-Col. H.D. Clagett, Commanding Officer of Brooks Field, will serve as a referee for the National Aeronautic Association in the forthcoming Brownsville-Chicago Men's Derby.

1st Lieut. S.M. Connell, formerly Post Exchange Officer, Brooks Field, was transferred to Chanute Field. 2nd Lieut. L.H. Douthit is now Post Exchange Officer.

1st Lieut. R.D. Knapp, Operations Officer of Brooks Field, flew to Chanute Field the sixteenth to return seven graduates of the Technical School to their station in the Air Corps Training Center.

2nd Lieut. John W. Jones, formerly stationed in Canal Zone Department, reported at Brooks Field for duty, and was assigned to the Flying Department.

1st Lieut. Howard N. Engler of Brooks Field, received orders transferring him to Chanute Field.

2nd Lieut. E.H. Lawson, Brooks Field, is now on leave at Lexington, Ky.

2nd Lieut. Morris F. Daly of Brooks Field, is at present on leave, at the expiration of which he will report to West Point where he has been detailed to duty as coach of the Point football team.

2nd Lieut. James W. McCauley, Post Field, reported for duty at Brooks Field, and was assigned to the Flying Department.

2nd Lieut. Charles H. Deerwester, Brooks Field, was transferred to Chanute Field.

Fort Sill, Okla., July 29th:

The major part of the month was taken up with gunnery practice. Most of the record and part of the preliminary practice was done at Fort Crockett, Galveston, Texas. The Officers were divided into two groups, the first group went down on the seventh of July and started firing immediately. As each officer finished he was sent back to the home airdrome and an officer from the second group replaced him. All of the bombing and two phases of the observers' ground course were done on the home range. Second Lieut. Lilburn D. Fator, Capt. Lawrence P. Hickey and Mr/Sgt. Chester F. Colby were high men in order named.

Maj.-General William Lassiter was an overnight visitor at the Post, July 16th.

Lieut. Carter, ferrying an O-25 from Santa Monica, Calif., to Ft. Riley, Kans., stopped here over night July 17th.

2nd Lieuts. James W. McCauley and Richard I. Dugan departed on a month's leave.

2nd Lieuts. George G. Northrup, James W. McCauley, Dudley E. Whitten and Douglas T. Mitchell went to Buffalo, N.Y., by rail and ferried back four new O-19B Thomas-Morse Observation planes.

2nd Lieut. George G. Northrup was ordered to Wright Field, Dayton, Ohio, on detached service.

2nd Lieut. Joell G. Pitts, Air-Reserve, reported for one year's active duty with this organization.

3rd Attack Group, Ft. Crockett, Texas, Aug. 1st:

Amelia Earhart visited the Group recently in company with Lieut. J. Harper, U. S.N. They were guests at a luncheon tendered them at the Officers' Club by Maj. Davenport Johnson and officers of the Group.

2nd Lieut. Karl G.E. Gimmler and Sgt. Frank Sirovic, 13th Attack Squadron, joined the ranks of the Caterpillar Club at about 5:00 P.M., Tuesday, July 15, near Hallettsville, Texas, when their elevator jammed and they were forced to bail out. No injuries were sustained.

The baseball season ending in a tie between the 60th Service Squadron and

the 90th Attack Squadron, a three-game Series was then played, and the 90th won two straight games, 8-6, 3-0, to win the Post championship. There will not be a second half to the baseball season as football practice will start soon. From the appearance of the new material, we will have another championship team this year.

Record gunnery and bombing in this Squadron, which has been delayed, is nearing completion. Fifteen officers fired the "B" course for pilots, of which number five qualified as sharpshooters and seven as marksmen, three failing to qualify. All scores are considered fairly satisfactory, considering that they were made, largely, under typical Kansas wind conditions.

Orders were received relieving 2nd Lieut. Carl N. Olson, Air-Res., from active duty, effective the 28th inst. Lieut. Olson requested this action in order to accept a position in civil life. He was well liked in the Squadron, and we wish him success.

2nd Lieut. S.W. Cheyney, formerly stationed at Rockwell Field, reported for duty at this station on the 26th.

Mr. Sgt. Arnold Ruef just returned from a ten-day fishing trip in Colorado. His story is, that to find good fishing territory it was necessary to camp near the snow line. He planned to stay a month but, of course, the fish didn't -- I mean, he forgot to carry with him sufficient blankets and had to return early. He confesses that he probably should have gone to Wisconsin or Minnesota so far as "weather" (?) is concerned. An eighty-twenty unique and plausible story, Ruef.

Boston Airport, East Boston, Mass., July 26th:

Activities for week of June 29th - July 5th:

After last week's almost unprecedented rush of activity, which resulted in using up all our allotted flying hours before the end of the fiscal year, this week seemed rather dull. On Sunday, Capt. Ford returned from Columbus, Ohio, via Bolling Field, bringing Capt. Lusk with him; Tuesday, two Reserves put in some time and Lieut. Wilson flew to Mitchel Field; returning the next day; Thursday, Lieut. Greer flew Maj. Lincoln to Bolling Field, returning alone on Friday; Saturday, our only activity was welcoming visitors. Lieuts. Rogers and Desrosiers arrived from Brooks Field in a Douglas X-104 and Capt. Pascale with Lieut. Hollidge came in from Langley Field. Lieut. Owens came in from Bangor, Me., and General Brown with Lieut. Stranathan were the last arrivals of the week, coming from Washington, D.C.

Activities for week of July 6th - July 12th:

General Walker opened the week for us by having Lieut. Wilson fly him on Sunday between Vineyard Haven on the Island of Nantucket, and Newport, R.I., and Hyannis on Cape Cod. Two Reserve officers, Capt. Holterman and Lieut. Towner, began their two weeks' tour of active duty. Tuesday, we put in a very active day. Reserve flying, parachute testing and a couple of short cross-country trips made up the day. Wednesday, we put in some little time and Thursday, we had another big day, which included two round trips to Mitchel Field. Friday, was quiet and Saturday wound up the week with a lot of reserve flying, a trip to Woodstock, Vt., and another to Mitchel Field. Our only visitor was Lieut. H.H. Wittkop on his way from Mitchel Field to Portland, Me., on Saturday.

Activities for week of July 13 - July 19th:

Sunday, Lieut. Wilson left Mitchel Field with Lieut. Steed and went on to Langley Field. Monday, they returned to Mitchel Field and Capt. Holterman came back from Woodstock, Vt. Tuesday was not very active. Only one Reserve officer, besides those on active duty, did any flying. Lieut. Wilson returned from Mitchel Field. Wednesday, Lieut. Wilson and Lieut. Bogert were the only local flyers, but this day saw the start of a long trip for the two Reserve officers on active duty, Capt. Holterman and Lieut. Towner. They took off with Capt. Ford using two O-11's and an O-1-B, for a non-stop flight to Langley Field. Major Cummings, M.C., and two mechanics were the passengers. On Thursday they came back, stopping at Bolling and Mitchel Fields. Meanwhile, a number of Reserves were putting in time on the PT's, and Col. Lincoln went with Lieut. Wilson to Groton, Conn., and back. Friday was very quiet. Saturday, too, was quieter than usual, with only two flights leaving the vicinity of Boston. One of those carried General Walker to Martha's Vineyard and back. Our only visitors during the week were Lieuts. Brookings, Evans and Fator, all from Mitchel Field.

Scott Field, Belleville, Ill., Aug. 5th:

On Aug. 1st, a flight of six O-19's, commanded by Lieut.-Col. John A. Paegelow, went to Knoxville, Tenn. to attend the dedication of an airport.

Mrs. Frederick Bacher, Scott Field, received slight injuries while horse-back riding on Aug. 2nd, when her mount ran into an automobile on the Scott Field road.

40th Division Aviation, Calif. National Guard, July & Aug., 1930:

The 115th Observation Squadron was recently in the throes of preparing for summer training camp at San Luis Obispo. During this period no flying was done due to the fact that all materiel and tools were prepared for shipment to the camp. The enlisted men and baggage left for the camp via the Southern Pacific on July 26th. On the same date nine planes were ferried to the camp by the flying personnel of the Squadron.

The Squadron welcomes a new officer - Lieut. Richard Hoffman, a recent graduate of Brooks and Kelly Fields, and congratulates Lieut. Noe upon his promotion to 1st Lieutenant.

Capt. E. A. Peterman for the past six months on leave in Washington, D.C., returned to duty as Operations Officer.

Lieuts. Robinson, Carroll, Wallen and Gard recently completed long and successful cross-country trips to Sacramento and the Bay District of San Francisco. Lieuts. Larson and Wallen completed trips to Dry Lake, for the purpose of checking the new aerial machine guns. Our two O-17's were recently equipped with rear gun mounts for this purpose.

On July 18th the Squadron flew a formation for the funeral services conducted for the late Maury Graham, air mail pilot, whose body was found in the wilds of Utah after a search of six months. Maury was formerly a member of this squadron.

Major Haynes, Commanding Officer of the 41st Division on Aviation, Washington National Guard, of Spokane, Wash., recently dropped in to pay us a visit, having ferried an O-2 to Rockwell from his home station.

On Sunday, July 20th, all personal equipment, etc., was drawn by this organization for shipment to camp. This necessarily disrupted the schedule for drill, the washout being made complete by the fact that all flying equipment was grounded.

Lieuts. Sewall and Miller put in several days of duty at Capitola with the 250th Field Artillery, Calif. N.G., doing tow target and spotting work. These officers joined their organization on the 26th at San Luis Obispo.

The advance detachment to camp, commanded by Lieut. Wallen, left this station by train on Wednesday the 23rd. These men will also act as the rear detachment remaining at camp for one day after the main strength is relieved.

Chanute Field, Rantoul, Ill., July 26th:

Lieuts. Lanagan and Moon were ordered to Santa Monica, Cal., to ferry two new O-25A airplanes from the Douglas Aircraft Factory to this Field. These airplanes are the first of an allotment of ten authorized for this station. The remaining eight are now on a priority schedule and will be ready for delivery in the near future.

Looking out on the flying field nowadays gives us the impression of an Attack Squadron, as we have eleven A-3 airplanes. Practically all of the older model O-2 planes have either been condemned or surveyed as unfit for service. When delivery is effected on the O-25A ships, flying time should be easier to secure than heretofore.

Major Martin of the Chief's Office recently inspected the Operations and Engineering Departments. He found everything in excellent condition and was well pleased.

1st Lieut. Walter K. Burgess reported back for duty after spending a month's leave of absence motoring to the West Coast and back.

Tech. Sgt. George P. Klingler recently received a long deserved promotion to Mr. Sgt., after being our Flight Chief for a number of years. Immediately upon notification of promotion, Sgt. Klingler received orders transferring him to Selfridge Field. Tech. Sgt. Paul B. Jackson, one of our two enlisted pilots, replaced Sgt. Klingler as Flight Chief.

Congressman Clague of Minnesota, was an unofficial visitor here recently. He came unannounced, and was shown through the school by Capt. Voss and Col. Wuest. Upon completion of his unofficial inspection, Lieut. Kaye, our Personnel Adjutant, flew him to Minneapolis, Minn. Congressman Clague is a member of the Military Affairs Committee.

Maxwell Field, Montgomery, Ala., July 30th:

Congressman Lister Hill was the guest of Maj. Walter Weaver, Commanding Officer of Maxwell Field, on July 28th during the aerial review for General Frank R. McCoy.

On July 29th, a special demonstration of the dropping of machine guns and personnel from planes by parachute was recorded by Paramount Sound News, the exhibition having been requested by the Motion Picture Organization and approved by the Commander of the Fourth Corps Area.

An aerial demonstration for the American Legion was staged on July 30th by the flying personnel. The events consisted of formation flying, balloon strafing, bombing a dummy battleship, parachute jumping and acrobatics. The review attracted an unusually large audience.

On the same day the Hon. F. Trubee Davison, Assistant Secretary of War, visited Maxwell Field on the first stop of his ten thousand-mile tour of the Air Corps Posts of the United States. While here, he addressed the Alabama Department of the American Legion, at their Convention. Secretary Davison spent the afternoon in an inspection of Maxwell Field, proceeding from here to Shreveport, La.

Post Summer School is in session for the junior officers of the field. Schedules of instruction include Communication, Courts Martial, Cross-country Maintenance, Radio and Customs of the Service.

Mr. Harry A. Kemming, Instructor of Life Saving for the American Red Cross, was at Maxwell Field for three days, during which time he gave instruction to the officers and enlisted personnel of Maxwell Field.

Maxwell Field, Montgomery, Ala., Aug. 15th:

The most interesting thing which has happened at Maxwell in the opinion of all the officers, is the arrival of the new Thomas-Morse airplanes. Eight have already been ferried from Buffalo and four more are to be secured within a short while.

Maxwell officers have been active in the ferrying of National Guard aircraft having flown four O-11's and one PT to various outfits during August.

Maj. Walter Weaver, Commanding Officer, accompanied by Capt. M.A. McFadden, Constructing Quartermaster, was piloted by Lieut. Persons in the C-1 to Washington, where he visited the Office of the Chief of the Air Corps.

Lieut. N.L. Cote, formerly stationed here, again reported for duty, having just completed the Photographic Course at Chanute Field.

The following Maxwell Field officers have instructions to report to Chanute Field by October 1st, for courses of study at the Technical School, viz; Lieuts. Spencer Calloway and Stoyte Ross, Aircraft Armament; Lieut. G.H. Henderson, Communications; Lieut. Philip D. Coates, Photographic.

During July, Maxwell Field led twenty Army stations in re-enlistments, having a record of 100%.

The Flyers, our baseball outfit, bids fair to win the pennant in the City League of Montgomery. With only a few more games to play, our boys are well in the lead.

March Field, Riverside, Calif., Aug. 8th:

Maj. J.T. McNarney, A.C., Mrs. McNarney and daughter, arrived at March Field on Aug. 5th for station. Maj. McNarney assumed command, vice Maj. M.F. Harmon, transferred to Ft. Leavenworth.

1st Lieut. Joseph P. Bailey, accompanied by Mrs. Bailey, reported for duty on Aug. 1st from Panama. They have been assigned quarters on the Post.

Capt. Walter J. Reed, A.C., left on the Transport "Somme" on July 30th for Langley Field, where he is to enroll in the next class at the Tactical School.

Asst. Secy. of War, Hon. F. Trubee Davison, paid a visit to March Field on Aug. 7th, for the purpose of inspection. He was much impressed with the improve-

ment made on the Post during the past year, as well as with the beauty of the officers' club, which he declared as being the finest he has seen in the Army. He was entertained at luncheon by Maj. McFarney.

Selfridge Field, Mt. Clemens, Mich., July, 1930:

17th Pursuit Squadron: Lieut. Francisco Cadaval, of the Argentine Navy, has been attached to the 17th Pursuit Squadron for tactical training and for the period of the encampment at Camp Skeel, Oscoda, Mich. Lieut. Cadaval was sent to this country by his government for the purpose of studying at the Air Corps Technical and Tactical Schools. He recently completed the photographic course at Chanute Field, and will enter the new class at the Tactical School, Langley Field Va., in September, after finishing the gunnery practice at Camp Skeel.

The 17th Pursuit Squadron left for the gunnery camp at Oscoda, Mich., the first part of August for three weeks' intensive gunnery practice. Both Curtiss P-1's and the new Boeing P-12B's will be used for firing.

27th Pursuit Squadron: Beginning July by completing a very nice two weeks' trip to Chicago, the 27th Squadron worked during the month with a vigor characteristic of that organization. Meeting with and overcoming such seemingly insurmountable tasks as dedicating airports, filling out form "1's" and accident reports for Reserve officers on two weeks' active duty, the month was, indeed, a full one for those officers who had not the foresight to request leave.

On July 12th, four 27th pilots flew with a flight from Group Headquarters to welcome Commander Byrd to Chicago.

Six pilots from this Squadron with Lieut. M.L. Elliott in command, enjoyed a pleasant week-end in Niles, Mich. The event was occasioned by the arrival of the All-Michigan Aviation Tour in that city.

On July 12th, Lieut. Sillin gave an instructive and interesting smoke demonstration over the city of Battle Creek, Mich. Lieut. Sillin is our most experienced pilot in the matter of smoke screens and is, we believe, a very capable demonstrator.

Lieuts. Smith, C.F. Hegy, E.F. Yost and N.B. Olsen, by dint of hard work, well accomplished tasks, pleasing personalities, and the common sense to request it, were granted and enjoyed two weeks' leave during the month of July. The above mentioned four returned to the organization either love-sick or lazy, according to their respective temperaments.

The end of the month finds the Squadron cheerfully endeavoring to make the best of a period of forced inactivity.

94th Pursuit Squadron: Fishing and swimming seemed to dominate the afternoons and many an unwary soldier came back to Selfridge with a peeling sunburn, but scarcely, if any, fish.

Some of the high spots of the camp were the visits of Asst. Secy. of War, Hon. F. Trubee Davison, Maj. Brett and Maj. Brower; the visit of the Siamese Colonel inspecting our Air Corps; and the flight to Bay City on the 27th to assist in dedicating a new airport.

Lieut. Carl Feldmann is now at Walter Reed Hospital and everyone is glad to hear that he is improving. He will be in the hospital for perhaps two more months, and will be welcomed back to Selfridge as soon as the "Medicos" will turn him loose.

The 94th Squadron is glad to welcome Lieuts. Mosher, Jacobs, Fincomb and Waitkus, who came here from Kelly Field last month.

Upon returning from Camp Skeel, the 94th Squadron finds itself in plans for schooling the Reserve officers on two weeks' active duty the first part of August. The P-12's will undergo a most needed overhaul while PT-1's and PT-3's hold the stage for a short time.

France Field, C.Z., Aug. 15th:

Although activities at this station have been extremely quiet during the past few months, the usual homeward trek of the Commissioned and Enlisted Personnel who have completed their tour of Foreign Service promises to become a veritable "Big Parade" as a result of the new Foreign Service Two Year Bill. Under the new measure, those who formerly had from six months to a year to complete their tour now find themselves "short-timers" and Headquarters is at work completing an accurate list of those who are eligible to return to the States.

During the past few weeks five officers have left the Field for assignments in the United States. 1st Lieut. Edward D. Jones, former Adjutant, will be stationed at Duncan Field, Texas; 1st Lieut. Robert T. Cronau was relieved and ordered to report to Langley Field, Va.; 1st Lieut. Don W. Mayhue drew an assignment at Ft. Crockett, Texas, while 1st Lieut. Glen C. Jamison proceeded to Langley Field, Va. 2nd Lieut. John N. Jones was to report to Duncan Field, Texas, for assignment.

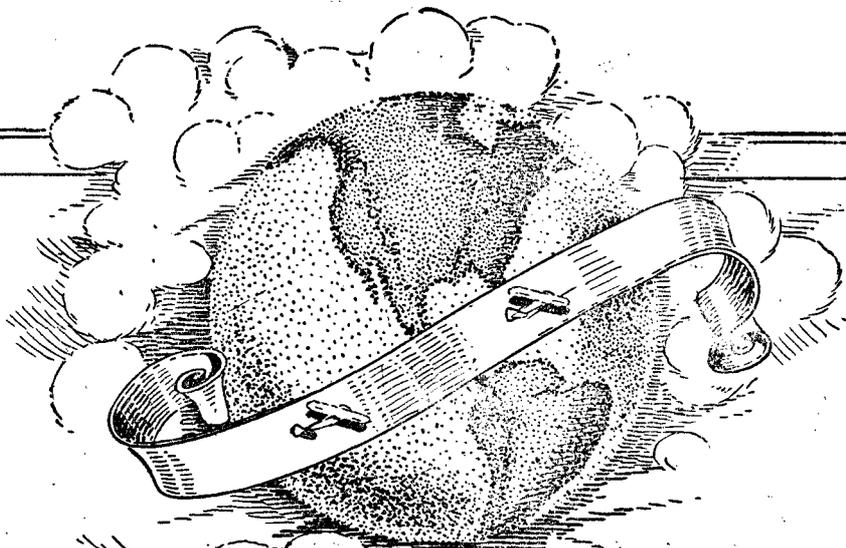
The number of Captains on duty here was increased the first part of July when 1st Lieut. Louis N. Eller accepted the Captain's commission that was tendered him from Washington. Capt. Eller is assigned to the 24th Pursuit Squadron.

Aerial gunnery and bombing practice is nearing a close with many of the participating officers showing high scores. Only one accident has marred the practice season and resulted in the death of 2nd Lieut. William Letzig and Staff Sgt. Hall of the 7th Observation Squadron. Their DH crashed at Ft. Randolph while on a ~~target~~ target mission during the final day of C.A.C. A.A. Machine Gun practice.

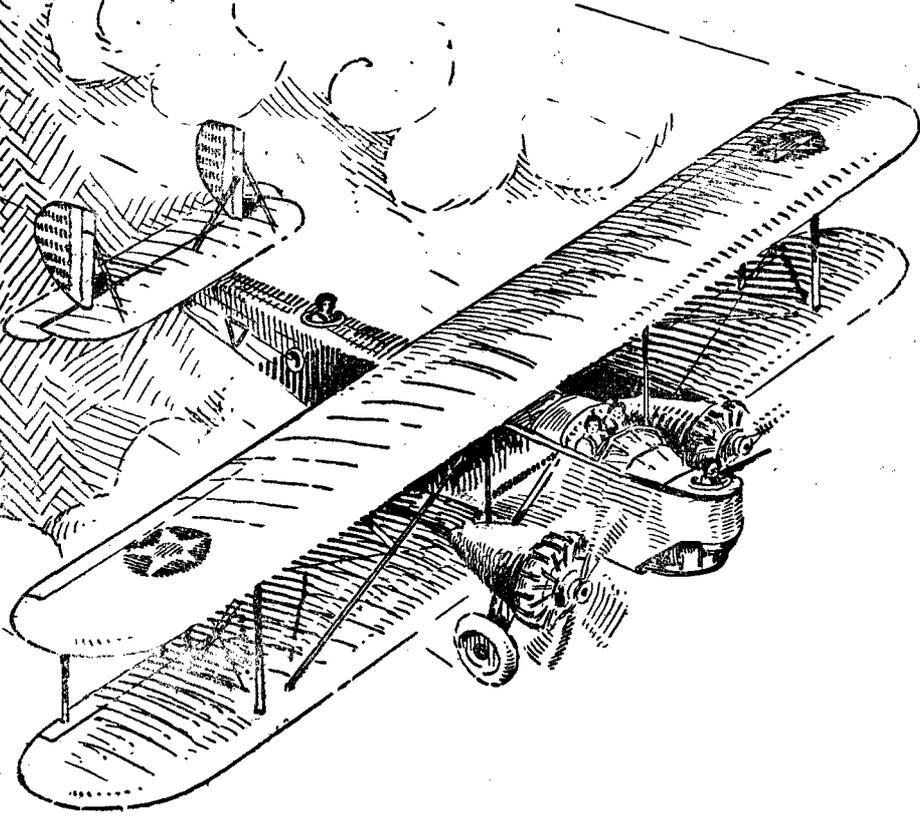
Talking pictures have reached the Field with the result that the "Standing Room Only" sign is not an unusual sight at the E & R Building. The exceptional type of pictures that are being billed is drawing crowds from not only the local personnel but from the Naval Air Station, Submarine Base and Ft. Randolph.

The France Field installation was one of the first in the Army Motion Picture Circuit on the Isthmus due to the fact that the technicians necessary for the installation were found among the members of the Field and it was not necessary to wait for Department experts.

The basketball season is nearing a close with the France Field cagers in possession of the Gold Coast title. With seven teams in the Army and Navy League there has been plenty of basket ball for the crowds to witness this season and with eleven games in the discard, the France Field quintet has dropped but one. With ~~only two games~~ left to close the season, Panama scribes predict the local boys will be easy winners over the Pacific Side champions, procuring the Zone championship.



AIR CORPS NEWS LETTER



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

F. C. Barry

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Information Division
Air Corps

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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 AIR RACES AT CHICAGO
By Lieut. Marshall Andrews, Air Reserve

Once more enthusiastic thousands at the National Air Races have seen the fighting forces of the Army Air Corps marshaled in the air; have watched their maneuvers, and have heard the chant of powerful engines roaring in unison above them.

If their enthusiasm is any index, those worthy citizens have come to understand more fully than ever the striking power of air forces. The amazing sudden strength of aerial attack was brought home to them time and again as Bombardment and Pursuit formations moved swiftly across the changing scene.

True to its determination, the Air Corps at the Chicago Races, between August 23rd and September 2nd, restricted itself to demonstrations of aerial military maneuvers. With an appreciation of the present character of the National event, the Army refrained from participation in all contests, leaving the field to civilian aircraft and personnel. After the races were over, no observer could fail to realize the wisdom of this attitude.

The activities of the Air Corps proved to be precisely what they should have been - a demonstration of Air Corps tactics, flight discipline and flying ability. It was given to thousands of people to see for the first time how far development has gone in construction, maintenance, and operation of military aircraft insofar as it has been entrusted to the Army Air Corps. That this lesson went home there could be no doubt.

Under competent leadership, every formation functioned smoothly. So carefully had the various maneuvers been planned that it was hardly ever necessary for the spectators in the stands to crane their necks or sunburn their tonsils to see what was going on. Particularly was this true of the Pursuit Squadrons under the leadership of Captain Victor H. Strahm of the First Pursuit Group, Selfridge Field, Mich. Despite the altitude he found it necessary to maintain at practically all times, and the area necessary for maneuvering with absolute safety to the stands, Captain Strahm managed always to keep his formations within sight of the crowds.

The Bombardment Squadron, also for the sake of safety to spectators, found it necessary to turn in an excessively wide circle when changing formation, so that at times it was almost hidden in the distance. This difficulty, however, was readily bridged by Lieut. Arthur I. Ennis, of the Information Division, Office of the Chief of the Air Corps, who described the maneuvers over the public address radio system, so that when the big ships returned before the stands the crowd was on its toes to see whereof they had heard.

The Bombers, however, succeeded in outdoing themselves one day of the Meet. Three of the Keystones were sent up to entertain the stands - and they did. Almost out-pursuing the Pursuit, they loped heavily around the pylons and then reformed to imitate the snappy tactics which Captain Strahm's P-1's had demonstrated just before. Their success delighted the crowd, which talked about little else during the remainder of the day.

Chicago turned out to be an excellent host. Officers of the Air Corps were quartered at the Drake Hotel, on Lake Shore Drive, where they found the management more than eager to make life pleasant and comfortable for them. Invitations came in thick and fast - so thick and fast, in fact, that only triplets could have filled all of them. Two outstanding events were the banquet of the National Aeronautic Association, at which all officers were guests, and a dance tendered all military pilots by the Chicago Race Committee.

All Air Corps troops and activities were under direct command of Major Willis A. Hale, of the Office of the Chief of the Air Corps, who arrived several days before the Meet opened. Lieut. Ennis, in charge of public relations, also reached Chicago ahead of time and prepared for the numerous details incident to his work.

The first troops to arrive were 23 enlisted men of the First Pursuit Group in two Ford Transports under the command of Lieut. Walter E. Richards. These arrived August 22nd and were on hand when the P-1's under Captain Strahm landed the following day.

The Bombers, all LB-7's, under the command of Captain Henry Pascale, arrived also on the 23rd from Langley Field, Va., carrying the commissioned as well as the enlisted personnel. Each Bomber carried two officers, bringing the officer personnel to 18 for the organization. The First Pursuit Group brought 23 planes, bringing the total number of officers present to 55, with the addition of Major Eugen G. Reinartz, who flew over from Wright Field to act as Flight Surgeon.

Later, three O-25's from Wright Field, fitted up with neon lights under the lower wings, flew over to give demonstrations of lighted night flights, and an A-3 was sent from Chanute Field, Rantoul, Ill., to broadcast from the air. With the pilots of these planes, the grand total of officers participating was raised to 59.

An interested spectator at the Races was Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, who with Mrs. Foulois attended every day. During his stay in Chicago, General Foulois was an honor guest at the dedication of the "Lindbergh Beacon" atop the Palmolive on upper Michigan Avenue. At this ceremony he represented the Air Corps.

A conflict in dates with the Gordon-Bennett International Balloon Races, held at Cleveland, Ohio, August 31st and September 1st, caused the Air Corps contingent to be split up into two groups. Six Bombers under Captain Pascale flew to Cleveland, leaving three under Captain Frank D. Hackett to finish at Chicago. Six Pursuit planes were also sent to Cleveland, where they were met by another contingent from Selfridge Field. The Pursuit left at Chicago was scheduled to fly to Bessemer, Mich., to assist in dedicating the new airport at that place. These planes, however, were held over one day by bad weather.

"The "Provisional" Bombardment Squadron which participated at Chicago was happily made up of one flight from each of the three Squadrons of the Second Bombardment Group. Thus, the 49th, 20th and 96th Squadrons were all represented. The flights formed in the order given, with the 49th acting as the leading element. Likewise, all three Squadrons of the First Pursuit Group - the 27th, 17th and 94th - were present, although the eighteen planes which actually carried out the demonstrations were from the first two squadrons.

Aside from its scheduled flights, the Air Corps performed two feats which captured the imagination of the crowds. On one occasion, in anticipation of the heavy traffic which was to be expected over a week end, two officers of the Chicago and Cook County police forces were taken up by Captain Hackett in a Bomber, from which they were able to visualize traffic conditions and to make provisions for more expeditious handling of the holiday rush.

At another time, an engine was rushed from Selfridge Field by air and installed in Captain Strahm's plane with such efficiency that his ship was not out of a single scheduled flight. This routine bit of work was amazing to the layman who grasped its meaning with enthusiasm.

If the crowds could have looked behind the scenes during a demonstration of radio-controlled maneuvers, which was given by Major Hale on the ground and Captain Hackett in the air, they would have marvelled even more than they did. According to arrangement, Captain Hackett was able to take the air at the head of his squadron and maneuver according to instruction from Major Hale on the ground. These instructions were to have been broadcast over a national radio network, from which the radio operator in Captain Hackett's plane would pick them up. Overhead, the radio plane from Wright Field was to tune in and give a brief description of the flight as it looked from above.

Fortunately, all concerned took the precaution to set a definite schedule and to synchronize their watches. After Captain Hackett had taken off, the radio plane had climbed into position, and Major Hale had taken over the microphone at the announcer's stand, the network failed to come on. Undaunted by this unexpected turn of affairs, Major Hale issued his instructions by the watch. Captain Hackett followed them without a hitch by the watch, and the radio plane tuned in at precisely the right time, also by the watch. When the broadcasting system finally came to life, six minutes late, the demonstration had practically been concluded with entire success.

All in all, the performance of the Air Corps looks great in retrospect. And, judging by expressions of the people of Chicago, both orally and in the

newspapers, the Air Corps flew out of the 1930 National Air Races picture, leaving behind a feeling of the greatest good will and the cordial hope that it may return again some time.

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GENERAL PRATT WELCOMED TO DAYTON
By the News Letter Correspondent

August first saw the Materiel Division, Wright Field, under the direction of a new chief - Brigadier-General Harry Conger Pratt. He arrived in Dayton on July 31st from an Hawaiian assignment, a formation of six planes roaring a welcome above as he and Mrs. Pratt stepped from the train. A number of Wright Field officers were on hand to extend greetings, also a number of reporters and photographers to mark the coming as important in their various journals.

It was not General Pratt's introduction to Dayton. He had been here several times, notably as Commander of the Blue Army during the Air Corps Maneuvers almost two years ago. His Air Corps career has also included the commands of Kelly and Mitchel Fields, an assignment as Air Officer of the Eighth Corps Area, Chief of the War Plans Division of the Office of the Chief of the Air Corps and Air Officer of the Hawaiian Department. He appears on the General Staff Corps Eligible List and is a graduate of the Army War College, the General Staff School, the School of the Line and the Bombardment School. He holds the rating of Airplane Pilot.

Broad as General Pratt's experience has been, however, this is the first time he has had the direction of an experimental and engineering station of the scope of Wright Field, and he expressed himself as enthusiastic about forwarding its aims and development to achieve even greater usefulness than it has achieved in the past.

The News Letter Correspondent expressed the hope that General and Mrs. Pratt will find their residence in Dayton both pleasant and successful.

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NAVY FLYERS STUDY ARMAMENT EQUIPMENT AT WRIGHT FIELD

The Air Corps Engineering School at Wright Field, Dayton, Ohio, has three new students in Lieuts. J.B. Sykes, S.B. Moore and W.G. Switzer, U.S. Navy, who are at Wright Field for approximately one month to study methods of armament equipment. These officers completed a two-year post graduate course at Annapolis, and are on a tour of different stations and factories concerned with armament to study the subject further and make observations.

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FIVE ARMY AIRMEN FROM PANAMA VISIT WRIGHT FIELD ✓

Two O2-H Observation planes and one P-12B Pursuit planes from France Field, Panama Canal Zone, recently landed at Wright Field, Dayton, Ohio, Lieut. D.F. Fritch piloting the Pursuit ship and Lieuts. John M. Davies, D.W. Buckman, C.W. Lawrence and A.Y. Smith taking turns at piloting the Observation planes. These airmen were on their way to participate in the Annual Aerial Gunnery and Bombing Matches at Langley Field, Va. They visited friends at Wright Field while their planes were being serviced and then departed for the scene of the Competition to match their skill in hitting targets against the participants from other Air Corps stations.

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NEW COAT OF ARMS FOR THE ELEVENTH SCHOOL GROUP ✓

Brooks Field shortly will display its attractive new Coat of Arms, recently approved for the 11th School Group by the War Department. The insignia, quite distinctive, in the form of a gold shield, bearing blue pile, charged with a winged torch - symbolic of the development of inherent flying ability - will bear also a motto - "Audacia Scientia," meaning "Boldness - Skill," approved at the same time.

The 11th School Group was first organized in 1922-23, and again in 1927, the last organization being the present status of the Group. The newly approved Coat of Arms, however, will be the first in its possession.

A FRIENDLY SET-TO ON THE PACIFIC COAST ✓

The "Black" sea forces, consisting of the Navy's crack battle fleet, three airplane carriers with their hordes of Pursuit and Attack planes, were attacking San Francisco. All was hurry and bustle at the "Blue" Headquarters, located at Fort Winfield Scott, where the "Blue" air forces and artillery were being directed. Orders were issued at 2:00 p.m. that the 91st Observation Squadron of Crissy Field, with 20 Observation planes, would keep a constant reconnaissance stretching 150 miles North, a like distance South, and as far to sea as safety would permit (about 20 miles) cruising at an altitude of approximately 15,000 feet, keeping on the lookout for "enemy" aircraft and vessels.

At 2:20 p.m., a radio was received from one of the Observation planes that the airplane carriers had been sighted in Monterey Bay, and were discharging their planes. Immediately all of the "Blue" airdromes were vacated as a measure of defense to frustrate their attack, while the Eleventh Bombardment Squadron was dispatched from Mills Field, their temporary base, to find the unprotected fleet and destroy it.

All night the vigil was kept up, planes taking off at one hour intervals. At dawn the Navy planes attacked San Francisco and were met and engaged by the defending planes. It was a never to be forgotten sight to see the early morning sky filled with 200 fighting planes, consisting of every type the Service possesses.

At 11:30, the planes from Crissy Field located the Carriers about 30 miles Northwest of the Farralone Islands, and at 2:00 p.m., the Navy made their last attack.

Peace was then declared and the friendly ships steamed into the harbor.

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JOLIET WELCOMES KANSAS CITY FLYERS ✓

Sunday, September 7th, might well have been Kansas City Day at the Dedication of the new Municipal Airport at Joliet, Ill. It seemed that every five minutes the name "Kansas City" was heard over the splendid loud speaking system that had been installed at the Airport. It was "The Army flyers from Kansas City this", and will "Captain Bill Wright of Kansas City step to the microphone." To listen to the spectators talk one might think that the center of Army flying in the United States was at Kansas City.

The trip from Kansas City, which was made by seven PT type Training planes and one service type, an O-11, was another tribute to the splendid accomplishments of Captain Bill Wright in directing Reserve officer cross-country flying. As a matter of fact, the Reserve Unit at Kansas City is piling up a remarkable record of flying hours that is causing high officials at Washington to take notice.

Saturday morning, September 6th, the formation took off from the Kansas City Airport, led as usual by Captain Wright in his O-11. Not quite two hours later, the ships roared over Kirksville, Mo., bringing hundreds of cars scurrying out from the town. A few hours' holiday was declared so that the populace could come out and see the famous Reserve flying unit from Kansas City.

Another hour and a half of flying brought the Squadron to Monmouth, Ill., where the bunch went on a strike for some grub. The saying is that an army marches on its stomach, and it is certainly true that the Air Corps flies on its food, especially the Kansas City boys. Close to Joliet, on the last leg, some rather thick weather was encountered. This, however, did not daunt the local aces, who poked the noses of their sturdy ships into the muck like veterans, and presently set their ships down on the splendid new Airport at Joliet. A great welcoming roar burst from the throats of the 30,000 people assembled for the dedication exercises as the Kansas City Squadron flew low across the field.

In addition to Captain Wright, the following officers and enlisted men made the trip: Major John P. Beeson, Captain W.P. "Hank" Ford, Captain George N. "Bud" Powell, Lieutenants Homer L. Bredouw, Bob Burt, Cam Reed, Lynn C. Shepherd, John M. Cross, Robert L. Horsley, David R. Boylan, L.H. Ottogy, Pvts. Allan Smiley, George Young, Clarence M. Parks, Kelsey Chandler.

No one guessed that the Squadron harbored a movie star in its midst until one of the waitresses at the Woodruff Hotel came up to Bredouw, Kansas City's own "Homah," and stated that she had been delegated by some of the other girls to inquire whether or not he hadn't done a lot of daredevil flying for screenland, especially in the "Dawn Patrol." Inasmuch as several of the crowd were at

the table at the time, he had to deny any such pleasant notoriety.

Perhaps encouraged by such optimistic impressions, Bredouw offered to do a couple of loops in a PT without power that afternoon. Captain Wright made the announcement over the microphone and then "Homah" proceeded to do his stuff for the edification of the multitude. On coming down he explained that the stentorian roar that was heard when the PT nosed up for the loop was caused by the prop. Such may have been the case, but anyway the incident caused a heated argument among the boys as to how far a PT would have to be dived without power to loop it.

Joliet may well be proud of its splendid new municipal airport. It is a half mile in each direction and almost as level as a billiard table. There is little doubt that it will get a great amount of through East and West flying where in many cases there will be a tendency to avoid the congested Chicago metropolitan area.

On Sunday, September 7th, in addition to individual exhibitions, the entire squadron flew formation for an hour over the city and the airport. Listening to ground comments the impression was gained that the Army flyers present represented some crack Army unit, so evidently the Reserve boys haven't lost much of their touch. There isn't much danger that they will, either, judging by the amount of flying they are putting in.

The return trip was made by way of Chamute Field, Rantoul, Ill.; Springfield Ill.; and Columbia, Mo. Some really rastipedious (Webster hasn't heard that word) weather was encountered on the last two legs, especially down in the hills along the Illinois and Mississippi rivers. But, thanks to railroad tracks and other such modern aids to cross-country flying, all the ships, although scattered, came through in great shape.

The crack Reserve unit from Kansas City is building up an enviable reputation all through the Middle West. More requests for their participation in air meets and airport dedications are received than can be granted. The large amount of flying done is building up a great measure of confidence in the air, and the prestige of the squadron is developing a fine esprit de corps.

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FRANCE FIELD AIRMAN PERFORMS RESCUE MISSION ✓

Ever since the Army Air Corps was stationed in the Panama Canal Zone, its personnel at various times have performed errands of mercy through the transportation to hospitals either in Colon or Panama of sick or wounded persons from localities in the interior of the Republic far removed from adequate hospitalization facilities.

A recent mission of this nature, and which probably resulted in saving the life of a civilian stricken ill some 200 miles "up country" from France Field, was performed by 2nd Lieut. Donald W. Buckman, Air Corps, in a Douglas O2-H Observation plane. A call for help was received from Tole, Republic de Panama, where Mr. R.R. Benson lay seriously ill awaiting transportation to the Gorgas Hospital at Ancon. The trip was successfully made, and Mr. Benson arrived at the hospital safely.

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FIREFLIES ILLUMINATE SKY OVER CHICAGO ✓

During the National Air Races, recently concluded at Chicago, Ill., Lieuts. Clements McMullen, S.E. Prudhomme and S.R. Harris, Jr., stationed at Wright Field, Dayton, Ohio, put on exhibitions of night flying with brilliantly lighted planes, such performances having been given several times with marked success in previous air maneuvers. Flying in formation in these night maneuvers, they have won the title of "Fireflies."

The "Fireflies" returned to Wright Field after the night performance on September 1st, leaving Chicago at about 8:30 p.m. They illuminated the planes over the cities and small towns enroute, arousing much interest and comment. They landed at the home field about 11:30 p.m. Messrs. William Penn, L.H. Sibilsky and Joe Brocado, all of Wright Field, accompanied them.

Captain St. Clair Streett, Lieutenants D.L. Bruner, C.L. Ridenour, and H.P. Rush were also authorized visitors to the Air Races as observers and inspectors from Wright Field.

AIRMEN RESCUED BY SUBMARINE CREW ✓

All sorts of strange incidents occur in the adventurous career of airmen. For an air traveler to be rescued by an under water-navigator is a real bit of news. Incidentally, the first air ride of Major Forrest R. Ostrander, Medical Department, stationed at the Gorgas Hospital in the Panama Canal Zone, was not exactly a pleasant experience, for it also marked the first crash in which he was a participant. Major Ostrander may smile at the incident now, but at the time it happened it seemed wrought with more tragedy than comedy. A Douglas O-2, a dead engine, nothing but water below and, luckily, a submarine cruising nearby were the main factors which played important parts in his experience.

Lieut. James H. Bevans, Air Corps, took off from France Field with Major Ostrander as a passenger. While over the bay off Coco Solo, the engine went dead and resisted all efforts to start it. Realizing that land could not be reached, Lieut. Bevans put the plane down as close as possible to a U.S. Submarine which was cruising near the breakwater. No injuries were received by either Major Ostrander or Lieut. Bevans, and a rope thrown from the submarine was all that was needed to complete the rescue, although the plane went to the bottom. After changing into dry clothing, both passenger and pilot hopped off for a second and more successful trip.

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HIGH ALTITUDE AND BLIND FLYING ✓

Major H. F. Pierce, a Reserve officer in the Medical Corps, who is on active duty at Brooks Field, San Antonio, Texas, in the School of Aviation Medicine, recently visited Kelly Field and made a blind flight with Lieut. L. J. Carr. After the flight he said:

"The time will come when student aviators will be taught instrument flying immediately after they are taught to take off and land, so that they can find their way safely back to their field if they are ever caught in a fog or other unfavorable conditions."

Major Pierce is an associate professor at Johns Hopkins University and has specialized in a study of the physiological aspects of flying since 1917.

At the instigation of the School of Aviation Medicine, and under the direction of Major Pierce, an altitude flight was made at Kelly Field on August 29th without oxygen and one on the following day with oxygen, in order to determine the effect of altitude upon personnel. Lieut. O.P. Weyland was the pilot and Lieut. C.I. Ferris the observer in both flights. In these flights they reached an altitude of 18,000 feet in one hour and 35 minutes, and remained at that altitude for one hour. During this time the Observer performed certain experiments and recorded their effect upon himself. The descent was made in ten minutes. The School of Aviation Medicine is studying the results.

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BOSTON AVIATORS BID FAREWELL TO CAPTAIN FORD AND LIEUT. GEER

Reserve officers and a number of officers from the Massachusetts National Guard unit participated in a farewell dinner to Captain Christopher W. Ford and Lieut. George R. Geer, on the evening of August 28th. Both of these officers, who received orders assigning them to duty in Texas, have won wide popularity amongst the flying personnel of the First Corps Area, and their transfers are the occasion of much regret at the Boston Airport.

Captain Ford in particular, because of the length of his stay in Boston and on account of the number of executive positions which he has held during this stay, has established many close acquaintances. The local Reserve personnel feel that he has accomplished wonders in furthering their interests, and that the excellent cooperation which he has received from Lieut. Geer during the latter's all too brief stay in Boston, has resulted in a standard of efficiency which is to be highly commended.

During the course of the dinner, Captain George W. McEntire and Major Claude U. Cummings represented the Regular Army personnel in extending farewell to "Chris." and "Dick." As a token of the regard in which these two officers are held, gifts were presented from the Reserve officers and the

National Guard group.

General Preston Brown participated in the evening's activities by sending his greetings from Washington, and confirmed by the character of his remarks the judgment of the local officers as to the excellence of the work which Captain Ford has done, especially during his command of the Boston Airport.

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TEXAS NATIONAL GUARD FLYERS SPEND TWO WEEKS IN CAMP ✓

The 36th Division Aviation, Texas National Guard, composed of the 111th Observation Squadron, 111th Photo Section and the Medical Department Detachment, with a strength of 18 officers and 71 enlisted men, went into camp on August 2nd at Camp Palacios, Texas, for the Annual Field Training period. This camp, one of the best located and equipped of any of the National Guard camps, is located about 100 miles southeast of Houston, Texas, on Tres Palacios Bay, near the town of Palacios. Facilities are available there for the training of all the units of the 36th Division at one time, permitting maneuvers of all arms in cooperation.

The nine planes of this organization, five O2-H's, one BT-1, two O-17's, one PT-1 and one Regular Army ship, were flown to the camp by the pilots to which they were assigned, carrying with them all of the officer personnel except one in charge of the Squadron enlisted personnel which were transported to the camp by rail.

Through the efforts of Major Walter H. Reid, the Squadron Commander, the quarters of the Squadron were made about as comfortable as could be possible under field conditions. A permanent wooden office building has been provided, storerooms, officers' mess building, enlisted mess, toilets, showers, and concrete flooring throughout not only for buildings but for all tents for officers and enlisted men.

Operations during the camp period started with formation flying during the first day to familiarize all pilots with the surrounding country. As soon as this was completed, a schedule of intensive training in the various phases of observation aviation was put into effect. All pilots completed practice and record courses in gunnery and obtained practice in the use of rear guns. Observers were required to complete courses in the use of flexible guns. Quite a satisfactory number of both pilots and observers were found to be proficient in this work.

While the gunnery courses were being carried on, the 111th Photo Section, under the command of 1st Lieut. Joe O. Edge, prepared a mosaic map of the terrain north of the camp site, embracing an area of approximately thirty square miles. This map was used in the Division maneuvers which occupied the last week of training and in which the Squadron as a whole carried out Infantry liaison, artillery observation, command and night reconnaissance missions in cooperation with troops of the Division. Night flying, both formation and bombing, was carried out each night of the camp except those set aside for classes. Operations were under the supervision of Captain William K. Ennis.

A total of approximately 350 flying hours was accumulated, a large part of which was night flying. Nine pilots underwent this training, seven of whom were qualified to fly service type ships.

During the camp, the Lone Star State National Guard airmen had the pleasure of being visited by Major-General William G. Everson, Chief of the Militia Bureau. Captain Ennis, piloting the BT-1, picked the General up at Biloxi, Miss., at 7:15 a.m., August 11th, and proceeded directly to Palacios, arriving at 12:30 noon. A stop was made at Houston enroute. General Everson reviewed the Division in the afternoon, and at 6:30 a.m. the following day left Palacios for Little Rock, Ark., Lieut. Showalter piloting the BT-1.

August 16th finally rolled around, and the war was over for another year. Everything was packed up, the enlisted personnel loaded on the train and the ships warmed up for the return to Houston. At 2:30 p.m., the train pulled out, followed immediately by the ten ships.

Upon their return to Houston the men were pleasantly surprised to hear that the 36th Division Aviation had won second place in a contest held within the Division, based on the final rating received during the Annual Armory Inspection of 1930 (Federal). As a result of this rating the aviation unit was awarded a prize given by the Adjutant General of Texas, consisting of 68 steel lockers. These lockers have been received and are already in service.

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DISTINGUISHED FLYING CROSSES AWARDED AIR CORPS PERSONNEL

Announcement has just been made by the War Department of the award of Distinguished Flying Crosses to Captain Ulysses G. Jones, 1st Lieutenant Walter T. Meyer, 2nd Lieutenant Edwin W. Rawlings and Staff Sergeant Robert F. Summers, Air Corps, for heroism while participating in an aerial flight from Luke Field, Territory of Hawaii, to Hilo, Island of Hawaii, on May 14, 1930.

The circumstances connected with the above flight, which led the War Department to thus recognize the meritorious conduct of these four men, are described in a communication received from Lieut. Meyer, who was on duty as radio operator on this occasion, and which reads as follows:

"On the morning of Wednesday, May 14, 1930, I was a member of an Inter-Island Flight from Luke Field, Oahu, T.H., to Hilo, Hawaii. This flight was composed of nine DH planes, four Keystone LB-5A Bombers and three Loening Amphibian planes. The planes departed from Luke Field at 8:30 a.m. I was in the leading Amphibian plane as radio operator of the flight, with Lieut. U.G. Jones, piloting. Lieut. Lowe, piloting one of the Amphibian planes, was equipped for photographic work, and was to take pictures of the Airport on Maui and Upolu Point. In addition to this flight, there was a flight of 24 Pursuit planes from Wheeler Field, escorted by the Fokker Transport. There were also two Navy PD Patrol planes which were to guard the channel and act as rescue planes in case of forced landing in the water.

As the flight departed from the Island of Oahu, the nine DH's kept overland to Makupuu Point, thence directly across the channel to Molokai, along the shore of Molokai and across to Maui. They were apparently making better time than the Bombers. Our instructions in the Amphibian flight were to guide on the Bombers. Lieut. Lowe was to take pictures on Maui and at Upolu Point. We were to circle about over him. The flight of four LB-5A Bombers flew a straight course towards Upolu Point, passing slightly to the west of the Island of Lanai and Kahoolawe.

As Radio Officer of the flight, it was my duty, as on all previous flights, to report our position every ten minutes to Luke Field, using the Naval Operations Chart. I was working Luke Field on a frequency of 750 kilocycles. The Fokker Transport plane, escorting the Pursuit planes, also worked on the same frequency. We operated as a controlled net, Luke Field calling the Amphibian plane and the Fokker alternately, the Fokker on the even ten minutes and the Amphibian plane on the odd ten minutes. The Navy PD-1 Patrol planes were working the Naval Air Station on a frequency of 545 kilocycles.

As we passed over the Island of Lanai, at an altitude of approximately 6,000 feet, Lieut. Lowe left our formation and headed towards Maui, to take his pictures. The Bombing planes were on our right to the west of us. We passed over the southwestern point of Kahoolawe at about 11:00 a.m. At this time the operator at Luke Field informed me that the formation of 24 Pursuit planes and the Fokker had landed safely on Maui. The formation of nine DH planes were so far ahead of us that they had disappeared out of sight, near Upolu Point. The two Navy Patrol planes were escorting the DH's and were also out of sight. We stayed near the Bombers.

As we passed over Kahoolawe, the Bombers passed over us and were to our left and slightly to the rear of us. I gave our position report at 11:05 a.m., as position 9421. I then took my amateur movie camera and took a picture of Lieut. Rawlings' Amphibian plane flying in formation with us on our left, the four Bombing planes appearing in the background. I then signalled Lieut. Rawlings to move up directly off our left wing and took another picture of his plane with Haleakala in the background. I then put my camera away in its case and looked up on my map to figure what our position would be when I would give our report, at 11:15 a.m. While I was looking at the map and I had figured that we would be at position 9430 in approximately five minutes, Lieut. Jones banked the ship sharply to the left, signalled with his left arm and yelled "look there." Thinking there was something wrong with Lieut. Rawlings' plane, I looked in that direction and back of us and to the left and about our same level, which was approximately 4500 feet, I saw three parachutes deployed in the air all in a line, one slightly below the others. Beyond them I saw the last plane of the LB-5A formation, which had been flying a diamond formation, going straight down in a vertical nose dive. The other three planes in a "T" formation continued straight on. They apparently at this time had not noticed that the last plane had fallen out of their formation. When I noticed the three parachutes in

the air and looked towards the Bomber, I saw a parachute open out from the rear cockpit of the Bomber and go back towards the tail group where it seemed to tangle and collapse.

During this time we were spiralling around the three parachutes in the air. I had switched my radio set on to "transmit" and was sending out S.O.S. After sending S.O.S. about six or eight times, I sent the following message:

"Bomber plane falling into the sea, three men jumped in chutes position 9430 we G.L. (going to land) V.A." (end of communication)

I then started reeling in the antennae, all the while keeping my eyes on these three parachutes. At about this time, or when I finished sending my message, I heard the crash of the plane hit the water. While spiralling around the parachutes, we passed over this spot once. I noticed a few bits of wreckage on the surface of the water, which appeared to be boiling and bubbling like a kettle of water with oil mixed in with it. This spot was approximately 500 feet in diameter. It appeared to be just a greasy spot on the surface of the ocean.

Lieut. Rawlings landed his Amphibian plane just ahead of us, alongside of Lieut. Boyd, but drifted away from him. We landed shortly to the lee of the men and crossways to the wind and parallel to the waves. We hit the top of one wave and bounced about twenty feet in the air where we stalled and pancaked down onto the top of another wave. We then bounced off of it onto the forward slope of the next wave, where we stayed and plowed through the top of the wave, a sheet of spray coming over the cowling and drenching us. Prior to the landing, I had unfastened my belt and taken off my parachute and was standing up in the rear cockpit, holding to the cowling. I consider that Lieut. Jones made an excellent landing, such as it was. No man could make a decent landing in that rough sea and I thought we were very fortunate that we didn't crack up when we landed.

I saw a man slightly in front of us and off our right wing, whom I later knew to be Sergeant Alexander. I climbed out of the cockpit and onto the right lower wing and worked my way out to the tip of the wing, where kneeling down and hooking my left leg around the strut where it joins with the wing, I reached out my right hand, grabbed Sergeant Alexander by the wrist and pulled him towards me. He seemed to be all in and helpless. I put his hand around the base of the strut and got his right leg up on the leading edge of the wing. Then with both hands I grabbed hold of his parachute harness on his back and tried to pull him up on the wing with me, but due to the roughness of the sea and the weight of his tangled parachute I was not able to do it.

I yelled for Lieut. Jones to come out on the wing and give me a lift. He told me that he could not leave the controls of the plane, and it is fortunate he did not, because without anyone to control the plane and the weight of the three of us on the one wing I believe we would have turned over. Lieut. Jones extended to me his open pocket knife and told me to cut the parachute away from Sergeant Alexander. I grabbed some of the parachute and wrapped it around the end of the wing to keep him from drifting away, while I went back to the cockpit to get Lieut. Jones' knife. As I got back to the fuselage I saw Lieut. Boyd drifting towards us on the other side of the plane, off the left wing. Due to the weight of Sergeant Alexander on the right wing tip, the left wing of the plane was sticking up in the air above the surface of the water. I endeavored to get out onto the left wing to weigh it down and, if possible, give Lieut. Boyd a hand, but I could not work fast enough and he drifted by under the left wing. I saw him raise his arm and grab for the left wing pontoon and just miss it. When he did so, Lieut. Jones kicked the rudder of the plane around so that Lieut. Boyd might have a chance to grab the tail, but as he did so the nose went down, the tail up and Lieut. Boyd missed it. Also at this time, probably due to the quick jerk on the rudder of the plane, Sergeant Alexander's chute became unfastened from the right wing and he drifted astern of us.

During this time that we were in the water attempting to rescue these men, the other three LB-5A Bombers were circling overhead. My S.O.S. calls for help were received by the Luke Field radio station, relayed by telephone to the Naval Air Station, and that station called the Navy patrol planes which were down near Upolu Point and told them to get back to 9430, as a plane had landed in the water there. At the time that Sergeant Alexander drifted away from us, which was approximately 15 minutes from the time I sent out the S.O.S. call, I saw one of the Navy PD planes come in and land about 500 yards southeast of us.

Standing up in the rear cockpit, I was able to see them taxi towards these men in the water and hoped that they would be able to pick them up, as both of the Amphibian planes had been unable to do so. I saw a man standing up in the center section of this Navy plane directing the rescue work. The Navy pilot made two complete turns, one to the right and then one to the left by using his motors. These motors were of the radial air-cooled type and stood high out of the water, where they were not affected by the spray. I marvelled at the ability of the plane to maneuver in such a rough sea. When we landed, the shower of water that we got over our plane caused the right bank of our motor to cut out. We then headed the plane into the wind and waves in a northeasterly direction and started to taxi towards the direction of Maui, but after about a half hour, our motor cut out completely, due to the water getting into the distributor head, carburetor and generator, which are slightly above the water line in an inverted Liberty motor. If we had had a radial air-cooled engine, I believe that we would have been able to taxi very slowly into the lee of the Island of Maui. As it was, with a dead motor we started drifting southwest with our plane headed in an easterly direction.

Lieut. Jones had to handle the controls as if we were flying, using his rudder and elevator to keep the plane headed into the wind. The aileron control had to be worked the reverse of what they are in the air, the same as taxiing a plane on the ground. At about 1:00 o'clock in the afternoon, the plane that had been circling overhead had left us. The Navy PD plane that had landed in the water, had taxied in the direction of Maui and was out of sight at this time. We felt confident, however, that other planes would be out for us in a short time and that we would be picked up by the middle of the afternoon.

At 3:00 o'clock in the afternoon, three Navy Patrol planes appeared near us. I fired a Very pistol rocket and then they came over us and one plane dropped out of formation and started circling us, while the other two planes went on to the northwest. We could see them circling up there and had visions of boats coming towards us from all directions. We thought this plane above us was circling to mark our position, so that boats could guide on them in coming towards us. When the sun went down and it started to get dark, this one plane flew over us and the pilot jazzed his motor. I fired another Very pistol rocket to let him know we were still there. It was so dark that he could not see us and he had his navigation lights on. He then left us and flew northeast in the direction of Maui.

At this time our hopes of being saved were very small and we realized then that we would have to ride it out all night and possibly an hour or two after daylight before being rescued, if our plane held together. I inspected the hull every half hour to see whether or not any of the seams had opened and if the plane was leaking. I threw everything overboard that was of no use to us or in rescue work, such as canvas cockpit and propeller cover, iron screw pickets after taking the ropes off, parachutes, etc. We had two canteens of water and two cans of emergency rations, also two Very pistols and about thirty cartridges, ten each of red, white and green. Only about one-third of these cartridges were any good, due to dampness. From the time we landed until rescue, we only consumed about two-thirds of one canteen of water. We did not touch the emergency rations as we thought we might need them later on if we were not picked up during the night.

Between the time the sun went down and 9:00 o'clock was our hardest time. Shortly after dark, a rain squall came up, the sea appeared to get rougher and it was pitch dark. We could not see the waves coming at us, and therefore Lt. Jones had difficulty in holding the plane into the waves. Occasionally, we could see the phosphorous from the white caps on the water. When the moon came up at nine o'clock and the clouds drifted away, our spirits rose, because we knew that we would have the moonlight for the remainder of the night. We kept the ship headed east, by observing the Dipper, North Star and the Southern Cross, as well as a bright star in the east. Several times during the night we thought we saw a light, only to find out that it was either phosphorous on the water or bright stars down near the horizon. At midnight, I saw a light on the northeastern horizon and there was no mistaking it. The stars and phosphorous were all of a silver color light, while this light that I saw was more of a dull or yellow color. I watched it for several minutes and saw it appear above the waves about three times before I told Lieut. Jones. After about three attempts, I was able to fire a Very pistol rocket. It then took me almost ten minutes before I could fire a second one, which was green. It was answered almost immediately by a green rocket from the direction of the light.

I then fired another, which was in answer to their rocket and a white one, and continued firing rockets every ten minutes from that time until a boat got near enough to get its searchlight on us. I first sighted the light at exactly midnight, and it was 1:00 o'clock when the boat crossed our bow from left to right. As it drew near us I recognized it as the U.S.S. PELICAN, the Naval Aircraft Tender from the Naval Air Station at Pearl Harbor. I told Lieut. Jones that we were saved, as there was not a better boat in these waters to pick us up than the PELICAN. It is their job, they are trained in the work, have the necessary equipment, and know how to go about it.

When the boat crossed our bow, they yelled to us and asked if we had slings aboard. Lieut. Jones answered in the negative. They said: "All right, stand by for a line and we will send you one." The only thing we could understand them to say was a line. The boat turned around and was approaching us from our right, and as they crossed over in front of us they threw us a line. I was standing up on the steps in the rear cockpit, looking at the boat and shading my eyes with my hand, as I was blinded by the glare of their searchlight. The rope that they threw at us was a very light one, like a sash cord, with a lead weight about the size of a lemon on the end of it. This weight crashed through the top of the right wing, about three feet in front of my face, going through the wing. The rope then began to tear the fabric towards the leading edge. I scrambled out of the cockpit onto the top wing on my stomach and worked my way out on the wing and got hold of the rope and started pulling it. All this time we were coming closer to the side of the PELICAN.

As we got near the side of it, Lieut. Jones, thinking that I was getting off the top wing, left his cockpit, walked out on the lower right wing to the tip of the wing, stuck out his hand, got hold of a man's hand on the PELICAN, and stepped onto the deck without even getting his feet wet. At this time, when the plane banged against the side of the ship, the sailors were trying to ward the plane off with long poles, with a soft padding on the end. They yelled to me to get back, fearing that the right wing would crumble and throw me into the sea. I worked my way to the center section where I found I was turned and quite a ways astern of the PELICAN. I dropped down into the pilot's cockpit, got hold of the controls of the plane and headed her into the wind, as it had been riding crossways with the waves. The PELICAN then maneuvered around and approached me again from my right side and threw another line to me. This line passed diagonally across the center section from the right rear to the left front in an excellent position for me to get hold of it above my head. I pulled in on this line and found two one-inch ropes on the end of it. Wrapping these one-inch ropes around my right arm, I climbed out of the cockpit, up onto the center section and, lying on my stomach, stuck these ropes down under the leading edge of the top wing and around the two forward center-section struts, where I tied them securely. I then slid back into the cockpit and found that while I was not controlling the plane that the two ropes had fouled around the tail skid. The PELICAN was then headed into the wind and had me pulled tail end too into the wind. When the waves hit me, the nose went down and the tail up. I kicked the rudder hard over, which disengaged the ropes from around the tail skid. The plane jerked around so quickly that these ropes fouled on the trailing edge of the top right wing and began to crumble up the wing.

They were fouled between the top right aileron and wing section. I yelled to the men on the boat to give me slack on one of these lines, which they did. I then crawled out on the top right wing, disentangled the slack rope, carried it forward with me down to the side of the motor and, working my way forward onto the bow of the plane by holding onto the blade of the propeller with my left hand, I fastened this rope around the cleat on the bow of the plane. I then told them to take up on that rope and give me slack on the other. I climbed back onto the wing, got this other rope and, working my way forward again, I fastened it also onto the cleat on the bow of the plane. We then had the plane nose end to and pulled in to about twenty feet of the leeward side of the stern of the PELICAN. They then told me to stand fast, that they would throw me another line and send out a heavy tow rope, which I was to make fast somewhere around the motor, and then they would take me off. After five attempts they succeeded in throwing a line which I caught. I pulled it in towards me and found a heavy four-inch hemp rope with a large iron U bolt on the end of it. This bolt must have weighed 35 or 40 pounds. I tried for 20 minutes to get this rope up around the hub of the propeller, but was unsuccessful, due to

its heavy weight and dropped it. I then told them that it was too heavy for me, that I could not handle it and to take me off before I gave out or was washed off. They pulled the bow of the plane in close to the side of the PELICAN and threw me a soft Manila rope with a noose on the end of it, which I put around my body under my arms and tightened it up.

Then as the PELICAN rolled over and the deck became awash, the bow of the plane near the rail of the PELICAN, they yelled for me to jump. I dived head first and struck on the rail, on my stomach. Three men were pulling on this rope around me and two men got hold of each of my arms. They gave another pull and I landed on a coil of rope in the middle of the after deck of the PELICAN. This was just an hour after Lieut. Jones got off and fifteen hours from the time we landed in the water the previous morning."

In the citation accompanying the award of the Distinguished Flying Cross to Lieut. Edwin W. Rawlings, it is stated that at the time of the accident to the Bombing plane which caused three of its occupants to take to their parachutes and throughout the day a very strong wind was blowing, whipping up the waves to a dangerous height. With disregard for his own personal safety, Lieut. Rawlings landed his plane in close proximity to the men in the water in an attempt to effect their rescue, but owing to the high wind and waves, and a missing motor, he was unable to maneuver his plane after landing. However, by his prompt action the crew of a Navy flying boat was able to see the men in the water and effect their rescue. Lieut. Rawlings and his mechanic, Staff Sergeant Robert F. Summers, were not rescued from their plane until about 7:00 p.m. that day, having landed on the water shortly after 11:00 o'clock that morning when the accident occurred.

In the case of Sergeant Summers, the citation states, among other things - "After his pilot had landed his plane in an attempt to rescue the crew, Sgt. Summers worked tirelessly on the motor, which was missing badly, attempting to keep it going so that the plane could be maneuvered to the vicinity of the personnel in the water. Although unsuccessful in their attempt to effect the rescue, by their landing in close proximity to the men in the water, the crew of a Navy flying boat was able to see the men and effect their rescue."

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FIRST LIEUTENANT RETIRES FOR AGE

An order was recently issued by the Chief of the Air Corps placing a First Lieutenant on the retirement list by virtue of reaching 64, the statutory age for compulsory retirement. Thus has come to pass a situation which has always been treated in a jesting manner whenever the promotion question came up for discussion among Army Air Corps personnel. Such a contingency was referred to by some half jokingly, by others half sincere and by still others in a sort of prophetic vein, based on the fact that, due to their position as a body far down on the promotion list among officers of other branches of the service with less service than they, some of the Air Corps first lieutenants would never reach a higher grade before retirement.

Happily, however, the First Lieutenant who retired in that grade on reaching the age limit for active duty was a member of the Air Corps Reserve. Nevertheless, this bit of news caused many furrowed brows among Regular Army flyers and sober reflection on what the future holds for them in the matter of rank when the ultimate order comes for them to proceed to their home to await retirement.

The Reservist, whose name has been withheld, was retired to the Auxiliary Reserve Corps, but still with the rank of First Lieutenant.

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IN MEMORIAM

By Mitchel Field Correspondent

The death of Lieut. William A. Harbold on September 1st was a sad shock to Mitchel Field. Officers and enlisted men alike will miss this modest and good natured comrade. We feel that there is little we can write about him, for his excellent qualities are too well known to us all. Descended from the Kentucky pioneers, he gave his life in a manner worthy of their gallant line. And we join in a last salute to one more brave heart who gave his life in the progress of our country.

A POSER FOR THE COURT

The following little episode occurred at a Special Courts-Martial trial at March Field, Riverside, Calif., recently:

Private X was being tried for being asleep on post. Lieut. H, the Officer of the Day at the time of the alleged occurrence, was the accuser. It was brought out that when Lieut. H made his inspection at about daylight he found Private X sitting down and apparently asleep.

The accused took the stand in his own behalf and strongly denied that he had been asleep. His post at the time was the sentry box at the main gate. He claimed that he was sitting down on the seat provided for him when Lieut. H approached. It was just dawn and he saw Lieut. H approach the sentry box in his large sedan. He recognized him but made no effort to get up and render him the proper military courtesies. All of this he admitted.

When asked by a member of the court if he knew his Eleventh General Order, he said - "Yes. To salute all officers and all standards and colors not cased." This was correct, and the member then asked him why he did not carry it out because he admitted that he recognized Lieut. H; that why did he not come to attention and salute him as he should have.

To this Private X replied: "Sir, the Eleventh General Order specifically states that you are to salute all officers and colors and standards not cased and, therefore, I could see no reason why I should have jumped to attention and saluted Lieut. H when he drew up to my post. Lieut. H was cased, in that he was enclosed in a big sedan."

The members of the court were undetermined as to whether the accused was the dumbest individual in the world or one with a very clever analytical mind.

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ARMY AND NAVY MANEUVER ON PACIFIC COAST

The Army and Navy maneuver on the Pacific Coast started at 2:00 o'clock on the afternoon of August 14th. The Air Corps complement consisted of the 13 planes at Crissy Field, Presidio of San Francisco, Calif., and the Seventh Bombardment Group at Rockwell Field, Coronado, Calif. A temporary base was made at Mills Field, San Francisco, for the period of the maneuver. The 91st Observation Squadron at Crissy Field was on constant reconnaissance work during the entire maneuver, sending out regular patrols at one-hour intervals for the 48 hours which constituted the length thereof.

Major Harvey S. Burwell, in charge of the Air Corps during the maneuver, was very well satisfied with the showing made by the Army against the Navy in the face of such tremendous odds. The News Letter Correspondent states: "We all feel that if it had been actual warfare that an invading force with airplane carriers would not have had a chance."

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FISH STORIES - BELIEVE THEM OR NOT.

Lieut. Harvey Prosser, Air Corps, who took temporary command of Crissy Field, Presidio of San Francisco, Calif., during the absence of Captain Walter F. Kraus on sick leave, recently returned from an extended trip through the Northwest, where he was in charge of cooperative missions carried on with different Army posts in that section of the United States. He was detained a few days in a small field just north of Missoula, Montana, where it is reported a slight accident occurred to the airplane he was piloting. During the period he was forced to stay in this secluded part of the country, he indulged in the pastime of fishing and took several hundred pounds of trout from one of the nearby streams.

Mitchel Field in particular might well take cognizance of the Fishermen's Paradise in the wide and open spaces of the Great Northwest for, according to tales received regarding the prowess of its fishermen, the finny tribe in the eastern waters are either scarce or else too well fed to be tempted by sundry bait. A few days ago the gun and rod member of the Entertainment Committee of the Officers' Club decided to go catch some fish and help reduce the food bill of the married officers of the post. The day arrived, and bright and early our expert set out with the best of fishing tackle and the largest of bags in which to carry home his catch. He fished for a while without success. A

change of bait was no help. Spoons, minnows and hooks of all sizes and description were used at one time or another during the day. Night fell but, with enviable patience, our fisherman hopefully carried on. It was not until the early hours of the morning that he finally gave up, exhausted, sunburned, seasick, and but one fish, about four inches long, to his credit. Some cynical soul claims that the fish was bought on the way back, but we are not inclined to agree with him.

Another story from Mitchel Field goes under the caption of "Milligan's Whale." Jerry was standing on a rock far out in the waters off the coast of Maine, hauling, according to his account, fish after fish out of the briny deep with monotonous regularity. His catch was numerically large, but individually small, so he was not prepared for the gradually growing strain that developed in alarming proportions on his line. Jerry braced himself on the reverse side of his rock as the rod bent double under the pull. Perspiration stood out on his brow; he feared to be dragged out to sea by that monster on his line. Then came sudden victory! The strain relaxed and Jerry tumbled backward from the rock and into the sea with a mighty splash. Soaked, but flushed with victory, he clambered back to view his prize. It was a full six inches long. Jerry has a series of gashes from knee to ankle and a shrunken suit to prove the story.

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UNFORTUNATE AIRPLANE ACCIDENT IN HAWAII

On August 11th, while piloting a Loening Amphibian in a training formation flight with Staff Sergeant Ralph O. Mills as crew chief, Lieut. Ivan M. Atterbury crashed from an altitude of 900 feet after going into a spin. The plane landed 10 feet from the shore line in front of the officers' quarters at Luke Field and caught fire immediately. Both occupants were burned beyond recognition.

Lieut. Atterbury was born at Roseburg, Oregon. Upon graduation from high school, he attended the University of Southern California in the 1923-1924 class, studying Pharmacy. In 1924-25, he attended the Oregon State College, studying Civil Engineering, but did not graduate, and in the same year - 1925 - left college to work as a general contractor. He continued work as contractor from 1925 to 1928, and on March 1st of the following year he received appointment as Flying Cadet. He successfully completed the courses at the Primary and Advanced Flying Schools, graduated March 1, 1930, rated Airplane Pilot and Airplane Observer, and commissioned a 2nd Lieutenant in the Air Corps Reserve. Being placed on active duty for one year under his reserve commission, Lieut. Atterbury was assigned to the Hawaiian Department, and arrived at Luke Field on March 27, 1930. While serving at this station he was, on June 6, 1930, commissioned a 2nd Lieutenant in the Air Corps, Regular Army. He had flown PT-3, DH, O2-A, B, C, K, and Loening Amphibian types of airplanes during his service as Flying Cadet and as an officer. His home prior to entering the military service was Route #1, Box #7, Roseburg, Oregon.

Lieut. Atterbury's untimely death is keenly felt by his comrades in the service, and the Army has lost a promising young officer.

Staff Sergeant Ralph O. Mills was born November 20, 1904. His home address prior to entering the service was 107 East Elm, St. Saborus, Illinois. He arrived in the Hawaiian Department on March 2, 1928, from Selfridge Field, Mich., where he served with the 17th Pursuit Squadron. At Luke Field he served with the 4th Observation Squadron to the date of his unfortunate death. Sergeant Mills was discharged as a Sergeant on his first enlistment in the Army Air Corps with character "Excellent," on February 12, 1925, and as Staff Sergeant from his second enlistment on February 19, 1928. He was single. His loss is keenly felt by those who knew him.

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TOUGH SLEDDING AT PRIMARY FLYING SCHOOL

The July 1st Class of the Primary Flying School at Brooks Field, San Antonio, Texas, started off with a total of 137 students, comprising 13 officers from the Regular Army, two foreign students from Guatemala, one noncommissioned officer, six experimental cadets, 26 Cadets from the Army and 89 Cadets from civil life. Of this number 40 have already been recommended for elimination, 36 of them because of the lack of flying ability.

THE DEMOCRATIC SPIRIT IN THE ARMY

"Democracy is the key-note of our Government and it certainly exists in the local Flying Cadet Detachment," says the News Letter Correspondent from March Field, Riverside, Calif. He then goes on to say that one certain afternoon, during the recent enrollment of the present lower class at the Primary Flying School, a Packard Eight Sedan drove up in front of the Cadet Detachment. A fine looking young man with his mother was sitting in the rear seat with a dusky chauffeur driving.

The chauffeur got out and ran around to the door, grabbed a bag of golf clubs and two Gladstone bags, while the youth kissed his mother and slowly followed the chauffeur with his baggage up the walk to the Orderly Room door. At the time watching the procedure was an upper-classman with the chevrons of a Sergeant on his sleeves. He walked out to meet the new "Dodo" and in a loud and stern voice said: "Say, Mister, from now on you carry your own equipment." The chauffeur, with big eyes and open mouth, dropped the luggage and the youth picked it up. The upper-classman then doubled time the new boy with all his baggage across a well watered lawn to the Orderly Room. The chauffeur returned to the car, the fond mother returned her lorgnette to her bag and looked away in disgust while the car was turned and quickly sped away.

The youth is still with us and he has taken his discipline and likes it. They say he has the makings of a fine officer.

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GENERAL LAHM RETURNS TO FAMILIAR SURROUNDINGS

Brigadier-General Frank P. Lahm, who resumed his former rank of Lieutenant-Colonel, recently returned to his former station at the Presidio of San Francisco, California, as Air Officer of the 9th Corps Area, a position which he held prior to his temporary appointment as Brigadier-General and Assistant Chief of Air Corps. In that capacity he organized the great Air Corps Training Center at Duncan Field, San Antonio, Texas.

Few men have rendered longer or more consistently constructive service to aviation than Frank P. Lahm. He was soloed by Wilbur Wright, flew with Orville Wright in 1908, and was the first officer of any army to fly. He has since had varied experience with both heavier-than-air and lighter-than-air craft. In England and France and on the western front he rendered distinguished service in the World War. Since the war his contributions to the advancement of heavier-than-air aviation have been equally meritorious.

General Lahm's reassignment to the Ninth Corps Area is said by officials to be significant of the importance attached to the Air Corps development program which has commenced on the Pacific Coast.

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AIR CORPS TO MAP OLYMPIA PENINSULA

The 15th Photo Section at Crissy Field, Presidio of San Francisco, Calif., has been detailed to map an area of 1800 square miles on the Olympia Peninsula in Washington. The project is in command of Lieut. E.B. Bobzien, with Sergeant Stockwell as photographer.

A new photographic plane is to be used on this project, having been built for the Army by the Fairchild Company. With supercharger equipment on the "Wasp" motor, the plane has a service ceiling of 20,500 feet. Oxygen tanks are carried for altitude work. Special navigation instruments are carried in the cabin, and there is space for two cameras with all accessories and room for two men.

The camera being used on the present project is a Bagley multi-lens, having four lenses that operate simultaneously, photographing an area of 18 square miles at 15,000 feet with a single exposure. This new equipment makes possible a more accurate survey than is possible on the ground at less expense and an enormous saving of time.

From the photographic prints it is possible for engineers to compile practically all of the necessary data for making topographical maps with virtually no ground work, even to placing of contours to as close as a ten foot interval.

FERRYING PLANES BETWEEN THE U.S. AND PANAMA

Having definitely established the practicability of ferrying military airplanes between stations in the United States and the Panama Canal Zone, with resultant saving in time, as well as expense involved in crating and shipping them by other means of transportation, the Army Air Corps is now making a regular practice of transferring airplanes to and from that insular possession under their own power. A most recent case in point is the flight of four PW-9C Pursuit airplanes, under the command of Captain Louis N. Eller, Air Corps, which took off from France Field, Panama Canal Zone, at 6:25 a.m., September 1st, enroute to the Repair Depot at Duncan Field, San Antonio, Texas, and arrived at destination five days later. On this flight the four airmen passed over Costa Rica, Nicaragua, Honduras, Salvador, Guatemala and Mexico. At the San Antonio Air Depot these planes will be overhauled and shipped to other Air Corps activities, France Field having already been furnished a more modern type of Pursuit plane. The Army pilots returned to their home station by rail and boat.

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A QUESTION ABOUT THE "QUESTION MARKS."

The use of the name "Question Mark," spelled "?" by the French trans-Atlantic flyers, Coste and Bellonte, has caused considerable confusion among that class of laymen who follow aviation events only so far down as the headlines.

The original "?" of fame was the tri-motored Fokker, used by Army Air Corps flyers in the first real endurance refueling flight on the West Coast the first week in January, 1929. The personnel of that flight were Major Carl Spatz, Captain Ira C. Eaker, Lieuts. H.A. Halverson and Elwood R. Quesada, and Sergeant Roy Hooe. This flight established a record of 150 hours, 40 minutes and 14 seconds in the air. The record was short lived, however, and the present one, established August 17, 1930, at Lambert Field, St. Louis, Mo., by Dale Jackson and Forest O'Brine, is 647 hours, 28 minutes and 30 seconds. Nevertheless, the flight of the "Question Mark" did set the pace, and was the means of pointing out that, through good organization, continuous good weather and skillful piloting, the actual mechanical endurance of an airplane and its engine or engines could be tested actually in the air and not necessarily on the test block alone.

The present famous "?" is a Breguet sesquiplane, and was flown from Paris, France, to the Curtiss-Wright Field at Valley Stream, Long Island, New York, by Dieudonne Coste and Maurice Bellonte, French pilot and navigator, respectively, in 37 hours.

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CAPTAIN WARREN TO STUDY AT THE BABSON INSTITUTE

The scholarship which the Babson Institute, Boston, Mass., recently awarded to the War Department, was allotted by the Secretary of War to the Army Air Corps, and Captain George S. Warren, stationed at the Materiel Division, Wright Field, Dayton, Ohio, is the first Air Corps officer to be honored with a detail as student at this prominent school of business administration.

Under Special Orders of the War Department, recently issued, Captain Warren is directed to report to the President of Babson Institute not later than September 24th.

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PILOT SEARCHES FOR HIMSELF

Lieut. Allen, of Mitchel Field, recently flew to Boonton, New Jersey, to visit the Radio Laboratories there. Shortly after his arrival, a phone call came through telling of a plane crashing in that vicinity. Lieut. Allen took off and for forty minutes searched for some trace of the wreck. Finding nothing, he returned to Boonton again to secure more information. He discovered then that an Army plane had been seen diving towards the ground at the same time he had landed. The plane had passed below a hill and had not come up again. Remembering that he had dragged the field down wind, put the ship into a wing over and landed, Lieut. Allen realized he had wasted forty minutes looking for himself.

V-6075, A.C.

BROOKS FIELD SQUADRONS CELEBRATE ORGANIZATION DAY

Celebrating the fourth anniversary of its organization, the 51st School Squadron held its annual picnic at Landa Park, New Braunfels, Texas, on Saturday, August 9th. With practically one hundred percent attendance on the part of members of the organization and many invited guests, the big day was inaugurated with swimming in the beautiful park pool. It was a typical, old time picnic day - hot and sweltering, so consequently the pool was the popular rendezvous throughout the entire day.

The high spot in the day's entertainment was the muchly anticipated baseball game between the noncoms and the privates. "Old Timer" VanHouten, First Sergeant, reverted to his old time proficiency as a twirler and chalked up seven strikeouts in his four innings on the mound. The heat and the tell-tale decrepitude of "old age", however, proved too much for this potential fire-eater.

Lieut. L.L. Koontz, the Squadron Commander, was put in as a pinch hitter for the privates in the seventh inning with two men on. The gallery, expecting at least to see him paste one out of the lot, was disappointed when his one-time keen baseball eye tricked him and he failed to connect. The Noncoms won the game 10 to 7.

A pie-eating contest, which had been anticipated as the "piece de resistance" of the day's entertainment, had to be eliminated from the order of the day owing to Lieut. Dayton's late arrival. Miniature Golf proved quite an attraction to many of the boys and their dates, and the day's program was brought to a close with a dance in the Landa Park pavilion.

The Squadron feels keenly indebted to its Squadron Commander, Lieut. Koontz, for the fine spirit of cooperation manifested in making this fourth Organization Day one never to be forgotten.

The 1930 Organization Day of the 52nd School Squadron, Brooks Field, was held on Saturday, August 16th, at Landa Park at New Braunfels, Texas, about 38 miles from Brooks Field. The transportation available consisted of three GMC trucks, 1 Cadillac, 1 Chrysler, 2 30-passenger Grey Line busses and private cars. In all, there were about 135 enlisted men and about 75 guests present.

The organization left Brooks Field at 9:00 a.m., arriving at Landa Park at about 10:15. The majority of the men and their guests immediately headed for the bathing pool. The pool there is a large one, with plenty of devices to dive and swing from. Only one minor casualty was recorded for the day, and that was because Private Hill misjudged the depth of the swimming pool by about two feet. The use of about 20 row-boats was had during the day and they were all kept in constant operation. Although the men were allowed to fish, there was so much else to do during the day that very little of it was done. At noon all assembled on the picnic grounds for lunch, and plenty of everything was available.

The menu consisted of fried chicken, boiled ham and all the various picnic side dishes which could be thought of, including near beer on tap and all kinds of soft drinks. After lunch some went back to swim, others boating, while the rest played miniature golf on the 18-hole miniature golf course. Over 300 games were played during the day. At 8:30 p.m., a dance was well attended, and at 11:00 o'clock the journey back to Brooks Field was started, a tired but happy lot of men going to their quarters shortly after midnight.

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AMBITIOUS SCHEDULE FOR LANGLEY FIELD FOOTBALL TEAM

In endeavoring to give the Post personnel the utmost in Fall and Winter sports, the Athletic Council of Langley Field arranged a very complete and ambitious football schedule for 1930. Twelve games are on the schedule at present, of which nine are with College Elevens. Only four games will be played away from home, giving the Post eight games at home.

Langley Field had approximately 160 men answer the call of the coaches on August 25th. This number will be cut eventually to 33 men, which will comprise the first team. The weeding out process will be a long and tedious one, as there are many players with a wealth of experience on the Post.

It is the aim of the Recreational authorities to bring back the spirit of former days, when Army football was something closely watched by the papers and sporting writers. We are trying to bring to the Air Corps a reputation for

clean, hard sportsmanship as solid as the one they now hold of efficiency and esprit de corps in their daily duties," says the News Letter Correspondent, adding: "We point with pride to our record of last season, but believe it can be bettered and will be this year."

The football schedule for 1930 is given below, as follows:

<u>Date</u>	<u>Opponent</u>	<u>Playing Field</u>
Sat. Sept. 20th	William and Mary	Williamsburg
Sat. Sept. 27th	Campbell College	Langley Field, Va.
Fri. Oct. 3rd	Quantico Marines	Quantico, Va.
Fri. Oct. 10th (Night)	Apprentice School	Newport News, Va.
Sat. Oct. 18th	New River State College	Beckley, West Va.
Sat. Oct. 25th	Atlantic University	Langley Field, Va.
Sat. Nov. 1st	Fort Monroe	Langley Field, Va.
Wed. Nov. 5th	Fort Eustis	Fort Eustis, Va.
Sat. Nov. 8th	Atlantic Christian College	Wilson, N.C.
Tues. Nov. 11th (Armistice Day)	Potomac State College	Newport News, Va.
Sat. Nov. 15th	Gallaudet College	Langley Field, Va.
Sat. Nov. 22nd	Oak Ridge Military Institute	Langley Field, Va.
Thurs. Nov. 27th (Thanksgiving Day)	(Pending)	Langley Field, Va.

The record of William and Mary is well known in this section of the East and South. For several years they have been leading contenders for the mythical flag of the Virginia Conference. However, this game is an early season practice one for both teams, and the decision either way makes very little difference on the outcome of our season.

Campbell College, Oak Ridge Military Institute and Atlantic Christian College are North Carolina teams having fine records. Oak Ridge especially is outstanding. They have been conceded the Southern Prep championship for the last year or so by a number of sports writers.

New River State, Potomac State Teachers' College and Gallaudet teams come from West Virginia, Virginia and the District of Columbia, respectively. Gallaudet is probably the best known. Last year this team had on its roster the third highest individual scorer in the country. However, New River State has been West Virginia Conference Champion for the last two years and has lost only two games in that period.

The remaining games with Fort Monroe, Quantico Marines and Apprentice School are among the hardest we have, as these teams will give a good account of themselves in any contest. Fort Monroe is an old rival of Langley, and an athletic contest between them always results in intense feeling on the part of both teams' partisans. Atlantic University is a newcomer and unknown, but can be a tartar if not watched closely.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Colonel Gerald C. Brant, Mitchel Field, to the Hawaiian Department, sailing from New York about October 28th.

Captain Asa J. Etheridge, Selfridge Field, to Hawaiian Department, sailing from New York City about October 28th.

Assignment of Major Lawrence S. Churchill, Langley Field, to duty as student at Air Corps Tactical School, revoked.

Major Leo G. Heffernan relieved as Commandant of Air Corps Technical School, Chanute Field, Ill., Lieut.-Col. Jacob W.S. Wuest being assigned to this position.

Captain Calvin E. Giffin assigned to duty at Maxwell Field instead of Chamute Field.

1st Lieut. Ernest E. Harmon, upon completion of tour of duty in Panama Canal Department, to Mitchel Field, N.Y.

1st Lieut. Maxwell W. Balfour, Walter Reed General Hospital, to report to Army Retiring Board for examination.

1st Lieut. Alfred W. Marriner, Fort Sam Houston, Texas, to Chanute Field.

1st Lieut. Walter B. Hough, Mitchel Field, to Office Chief of Air Corps.

1st Lieut. Wallace G. Smith, Chanute Field, to Materiel Division, Wright Field, Dayton, Ohio.

1st Lieut. Roscoe C. Wriston, Maxwell Field, to Chamute Field, Ill.
1st Lieut. Earle E. Partridge from United States Military Academy, West Point, N.Y., to Panama Canal Dept., sailing from New York City about Oct. 23rd.
1st Lieut. Stanton T. Smith, Kelly Field, to duty with Organized Reserves, 5th Corps Area, Fort Benjamin Harrison, Ind.
1st Lieut. Joan M. Weikert from Chamute Field to United States Military Academy, West Point, N.Y.
1st Lieut. Russell M. Greenslade from New York City to Chamute Field, Rantoul, Ill.
1st Lieut. Frederick D. Lynch, Kelly Field, to Dodd Field, Fort Sam Houston, Texas.
2nd Lieut. Robert K. Giovannoli, Selfridge Field, to Bolling Field, D.C.
2nd Lieut. Reginald F.C. Vance, Langley Field, to Aberdeen Proving Ground.
2nd Lieut. Samuel W. Van Meter from Fort Riley to Air Corps Training Center, Duncan Field, Texas.

Upon completion of course of instruction and temporary duty at Air Corps Training Center, Duncan Field, following-named officers to March Field, Calif., for duty: 2nd Lieuts. Edward H. Alexander and Paul B. Wurtsmith from Selfridge Field; 2nd Lieuts. Harley A. Grater, William A. Matheny, Ralph A. Murphy and James H. Wallace from Langley Field; Eugene H. Rice from Fort Sam Houston, Tex.

Following-named officers to Air Corps Training Center for duty: 2nd Lieuts. Orrin L. Grover and Kenneth A. Rogers, Selfridge Field; Guy F. Hix, Fort Riley, Kansas; George F. Kinzie and Raymond L. Winn, Fort Crockett, Texas; William H. McArthur, Maxwell Field.

Detailed to the Air Corps, and to Brooks Field for flying training: 1st Lieut. Wm. V. Gray, Infantry; 2nd Lieut. Morris J. Lee, Cavalry; to March Field, 2nd Lieut. Walter E. Ahern, Infantry.

Relieved from detail to Air Corps: 2nd Lieut. Raymond E. Bell, Inf., to Infantry School, Fort Benning, Ga.; 2nd Lieut. Basil L. Riggs, Cavalry, to Cavalry School, Fort Riley, Kansas, for duty as student; 1st Lieut. Walter D. Buie to Hawaiian Department for duty with Infantry; 2nd Lieut. John P. Kidwell to 11th Infantry, Fort Benjamin Harrison, Ind.; 2nd Lieut. Wm. F. McKee to Panama Canal Zone for duty with Coast Artillery; 2nd Lieut. Wm. P. Connally to Field Artillery, 2nd Division, Fort Sam Houston, Texas.

Transferred to Air Corps: 2nd Lieut. James E. Briggs, Field Artillery, rank from June 9, 1928.

Reserve Officers detailed to extended active duty: 2nd Lieuts. Thaddeus Terry, Los Angeles, Calif., to Rockwell Field, Calif.; Olin Lincoln Day, Belmont, Ill., to Scott Field, Ill.; Douglas Field Woolley, Alameda, Calif., to Crissy Field, Calif.; Paul Montgomery Norman, Des Moines, Iowa, to Selfridge Field, Mich., Sept. 1, 1930, to June 30, 1931 -- Richard B. Stith, Hollywood, Calif., to Rockwell Field, Sept. 11, 1930, March 9, 1931 -- George Sheldon Stead, Norwich, N.Y., to Mitchel Field, N.Y., Sept. 15, 1930, to June 30, 1931.

Promotion: 2nd Lieut. Walter G. Bryte, Jr., to 1st Lieutenant, rank from September 4, 1930.

Resignations: 1st Lieut. Kenneth Garrett, 2nd Lieuts. Hudson Chadwick, Jr. and Samuel James Simonton.

Change of Name: Captain Robert Oldys to Robert Olds.

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CONTRACTS FOR NEW AIR CORPS EQUIPMENT ✓

Contracts for new Army Air Corps equipment, involving an expenditure of \$306,657.98, were recently approved by the Assistant Secretary of War.

The Stout Metal Airplane Company Division of the Ford Motor Company, Dearborn, Mich., is to begin construction for the Air Corps of four Model C-4A tri-motored Cargo planes at a cost, including spare parts and drawings, of \$157,391.40. These airplanes will be powered with Pratt & Whitney R-1340-D "Wasp" engines.

The Pratt & Whitney Aircraft Company, of Hartford, Conn., received a contract for \$132,629.58, covering 24 Type R-1340-D "Wasp" engines and spare parts, twelve of which will be installed in the Cargo planes above referred to, the remainder to be used as spares.

Under its contract with the Detroit Aircraft Corporation, Detroit, Mich., the Air Corps will receive in the near future one Detroit Lockheed fast single-engined (air-cooled type) Transport plane. This plane, which will cost \$16,637, including drawings, will be equipped with an SR-1340-C "Wasp" engine.

ARMY AIRMAN MAKES LONG JOURNEY ON HORSEBACK

Major Harrison H. C. Richards, who recently reported to the Primary Flying School at Brooks Field, San Antonio, Texas, for duty as Executive Officer, made the entire trip from Fort Leavenworth, Kansas, a distance of 1,050 miles, on horseback, using his polo pony as a pack horse. Averaging approximately 33 miles a day, he accomplished the trip in 32 days.

Had Major Richards used the latest mode of transportation he would have accomplished the journey in about ten hours.

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CHANGES IN PERSONNEL AT PRIMARY FLYING SCHOOL, BROOKS FIELD

Captain L.R. Knight, who has been Director of GROUND INSTRUCTION at the Primary Flying School at Brooks Field, San Antonio, Texas, for the past 2½ years, was assigned as Director of Training. First Lieutenant Donald D. FitzGerald, Senior Instructor in the Ground School for about two years, succeeded Captain Knight as Director of Ground Instruction. First Lieut. Robert D. Knapp was appointed Director of Flying and Operations in place of Captain Chennault who is now at the Air Corps Tactical School.

First Lieut. Robert W. Harper, Secretary of the Air Corps Primary Flying School since 1928, received War Department orders transferring him to the Philippine Department for a two-year tour of duty.

Lieut. Harper was assigned as Assistant Director of Flying in 1927, and the following year was detailed to organize the Secretary's Office, which he did in an able and efficient manner.

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A SOLDIER ✓

The passing civilian, glimpsing a man in Army uniform, is prone to dismiss the soldier as one trained in the profession of arms alone. Nothing could be farther from the facts.

In the ranks of the U.S. Army today are soldiers with a diversity of interests not usually associated with martial men. There are budding artists whose canvasses have elicited praise, musicians who are hailed as maestros in the making, writers who are making the best of pulp paper magazines - to mention but three of the fine arts.

A case in point is that of a machine gunner at a northwestern Army post. Five days a week this soldier's skilled fingers curl about the trigger of a chattering Browning machine gun. Sunday the same fingers of the soldier play upon the keys of a magnificent pipe organ in a church of an adjacent big city. The machine gunner's artistry on the key-board of the throbbing organ stirs the congregation and music lovers, according to the report, and the man has been acclaimed a musical genius.

It would be revealing, indeed, to our civilian friends if some respectable agency made a survey of the "hobbies" of our talented Regulars and published the results of such a canvass.

The United States Army not only builds men. It brings out the inherent, latent talent in the individual soldier and spurs that man on to the exercise of his particular gift until he reaches the heights for which his endowments fit him. - Maxwell Field News Weekly.

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NEW BASIC TRAINING PLANES FOR BROOKS FIELD ✓

Brooks Field received notice that the first eight of their new BT-2's will be ready for ferrying from the Douglas factory at Santa Monica, Calif., in the very near future. The following-named officers are scheduled to introduce these planes to Texas climato:

First Lieuts. D.D. FitzGerald, H.M. Turner, R.W. Harper, 2nd Lieuts. E.H. Porter, E.J. Rogers, C.H. Deerwester, J.C. Denniston and L.P. Turner.

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Maxwell Field, Montgomery, Ala., recently received a number of horses, all of them more or less trained for Polo work. Plans are under way for the organization of a polo team. Candidates for the team are no doubt practicing how to avoid nose dives from low altitudes.

SLOW FLYING IN TRAINING TYPE PLANES

Traveling at an average speed of some 60 miles an hour "isn't so hot" in these progressive days, but that is what actually transpired during a 380-mile flight of Missouri Reserve officers to Sioux Falls, S.D., on Labor Day.

According to the News Letter Correspondent, the trip, made in three "hops" by five PT-1's and one O-11, required over six hours of flying time. Strong head winds encountered most of the way retarded the progress of the seven Reserve officers and three Air Corps privates who made the journey to Sioux Falls to participate in the Third Annual Airfair at that place. "Airfair" is a new word to remember.

The aerial activities were scheduled for Labor Day and the three following days, but the visiting airmen did not stay for the entire show, returning the second day after arrival. Some of the officers who made the flight were members of the Organized Reserve Camp held at Richards Field, Kansas City, Mo., August 31st to September 13th.

Captain William "Bill" Wright, the affable C.O. of Richards, who was in command of the expedition, and the following officers and enlisted men participated in the flight: Major Thomas L. Dawson; Captain John W. Ranson; 2nd Lts. Robert M. Burt; Alfred D. Hillman; Ben A. Sweeney; Homer L. Bredou; Private Dan O'Connell, E.R.C.; Privates Clarence M. Parks and John S. Micek.

Some of the old time PT pilots cussed the flight leader, Lieut. Burt - a novice in the art of catering to the vagaries of PT's, for taking Captain Wright's instructions on saving his motor too literally, especially as he was herding the slowest air cruiser of the lot. Major Dawson complained that he fell off into several spins trying to keep behind. That complaint wasn't the worst, however, as he landed at Offutt Field, Omaha, Nebraska, with less than a gallon of gas in his tanks.

The Airfair officials did themselves proud in the manner in which they entertained the aerial cavalcade from Kansas City. Having had some experience from two previous years, every move that was made followed the most approved ethics and practice for the comfort of visiting aviators.

On the way up, in due respect to Private Parks who lived at Larchwood, a few miles east of Sioux Falls, the formation veered out of its way a bit to execute a formidable PT power dive on Private Parks' home town. All of the fifty inhabitants crowded the main drag and waved vigorously. We felt that their hearts were swelling with pride at this tribute from the skies to the local boy who had gone to the big city and made good.

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BAD NEWS FOR KELLY FIELD AUTOMOBILE OWNERS

The News Letter Correspondent states that Kelly Field has instituted something new in the way of traffic control. An automobile pound has been established on the post, and careless persons caught speeding, parking in forbidden places, and committing other violations of traffic regulations lose the use of their cars, said cars being stored in the Post Garage.

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NEW PARACHUTES ISSUED AT KELLY FIELD ✓

As the native from Sunny Italy would put it in American language - "Big a da man, big a da 'chute," and which is as it should be. According to the Kelly Field Correspondent, eleven "super parachutes" were recently issued to eleven "supermen," each weighing over 180 pounds. The new 'chutes, which have a diameter of 28 feet as against 24 feet for the regulation type, were issued to Captain Orlo H. Quinn, Lieuts. E.H. White, E.T. Rundquist, Lester J. Maitland, L. S. Smith, I.L. Proctor, Dale V. Gaffney, Bernard S. Thompson, LaVerne Saunders and R.B. Lea.

Wonder how these eleven men would stack up as a football combination?

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NOTES FROM AIR CORPS FIELDS

Primary Flying School, March Field, Riverside, Calif., August 27th.

Second Lieut. William B. Blaufuss, Air Corps, is at present in Letterman General Hospital suffering from sun-stroke which occurred at Trono, Calif., on August 24th. Lieut. Blaufuss with other officers journeyed with the March Field baseball team to Trono the previous day to play a two-game series with the ball team from the large potash plant located there. Trono is on the edge of Death Valley, and the temperature sometimes reaches 130 degrees in the shade with no shade. On Sunday afternoon, in order to get relief from the intense heat, Lieut. Blaufuss sought refuge in the large swimming pool located in the town. While sitting on the raft in the middle of the pool, others noticed a peculiar expression appear on his face, and he fell off backwards into the pool. No one paid much attention to this, because they thought that he was just performing a funny dive. However, after a short time, they became concerned and went down after him. He lay unconscious on the bottom of the pool. Taken immediately to the town hospital, the local doctor stated that it was the severest case of sun-stroke and near drowning he had ever seen. On Monday he was transferred to the Letterman General Hospital by plane.

Captain R.C.W. Elessley, until recently Director of Flying, left August 26th on a month's leave prior to reporting to his new station, Selfridge Field. First Lieut. Paul L. Williams was assigned as Director of Flying in his place.

The Flying Cadet Detachment has been practicing formal retreat parades. Within a week it is the intention to have formal parade at retreat to which the public will be invited. The Cadets make a very creditable showing in their blue uniforms and rifles and, with a full band present, the ceremony goes off with all the finish and perfection of a retreat parade at West Point - with greatly reduced numbers, however.

After years in their scabbards, sabers are now being drawn. Heretofore, a watchman system of guard has existed at March Field, but recently a regular twenty-four hour system has been installed, with an informal guard mount each evening. Just prior to going on guard, the Officer of the Day can be seen each afternoon with a M.I.G.D. in his hands brushing up on how it should be done. So far no casualties have occurred by drawing sabers, but several clipped ears and torn hat brims have been noticed on officers about the field.

Major Chauncey L. Chase, M.C., Flight Surgeon at March Field for the past three years, was around bidding his many friends good-bye, prior to his departure for Mitchel Field, L.I., New York, to which station he was transferred. He goes with the sincere good wishes of all members of this command with whom he has been associated during this period.

Fort Sill, Oklahoma, September 9th.

Orders were received for the return to Duncan Field of the three PT-3A's which had been assigned to this station for the last few months. Captain L.P. Hickey, 2nd Lieuts. Charles K. Moore and Douglas T. Mitchell returned these ships.

The last of our old flying equipment, three Douglas O2-H planes, were ferried to Duncan Field by Lieuts. Jackson, Chadwick and Maughan. Upon the arrival of our allotment of Thomas Morse planes, all the O2-H's were turned in at Duncan Field.

First Lieut. Winfield S. Hamlin, recently transferred here from the Philippine Department, reported for duty after 30 days' leave.

Second Lieut. Claire Stroh reported here from Chanute Field and was assigned to duty as Photographic Officer.

Second Lieuts. Kenneth P. McNaughton and George V. Holloman were granted leave before reporting to their new station, Chanute Field.

1st Lieut. Vic. Beau, Regular Army instructor with the National Guard Squadron at Denver, Colorado, was on ten days' detached service with the 45th Division National Guard which was on two weeks' active duty at Fort Sill.

Captain Neal Creighton and 2nd Lieut. Dudley E. Whitten started for Denver, Colorado, but were forced down at Wiley, Colorado, on account of motor trouble. It was necessary to install a new motor.

General Dorey, Commander of the 8th Corps Area, with his aide, Lieut. Adams, arrived from San Antonio and stopped overnight.

Colonel George P. Tyner, Chief of Staff, 8th Corps Area, piloted by Lieut. Prince, arrived from San Antonio, remained overnight and returned the next day.

Captain Neal Creighton returned from Fitzsimmons General Hospital, Denver, Colo., to resume command of the First Balloon Company.

Crissy Field, Presidio of San Francisco, Calif., August 19th.

On August 11th, the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, accompanied by Mr. Adamson, his assistant, Major D.C. Emmons and Captain Ira C. Baker, visited Crissy Field and the San Francisco Bay area, where new Air Corps projects are in progress.

Several of the boys just received their orders to report to the Air Corps Technical School at Chamute Field. Lieuts. Cullen, Hansen and Fernanda are taking the photographic course; Lieut. Lindsay, line maintenance, and Lieut. Ball the Armament course. They were scheduled to leave San Francisco on the Transport sailing September 12th.

Some new planes are scheduled for Crissy Field shortly. One is a C-7, which is a tri-motored Fokker and a replacement for the Douglas Transport which was condemned by Engineering Officer Paul Wilkins. He happened to notice that the tail surfaces were coming off prior to a take-off of the Transport in which he was to be a passenger.

Boston Airport, East Boston, Mass., August 30th.

During this month the following visitors arrived and departed from this station in order of notation:

Captain Lynd, pilot, and Captain Stribling, passenger, Bolling Field and return; Lieut. Merryweather, solo, Mitchel Field and return; Major H.M. Hickam, solo, Bolling and return; Lieut. Arthur I. Ennis and Lt.-Col. Ira Longanecker, Bolling and return; Lieut. Mulligan, pilot, Sgt. Blackden, Mitchel Field and return; Lieut. W.H. Buracker, U.S.N., pilot, and Lieut. L.M. Grant, U.S.N., Philadelphia and return; Lieut. Davenport, pilot, and Lieut. Starrett, Mitchel via Manchester and return via Hyannis; Lieut. P.H. Johnston, pilot, and Lieut. Mulligan, Mitchen and return; Lieut. Grant, U.S.N., solo, Philadelphia, via New Bedford and return; Major Gilkeson, pilot, and Major Mitchell, Wright Field, via Schenectady, and return via Mitchel Field; Lieut. Stranathan, pilot, and General Brown, Bolling via Martha's Vineyard and return; Lieut. J.S. Gullet, solo, Bolling Field via Mitchel and return; Lieut. Cook, pilot, and Colonel Brady, Mitchel Field and return; Lieut. Ewen, solo, Philadelphia via Portsmouth and return via Mitchel; Lieut. Evans, pilot, and Private Scarboro, Mitchel and return; Lieut. Stranathan, pilot, and General Preston Brown, Bolling and return; Lieut. Warren, pilot, and Private McQuade, Mitchel and return via Fort Ethan Allen.

Cross-country flights from this station during this month, included a ferrying mission from Middletown; several trips by Congresswoman Rogers with Lieut. Wilson as pilot; an airport opening at Caribou, Maine, flown by Captain Ford, Lieuts. Wilson and Geer; trips to Edgartown, Keene, Newport, Fitchburg, Hyannis, Fort Ethan Allen, Bolling, Mitchel, and Middlebury, Vermont.

Under the impetus of the excellent flying time total of 317 hours, 40 minutes, hung up in June - a record for stations of comparable size to shoot at - the Reserve unit continued a commendable response to the efficient and sympathetic cooperation of their administrative officers, Captain Ford, Lieuts. Wilson and Geer. Practically the entire group of active Reserve pilots is participating in the summer training either at this station or at Mitchel Field. Captains Charles Blake, Charles Clark, and George H. Lusk completed tours at the Boston Airport.

Third Attack Group, Fort Crockett, Texas, August 15th.

Second Lieut. S.J. Simonton, 8th Attack Squadron, tendered his resignation from the Army in order to become assistant to Lieut.-Colonel John H. Jouett, head of the Aviation Department of the Standard Oil Co. of Louisiana. Lieut. Simonton was head coach of the Fort Crockett football team, 8th Corps Area champs last year. The team will miss his excellent coaching this year.

Captain Lotha Smith, 8th Attack Squadron, has gone on a 45-day leave. Capt. and Mrs. Smith will drive to Michigan for a visit.

Initial practice of the Fort Crockett football team was called on Friday, August 15th. First Lieut. Alfred Lindeburg was appointed head coach. This officer has coached at Langley Field and helped to win the 3rd Corps Area championship for them sometime ago. It looks like another big year for Fort Crockett.

Third Attack Group, Fort Crockett, Texas, September 1st.

The Fort Crockett football team, otherwise known as the "Golden Tide," is rapidly rounding into shape for a reported tough season ahead. Forty-three men reported to Lieut. Alfred Lindeburg, head coach, on the 15th of August. The boys look pretty good to repeat their performance of last year, when they copped the 8th Corps Area championship.

Second Lieut. Thomas L. Mosely, 13th Attack Squadron, was the sole representative of the Group at the Air Corps Gunnery Matches held at Langley Field.

The Group is losing two well liked officers in Lieuts. George F. Kinzie and Raymond L. Winn, who are being sent to Duncan Field for a tour of duty.

Information was received to the effect that the Group will receive two new Ford tri-motor Transports for permanent station here.

Nichols Field, Rizal, P.I., August 7th.

2nd Observation Squadron: During July, three Douglas O2-H airplanes put in a total of over 140 hours' flying time. This time was divided between formation flying, radio practice, routine flying and a number of missions with the Philippine Division.

66th Service Squadron: Technical Sergeant Alvan Killgore, appointed Master Sergeant on June 22nd and transferred to the 41st School Squadron, Kelly Field, will leave on the October Transport.

Staff Sgt. William B. Fox was appointed Technical Sergeant on July 10th. Sergeant AM 1/cl. Harry Meyers was appointed Staff Sergeant on July 15th. Cpl. AM 1/cl. Phillip B. England was appointed Sgt. AM 1/cl. on the same day.

Headquarters Detachment, 4th Composite Group: Technical Sergeant Riley replaced Technical Sergeant Malloy, who is now with the 28th Bombardment Squadron. Sergeant Miller replaced Sergeant Dobbs, who has gone to the 2nd Observation Squadron.

6th Photo Section: The entire section is busily engaged in the renovation of the Laboratory and its equipment. This work embraces Aerial (roof and ceiling) and Ground (walls and floors). We are very fortunate in having among us a few people who can sideslip a wicked paint brush. Have had only a few casualties. One student and a can of paint went into a tail spin at a six foot altitude, but that was to be expected in such a daring venture. Between periods we have lawn parties, one Mr. Grass Mower being the host.

28th Bombardment Squadron: This organization was designated to check, service and test 14 new Boeing P-12B's for delivery to the Third Pursuit Squadron at Clark Field.

Captain Edward C. Black took over command of the Squadron August 1st, relieving Captain A.W. Brock, Jr., who returns to the States on the October boat. The Squadron wishes Captain Brock the best of luck at his new station, Langley.

Master Sergeant "Jake" Holtzman, of Chanute Field, arrived on the June boat and announced his intention of revolutionizing the Armament situation in the Philippines. "Jake" is not the first to arrive here all steamed up. They soon slow down, however.

Our beloved comrade, Staff Sgt. Atkins, is marked "quarters," suffering with what he calls dengue. A thirty-day "solo flight" to Baguio was prescribed.

Advanced Flying School, Kelly Field, Texas, September 3rd.

Mr. Lester A. Hendricks, Assistant Radio Engineer, Wright Field, Dayton, Ohio, arrived at Kelly Field September 2nd for the purpose of adjusting the Kelly Field radio beacon. The frequency is to be changed from its present one of 293 KC to 311 KC.

The Kelly Field theatre has installed sound equipment for talking pictures.

The 42nd School Squadron, winner of the Kelly Field baseball pennant, engaged the 2nd Field Artillery of Fort Sam Houston in a five-game series at League Park, San Antonio, in a play off for the championship, from August 26th

to August 30th. Somewhat unlucky on the getaway, the Kelly Field aggregation lost the first two games by the scores of 2 to 12 and 4 to 5. Starting with the third game of the series, Kelly Field presented a different style of ball playing and battled their way to three consecutive victories. The third game was won 10 to 9, Kelly using three pitchers to cover eleven innings. The fourth game was entered with more gusto and spirit and Kelly defeated the 2nd Brigade 8 to 7. The final game of the series was a nerve-racker. Up to the 6th inning the Artillery boys had only made three hits, but they scored seven runs in the 6th and 7th innings. The game lasted ten innings, Kelly scoring three runs in the tenth to win the game and the series. The cup was awarded Kelly Field by the Athletic Officer of Fort Sam Houston after the final game.

The E. & R. Officer of Kelly Field is now grooming his men for a hard football season, as the 23rd Infantry have most of their old players from the last two seasons while Kelly has suffered the loss of Lieuts. "Light Horse Harry" Wilson, "Chuck" Meehan and "Iron Man" Saunders. As usual, Lieut. Pat Booker will be the coach.

Primary Flying School, Brooks Field, San Antonio, Texas, August 21st.

Numerous changes occurred in the commissioned personnel at Brooks Field in the past few weeks. Lieut.-Col. H. B. Clagett, former Air Officer, 9th Corps Area, arrived in July to take command of the Primary Flying School; Maj. H.H.C. Richards arrived from Fort Leavenworth, Kansas; 2nd Lieuts. J.W. McCauley reported for duty from Post Field and J.N. Jones from Panama; Major S.W. FitzGerald, former Commanding Officer; Major C.B. Oldfield, Executive Officer; and Captain C.L. Chennault, Operations Officer, left recently for Langley Field, and 2nd Lieut. R.E. Randall left for duty with the Military Academy.

The following officers will leave shortly for duty at other stations, viz: 1st Lieut. R.W. Harper and 2nd Lieut. M.M. Burnside for the Philippines; 2nd Lieut. R.D. Reeve, Philippines; 1st Lieuts. H.E. Engler, S.M. Connell and 2nd Lieut. C.H. Deerwester for Chanute Field; 2nd Lieut. A.J. Lehman for Panama.

A new training ship, the PT-6, five of which have been received at this school, is in experimental use on the primary stage. The students who were lucky enough to be assigned to this ship are inclined to think themselves just a little better pilots than those on the older PT-3's.

Due to the efforts of the E. & R. Officer, and through the cooperation of the Post Exchange, a miniature golf course for the enlisted men has been completed and, to judge by the crowds, has certainly met with approval. It is without doubt the most popular place on the post, having replaced the swimming pool at the head of the list. A 36-hole tournament was played last week with the first prize of a putter, a ball, and five dollars, being carried off by Private H.S. Lattimer of the 51st Squadron. The course is probably the hardest in San Antonio, par for the 18 holes being 58.

The Brooks Field baseball team, though probably not the best in the country, is without doubt one of the best amateur teams around San Antonio. Having seen most of the games played, it is safe to say that with better luck and a little more experienced management the team would have been resting at the top of the Corps Area League instead of in third place. This being the first year a team outside of Fort Sam Houston was entered in the Corps Area League, the maroon nine was an uncertain quantity, particularly after starting off by winning four straight.

Adding to the list of unusual accidents in the annals of airplane crashes, Flying Cadet L.R. Sandel, 22, of the basic stage, miraculously escaped instant death on August 20th, when his plane crashed into a treetop while landing, about three miles south of Brooks Field. Cadet Sandel was uninjured, but his plane was completely demolished. He matriculated in the School from Orangeburg, S.C.

Lieut. J.L. Daniel just reported back from two months' leave, spent in the City of San Antonio.

France Field, Panama Canal Zone, September 1st.

After battling their way through a spectacular season of victories, the France Field Basketball team took the undisputed Canal Zone Basketball crown when they defeated the Bolivar quintet (civilian team) in a comedy of goals which resulted in a 50 to 14 score. The finish of the Army and Navy Basketball

League season found the France Field cagers occupying the championship throne on the Atlantic side with a record of only one defeat in the 13 games played. Their claim to the League title was opposed by the Fort Clayton five that had emerged from the season as the championship team on the Pacific side. This opposition was eliminated by the France Field team defeating the Fort Clayton Doughboys in the first two games of the scheduled three. The Bolivar five, title holders of the Civilian League, yielded the Zone championship by taking the short side in the first two games of the scheduled three-game championship series.

With the close of the Basketball season, the eyes of the Field are turning toward the boxing team which is being shipped into shape in anticipation of the coming boxing season. The call for ring material was met by a number of boys from all classes who are now faithfully stepping their daily paces in hopes of finding their names on the roll of the Post Team. The material looks good and from all appearances France Field will be represented by a group of fast and clever ringsters.

On August 15th, 1st Lieuts. John M. Davies, Donald W. Fritch, Charles W. Lawrence, Archibald Y. Smith and 2nd Lieut. Donald W. Buckman hopped off for Langley Field, Va., to participate in the Annual Machine Gun and Bombing Competition. The trip was made in two Douglas O2's and a Boeing P-9C. Their route was via Costa Rica, Nicaragua, Salvador, Guatemala and Mexico.

Although the baseball season in the States is nearing a close, the last week in August brought forth the first call for baseball practice at France Field and in the Canal Zone. The various squadrons are now weeding through a long list of aspirants in order to pick their squadron teams, and the first games of the Post series are scheduled to get under way Sept. 16th. With plenty of fielding and batting material on hand, as well as a number of good mound prospects, the outlook seems to be for a strong Post team and should become better as the Inter-Squadron Series takes off the rough edges accumulated by the boys during the layoff from last season.

Luke Field, T.H., August 10th.

Air training for the month consisted of practice flights of pilots to maintain their proficiency, and flights for the training of aircraft crews. Ground training for enlisted personnel consisted of the regular maintenance of combat equipment, including training in armament, administration, airplane mechanics and other duties of enlisted personnel; and inspection of personnel, their quarters and equipment. All noncommissioned officers at this station received instruction in physical training, and all troops received instruction in close order drill.

On the 15th, Lieut. Anderson made a forced landing with a DH on Ward Airport at 11:10 a.m. Private C.W. Woolsey was the passenger. Lieut. Anderson was flying at an altitude of about 5,000 feet about two miles off shore in front of the Royal Hawaiian Hotel when his motor cut out. No damage was done to the DH and no injuries sustained by the occupants thereof.

As the three tactical squadrons on this field have only 8 planes in commission, consisting of four DH's, two Loening Amphibians and two PW-9's, the lack of adequate flying equipment prevents carrying out any tactical training.

First Lieut. Joseph W. Benson was relieved as Assistant to the Post and Group Operations Officer and detailed as Post and Group Personnel Adjutant, vice 1st Lieut. W.B. McCoy, who has been detailed in the Air Office at Fort Shafter.

Captain Clarence B. Lober sailed for the United States to take up his duties as Air Corps Representative with the Goodyear Corporation.

First Lieut. James F.J. Early departed for March Field, Riverside, Calif., for duty as student at the Primary Flying School.

Major Carlyle H. Wash was announced as Air Officer, Hawaiian Department, to succeed Brigadier-General Henry C. Pratt, who sailed on the Transport SOMME for duty at Wright Field, Ohio.

Mr. William L. Cooper, engineer for the Curtiss-Wright Aircraft Corporation, arrived in the Department for an inspection of airplane equipment, manufactured by his corporation and in use at the Army and Navy flying fields.

An invitation dance was held by the enlisted men at Luke Field and invitations extended to the students from the Universities of Oregon and Washington who were in Honolulu. Music was furnished by the Luke Field orchestra.

The Luke Field Flyers broke even in the six baseball games played during the month, taking two out of three games from Fort Kamehameha, losing one to the Navigators at Ford Island and one to Sub Base and swamping the Joe Gahns Shafterites for the worst defeat of the season (12 to 2). The Flyers, although playing the entire season minus that powerful outfield punch they possessed in 1929 in Fitzpatrick, Tarpley and Henderson, finished the league schedule in a tie with the Marines for fifth place.

Staff Sergeant George H. Miller, who has contributed much toward entertainment in a baseball way in past years when Luke Field reigned supreme in this Department, purchased his discharge from the Air Corps to accept a Civil Service appointment at the Motor Overhaul. He retains the same job he held while in the service. His playing was greatly missed during the July campaign by the Luke Field Club.

Sergeant Edgar Krug and Sergeant Earl Spore, two popular service fighters, left for their new stations on the mainland on the Transport SOMME.

Competing with crack teams from Honolulu Sector of Service Events in the recent International Swimming Meet at the War Memorial Natatorium, a team composed of Tate and Landes, 72nd Bomb. Squadron; Nash, 23rd Bomb. Squadron, and Drennon, 65th Service Squadron, placed third in the 400 meter relay. They negotiated the distance in 4 minutes, 31-3/5 seconds.

12th Observation Group, Marshall Field, Kansas, Sept. 9th.

The 16th Observation Squadron was on a two weeks' field maneuvers from August 17th to 30th. Camps were made at Marion, Wichita, Hutchinson, Lindsborg and Abilene, Kansas. About three days were spent at each place, and it rained at each camp. Kansas farmers promise to finance these maneuvers the next long dry spell.

Lieut. Johnson folded one of the O-25A's up when he taxied into a ditch at Marion, Kansas. He said: "The ditch was there and I was elected."

Three more O-25 A airplanes were received at this field August 8th, giving us a total of 13 of these ships. The wooden props on these planes proved very unsatisfactory because the metal tips work loose. Replacement with metal props adds from 10 to 15 miles per hour to the cruising speed but slows down the take-off considerably.

Orders were received transferring Lieuts. Hix and Van Meter to the Air Corps Training Center at Duncan Field, San Antonio, Texas. Lieuts. Beebe, Gilger and Offutt were ordered to Chanute Field, Rantoul, Ill., for duty as students in the courses for Aircraft Armament, Communications and Maintenance Engineering.

Just seven more bachelors are still holding out to prevent it being an old married post. Recent victims to step off are Lieuts. Emyart, Carter, Gann, Wagner and Van Meter. There is a reason - each time one gets married it costs each officer one dollar - but there is one way to revenge.

Wright Field, Dayton, Ohio, August 30th.

The following manufacturers' representatives visited Wright Field during the month for consultation with engineers: Edgar H. Gott and C.T. Poryer, President and Chief Engineer, respectively, of the Keystone Aircraft Corporation; T.P. Wright, Curtiss Company, Garden City, N.Y.; Georges Estoppey, Bomb Sight Engineer, Chicago; J. Bosway and C.W. Hosier, General Electric Company, Schenectady, N.Y.; Floyd Smith, Floyd Smith Safety Chute Co., Buffalo, N.Y.; C.H. Van Dusen and L.C. Milburn, Glenn L. Martin Co., Baltimore, Md.; M.H. St. Clair, formerly parachute engineer of the Materiel Division, Switlik Parachute and Equipment Co., Trenton, N.J.; Mac Short, I. Schaefer, O. Moe, Stearman Aircraft Co., Wichita, Kansas; R.F. Fleet, President, Consolidated Aircraft Co., Buffalo; Lyman H. Ford, Irving Air Chute Company, Buffalo; Harold Caminez, Allison Engineering Company, Indianapolis, Ind.; G.E. Lawrence, Pioneer Instrument Co., Brooklyn, N.Y.; R.S. McKim, New Standard Aircraft Co., Paterson, N.J.; Lawrence D. Bell, Vice President, Consolidated Aircraft Co., Buffalo; W.H. Nunns, Eclipse Aviation Corp., East Orange, N.J.; R.L. Hankinson, Crescent Panel Co., Louisville Ky.; J.L. Harkness, Sikorsky Aviation Corp., Bridgeport, Conn.; Raycroft Walsh and Frank Caldwell, former chief of Propeller Unit, Wright Field, Hamilton Steel Propeller Co., Pittsburgh, Pa.; V.E. Bertrandias, Fokker Aircraft Corp., New York City; Burdette S. Wright, Curtiss Company, Washington, D.C.; Roy A. Miller, Consolidated Aircraft Corp., Buffalo; Graham Edgar, Ethyl Gasoline Corp., New

York; P.B. Gaylor, Wright Aeronautical Corp., Paterson, N.J.; W.F. Davis, Fairchild Engineering Corp., Long Island, N.Y.; Frederick Charavay, Hartzell Propeller Company, Piqua, Ohio.

Lieut.-Col. Jacob E. Fickel, until recently Executive of Wright Field, dropped in upon us from the air on August 28th, piloting Midshipman L.W. Parish. He returned to Bolling Field the next day.

Captain Gale Breene, formerly of the Power Plant Branch, flew in from Langley Field August 29th for a few days' visit.

Lieut. J.G. Taylor left August 27th for Garden City, L.I., New York, and Hasbrouck Heights, N.J., to visit the Curtiss and Fokker plants to inspect Observation planes being manufactured on Government contracts. He will ferry a new observation plane back to Wright Field.

Lieut. Bennett Meyers reported for duty at Wright Field on July 22nd, after a year spent at the Industrial War College, where he took a course in Industrial Planning. He returned to his old post in the Industrial War Plans Section.

Major E.L. Hoffman returned from one month's leave of absence spent at Nipigon Lodge, Ontario, Canada.

Lieut. George F. Schulgen returned recently from 20 days' leave spent in Michigan.

Lieut. J.F. Philips and W.W. Cummings, Equipment Branch, went to New York City August 7th for a conference with the Fairchild Aerial Camera Corporation.

Lieut. Donald F. Stace returned August 11th from a 60 days' leave.

Lieut. W.N. Amis left for Middletown Air Depot, Langley, Bolling, Baltimore and Philadelphia to consult with commanding officers concerning Air Corps supplies and equipment.

Lieuts. F.O. Carroll and F.A. Foulk are enjoying a month's leave of absence in North Carolina.

Lieut. David Lingle is taking a month's leave of absence.

Major-General James E. Fechet, with Major H.C. Davidson, landed at Wright Field at 7:15 p.m., August 12th, taking off shortly after breakfast next morning for Washington.

Lieut. Phillips Melville, who is on detached service as Assistant Air Attache in Cuba under Ambassador Harry Guggenheim, landed at Wright Field on August 15th and spent several days renewing old acquaintances.

Major W.H. Crom, Chief of the Industrial War Plans Section, returned from two months' leave of absence spent in touring the Northwest.

Lieut. C.W. Cousland, flying Allan Hoover, son of the President, landed and made a brief visit to Wright Field on August 18th. They were on their way from Bolling Field to some point west.

Lieut. Muir Fairchild, Air Corps Representative at the Douglas Company, Santa Monica, Calif., spent several days during August at the field. He took off August 20th for Washington for a conference with the Chief of the Militia Bureau, returning to the Field three days later. Lieut. Fairchild is a graduate of the Air Corps Engineering School.

Major O.P. Echols, Chief of Procurement Section, is scheduled for a trip to Seattle and Santa Monica early in September to consult with the Boeing and Douglas Companies.

Brigadier-General B. D. Foulis landed at Wright Field August 12th, taking off for Chicago with Captain St. Clair Streett early the next morning.

Captain R.C. Coupland, Ordnance Department, Washington, D.C., arrived August 25th for temporary duty at Wright Field in connection with an engineering project concerning experimental anti-aircraft equipment.

Reserve Officers who were on 14 days' active duty at Wright Field during August were Major L.S. Connelly and Captain Leopold Stocker in the Industrial War Plans Section and Captain Falk Harmel in the Technical Data Section.

Inspector R.D. Post left August 3rd for Kenosha, Wisconsin, to inspect wire cable being manufactured on contract for the Air Corps.

Miller L. Coe, Draftsman, left for Scott Field August 3rd to check drawings governing changes in a TC airship.

Fairfield, Ohio, Air Depot, September 15th.

The Fifth Corps Area Golf Tournament was held at the Fairfield Air Depot on September 10th and 11th. About seventy Regular Army officers and Reserve officers participated in this Tournament. Among those present were Major-Gen. Dennis E. Nolan, Commanding General of the Fifth Corps Area, and Brigadier-

General H.C. Pratt, Commanding the Materiel Division.

A blind bogey tournament was played on the afternoon of Sept. 10th, followed by the big tournament on Sept. 11th. Captain John M. Clark, Air Corps, won first prize for the Corps Area with a total score of 147 for 36 holes; Lieut. D.F. Stace won second place, scoring 156; Lieut.-Col. Wenner, of Toledo, was third with 158; Major Wolfe of Cincinnati, fourth, with 158; Major H.H. Arnold, fifth, with 159. All of these officers will participate in the Army Annual Golf Tournament at Fort Leavenworth, Kansas, Sept. 17th to 20th.

A stag dinner was served Tuesday night, Sept. 10th, after which moving pictures of the Air Corps Maneuvers on the Pacific Coast, Bobby Jones, and also of quite a number of Wright Field and Fairfield officers on the golf course were shown. The ladies gave a tea on Wednesday afternoon, after the Tournament was completed, at which time the prizes were awarded by General Pratt. The consolation prize went to Lieut. H.R. Wells, whose score totalled 267 for 36 holes.

The Tournament was thoroughly enjoyed by all, the golf course being in excellent condition, and it is hoped the Tournament next year will be held here and that the number of participants will be increased to over one hundred.

First Lieut. George V. McPike reported here for duty recently after completing a tour of duty in Hawaii.

The Engineering Department started moving into its new building on June 10th, and completed the move two months later, during which period the regular production progressed. This new building contains the Aero Repair, Engine Repair, Machine Shop, Parachute Department and Station Supply stock room. The production in the new shop averages 65 engines of different types and 30 airplanes of different types per month.

The new Drafting Room and Station Supply Office Building is nearing completion.

Lieut. Sam Mills, pilot, with Lieut. "Speedy" Rush as passenger, in an O-25, enroute from Wright Field to Watertown, N.Y., arrived at the F.A.D. on September 5th. Quite an argument ensued between the O-25 and a boundary light, after which Lieuts. Mills and Rush decided to start back for Wright in the community tin Lizzy, piloted by Lieut. Cornille. Further information is lacking, but it is believed they got back O.K.

Clark Field, Pampanga, P.I., August 5th.

The June Transport brought six new officers to Clark Field, viz: Major John B. Brooks, replacing Major R.P. Cousins, as C.O.; Capt. Aubrey Hornsby, Engr. Officer; Lieut. Sam Ellis, O.I.C. enlisted men's activities; Lt. W.H. Hardy, Sq. Supply Officer; Lt. K.J. Gregg, Utilities Officer; Lt. M.M. Murphy, Sq. Armament Officer. With their arrival, new interest sprung up in bowling. An Officers Team, composed of Major Brooks, Capt. Hart, Lte. Bump, Anderson, Ellis and Murphy was organized and played several practice games with the enlisted men. The Field Artillery team at Stotsenburg was challenged and handily beaten on the alleys in Angeles, the Artillerymen paying for the games and standing a dinner at "Pampanga Charlie's."

An enlisted men's basketball team was organized and equipped with new uniforms and is preparing for an active season of Inter-Post games.

Sixteen new P-12's arrived on the Meigs and 14 of them are set up ready for delivery from the P.A.D. It is found, however, that no Ethyl gasoline is available in the Islands and the nearest supply is Shanghai. Probably several weeks will elapse before this Benzol can be brought to Manila.

The Chief of the Air Corps ordered six of our D-12-C motors taken from our PW-9's and shipped to San Antonio. Flying will consequently be curtailed while the motor changes are being made.

Record gunnery and bombing was completed and all officers qualified as expert under the new score requirements. Lt. C.S. Irvine made a total high score of 1442 out of a possible score of 1750. His score was as follows: Ground target, 832 points; tow target, 410 points, bombing, 202 points.

Lieut. Blackburn returned from Java, where he was on two months' leave for the purpose of demonstrating the Conqueror powered Curtiss Hawk to the Dutch Indian Air Force. Lieut. Whitson is now in Japan on a similar mission with the Mitsubishi Aircraft Company.



Serial No. 297 LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
August 1st - Sept. 22d Incl., 1930.

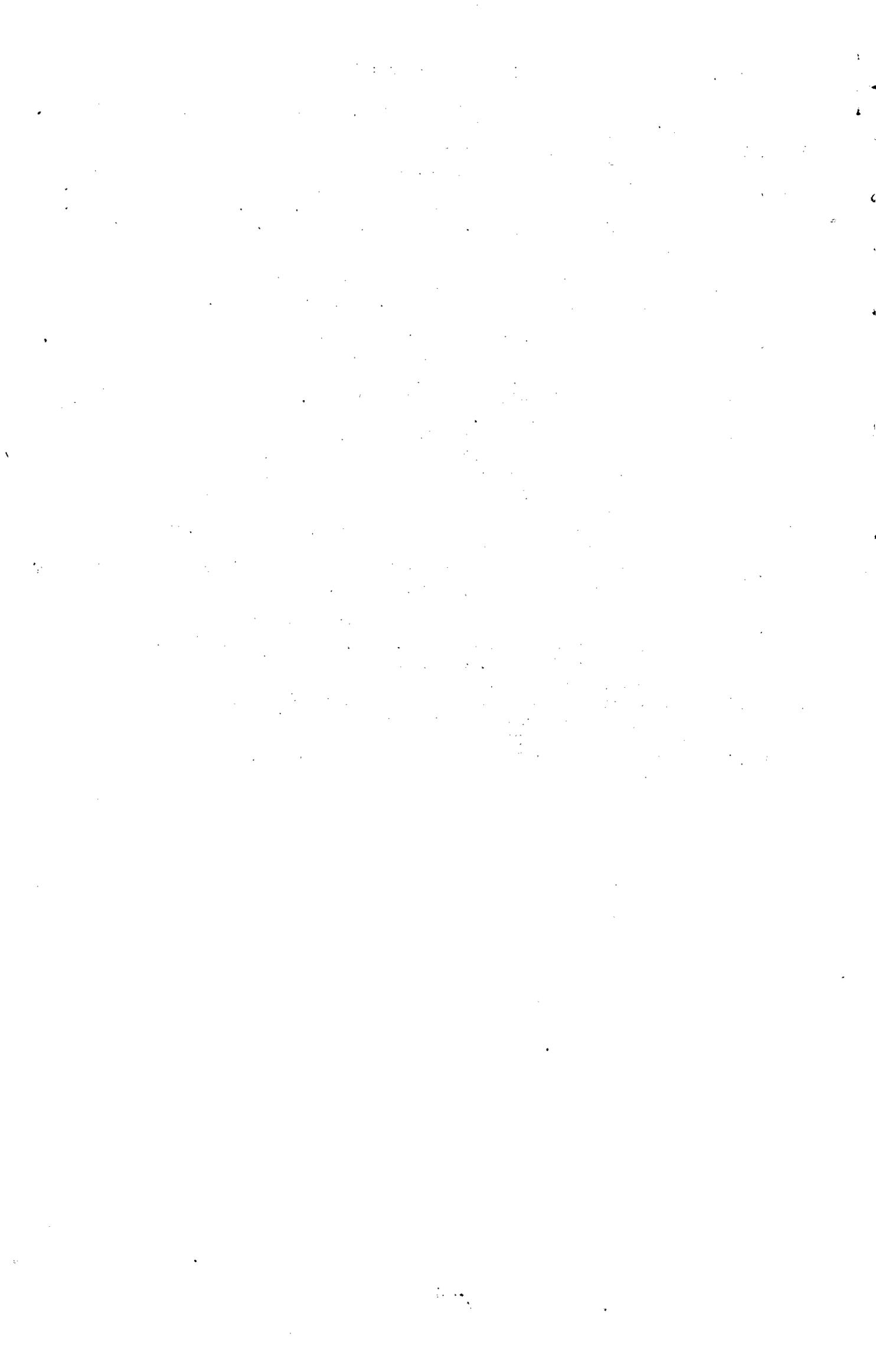
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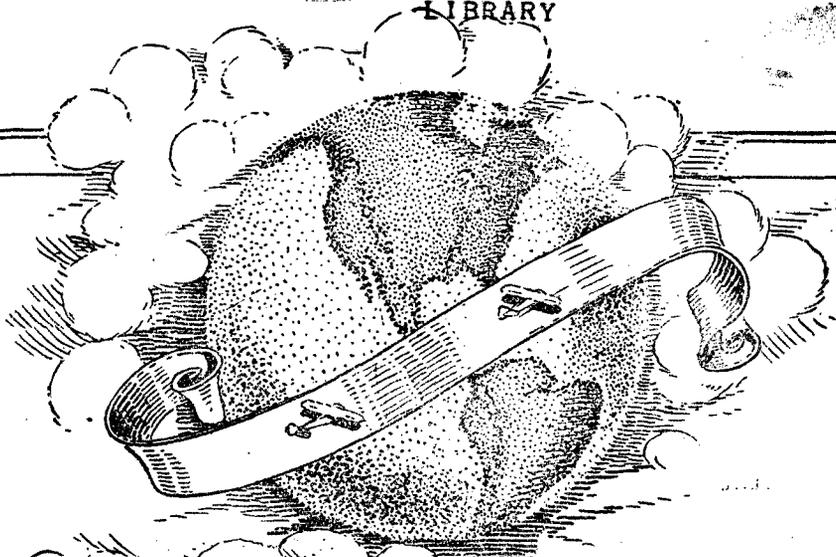
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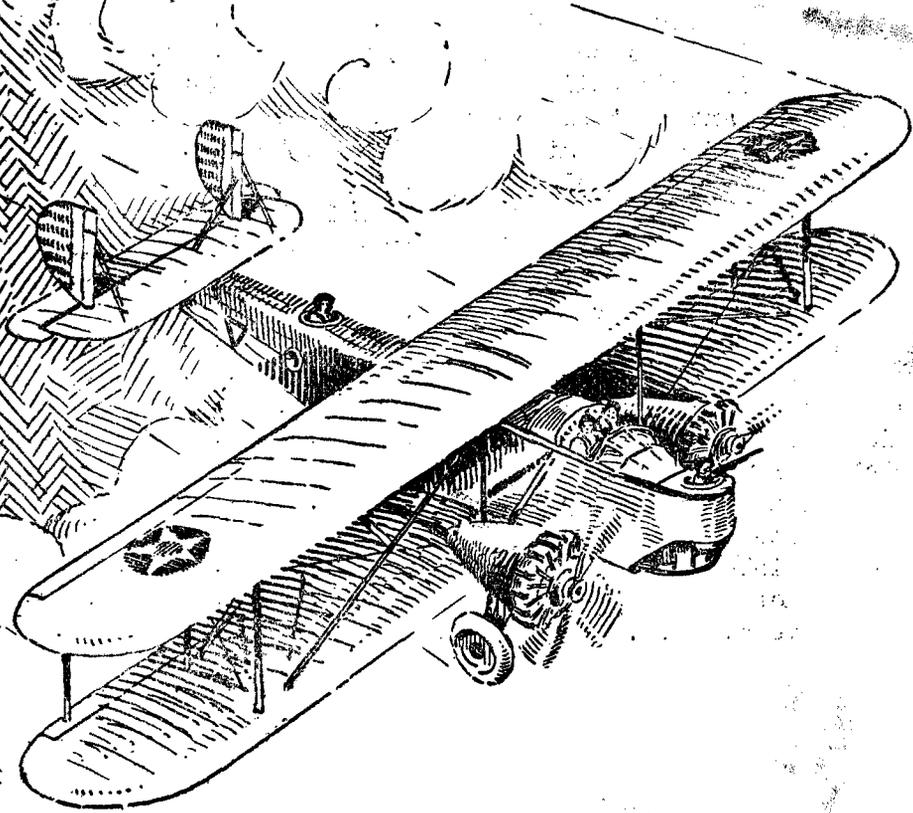
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- D 52.41 May- Test of Maybach Type VL-2 Engine, by Naval Aircraft Factory, Aero- bach/10 Engine Laboratory, Navy Dept. Bu. of Aero. AEL-284. 6/16/30.
- D 52.415/24 Test and Calibration of Various Types of Eclipse Starters by Aero. Engine Laboratory, Naval Aircraft Factory. Navy Dept. Bu. of Aero. Ser. AEL-297. Aug. 28, 1930.
- D 52.46/19 Test of Model D-1A Hand Refueling Pump. Navy Dept. Bu. of Aero. AEL-293 July 30, 1930.
- D 52.6/3 Air Force and Moment for Design No. 91, Amphibian Navy Yard. Aero. Laboratory. Aero. Report #428. May 10, 1930.
- D 52.6/4 Air Force and Moment for Design No. 87 Flying Boat by Aero. Labor- atory, Navy Yard, Aero. Laboratory Aero. Report #429. May 16, 1930.
- D 52.6 25.1 Fairey The Accelerations of a Fairey "Flycatcher" Seaplane during Aero- batic Manceuvers, by L.P. Coombes and A.S. Crough. Aero. Research Com. Report & Memo. #1288. April 1929.
- D 52.6/0.3.U Air Force and Moment for C3U-1 Amphibian, by Aero. Laboratory, Nav, 1 Yard, Aero. Report #429, May 19, 1930.
- D 52.61/7 Water Pressure Distribution on a Flying Boat Hull, by F.L. Thompson. Nat. Advis. Com. for Aero. Report #346. 1930.
- D 52.9/5 Parachutes, by Chas. J. Cleary. Published in "The Stone and Web- ster Journal". 1930.
- D 52.9/6 Automatic or Non-automatic Parachute? Some points of View to This Question Based on Experiences in the Great War, by Capt. Hermann Goring. 1927.
- D 52.9/7 Parachutes and Textiles, by Chas. J. Cleary. Published in "Aviation". 1930.



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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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PHOTOGRAPHING PROPOSED PAN-AMERICAN HIGHWAY FOR COSTA RICA.

While considerable interest always existed in trans-Isthmian routes across Central America, it was only lately that any definite steps were taken to explore and plan the possibilities of a practical vehicular route down through the narrowing neck of land which joins North to South America. Ignorance of geographical conditions along such a proposed route is abundant. Ever so often we read of the exploits of someone who claimed to have traveled on horseback or via auto from the Argentine to call on the Mayor of New York or to have made the trip southward between these two points. Those familiar with the territory from Northern Colombia to Southern Mexico, however, laugh silently to themselves at the idea of an automobile traversing this country. Only a few are more familiar with this nebulous route than those who have flown above it a number of times.

From Chepo (on the Chepo River) to far into the interior of Colombia, the country is almost impenetrable, with perhaps a few foot trails from the Chucunaque basin to a short distance past the ruins of Santa Cruz de Cana. A good road has been built by the Panamanian Government from the Canal to a point a short distance beyond Santiago, and it is pushing this road across the ridge which transverses the continental backbone, from La Pena to Tolé, then connecting up and improving the short sections already in from Tolé to David, thence on close to the Costa Rican border.

From this point to its Capital City, San Jose, Costa Rica is largely unmapped. Other portions of the country, sparsely inhabited, are virtually as little known. Interested as were the government officials and engineers of this Central American Republic in the topography of their country, they realized the utter hopelessness of the task of undertaking a preliminary survey without the one aid which could perform the trick - aerial reconnaissance.

Existing relations with the United States having long been of a cordial nature, the American Military Attache was asked to ascertain what our Air Corps, stationed in the Panama Canal Zone, could do to help out the Republic of Costa Rica and, incidentally, the whole of North and Central America - equally interested in the establishment of a Pan-American highway - in making an aerial photographic survey of certain sections of the country.

The primary object of the survey was, of course, to map certain areas for the purpose of selecting a route for the Pan-American Highway. The secondary objectives were to enable government officials and engineers to fly with our pilot to determine for themselves the country to be mapped, and to allow the Secretary of Interior and the Chief Engineer personally to make a reconnaissance flight over the Guatuso area between San Jose valley and Lake Nicaragua, very little being heretofore known about this latter section. In embarking on this project, it would be possible to photograph all available landing fields and areas where the Pan-American Airways proposed locating airports or emergency landing fields, also to obtain photographs of important cities and the several volcanoes which dot the country.

On June 18th last, Lieuts. A.Y. Smith, 12th Photo Section, and John G. Moore, 7th Observation Squadron, each piloting a Douglas O2-H Observation plane, left France Field for San Jose, Costa. Accompanying Lieut. Smith was Staff Sergeant Crow, the photographer, while Technical Sergeant Ashby, who accompanied Lieut. Moore, was the mechanic. The aerial equipment carried aboard the planes consisted of one K-11 aerial camera and one Graflex camera, four 75-ft. rolls of K-11 aerial film, and four packs of Graflex films.

After a short stay at David, Republic of Panama, where the planes were refueled, the flight was resumed to San Jose, where the airmen landed shortly before noon the same day they had left France Field, and were greeted by the American Military Attache and a number of Costa Rican officials.

The report of Lieut. A.Y. Smith, covering this aerial photographic expedition

is quoted, in part, as follows:

"About 200 photos in all were taken by us. We flew together a greater part of the time for safety; for one to aid the other in case of a forced landing.

Each morning was devoted to flying, atmospheric conditions and weather conditions both being better at that time of the day. All our photographs were obliques, and those of the proposed highway routes were so taken that they overlapped, they being snapped from an average above-ground elevation of 3,000 to 4,000 feet. The areas photographed varied from sea level to 12,000 feet.

Weather changes worried us somewhat. Shortly after noon, the weather would invariably thicken up in the mountains, and even in the mornings clouds would drift in between eight and nine o'clock from the San Juan River Valley. At no time was it possible to obtain cloudless views of the Naranjo-San Carlos Pass, but some photographs were taken each day and very good photographs of all other areas were obtained. On June 22nd, the San Juan Valley was completely overcast, so a flight was made to Liberia, Costa Rica, with two local Congressmen as passengers. After being royally received by the populace, photographs were taken of the field and the city, and a return flight made to San Jose, all this before lunch. The flight was made at the urgent request of the President, who stated that the trip would have taken a week by road and boat.

Upon a telegraphic request, made by a committee representing the citizens of Nuoga, the American Minister dispatched a flight to that city. Photos were taken, but it was not possible to land there. A letter of appreciation, mailed to the Minister the same day, reached the Capital ten days later. The flight, by the way, required one hour and twenty minutes each way.

I do not believe that any airplane has ever been over this area before, judging from the tone of the letter and the apparent enthusiasm of the crowd collected in the town awaiting our arrival. Immediately after our flight, the people of Nuoga started the construction of an adequate landing field.

The local newspapers in San Juan carried daily accounts of our flights. The four of us in the party were excellently entertained, and our expenses paid by the Costa Rican government. The Pan-American Airways station at Punta Arenas supplied us with gasoline and oil.

On June 26th, after eleven days of activity, we returned to France Field via Punta Arenas, Costa Rica and David, Panama."

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NOVEL METHOD OF DESTROYING WORN OUT ARMY AIRPLANES

Scenes reminiscent of the late war will be reenacted on or about November 1st next, at Camp Stanley, near San Antonio, Texas, when a squadron of 18 planes from the Third Attack Group, Fort Crockett, Galveston, Texas, will be given real targets at which to shoot in the form of 20 condemned airplanes which are no longer fit for service. These wornout planes will be arranged on the ground to simulate a squadron airdrome in war-time.

The Attackers will launch successive assaults against them, employing small fragmentation bombs and 100-pound demolition bombs, in order to determine the relative efficiency of these two missiles in the destruction of aircraft on the ground. Following the assaults with the bombs, the Attackers will once more swoop over the old planes and rain down upon them tracer ammunition in order to test the incendiary effect thereof against airplane structures and gasoline tanks.

This will be the first time any test of this nature has been undertaken by the Air Corps, and it is believed that very important data will be collected on the effect to be expected in similar attacks upon hostile airdromes in time of war and the resulting destruction to enemy aircraft on such airdromes.

The squadron from the Third Attack Group will employ their usual tactics of barely skimming over the ground and brushing over tree tops in staging surprise attacks on enemy ground troops, although in this particular demonstration it will be necessary to increase the operating altitude a trifle in order to insure safety to the personnel engaged therein.

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A new unit recently organized at Brooks Field, San Antonio, Texas, is the 58th Service Squadron, which is composed entirely of personnel drawn from other squadrons already on duty at this Post. Lieut. O.L. Rogers has been assigned as Commanding Officer of the 58th, and, in the words of the News Letter Correspondent, "this augurs well for the new organization."

GRADUATION OF STUDENTS OF THE ADVANCED FLYING SCHOOL

The wing insignia, denoting that the wearer thereof is a qualified military pilot, was pinned on the breasts of 85 students who graduated from the Advanced Flying School, Kelly Field, San Antonio, Texas, on Saturday, October 11th. This graduating class, designated as Class 8-B, comprised 43 Flying Cadets and 42 commissioned officers, of which latter number 35 graduated from the United States Military Academy, West Point, N.Y., in June of last year. All of these students reported at Kelly Field from the Primary Flying Schools, Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif., on July 1, 1930, at which time the class consisted of 44 officers, 50 Flying Cadets, and one Chinese civilian, a total of 95. Two officers and six Flying Cadets have been held over to the next class, and two Flying Cadets, unfortunately, were killed in a collision in the air.

The graduates of this class, who come from 32 States, the largest representation being California with 11 and Illinois and Texas with 8 each, are divided among the specialized branches of the Army Air Corps, as follows: Attack Section, 15; Bombardment Section, 15; Observation Section, 23; Pursuit Section, 32.

Several weeks prior to graduation day, long-distance cross-country training for these students was started. On September 17th, one section of the Pursuit Class "hopped" off for Muskogee, Oklahoma, on a trip which took the flight to Fort Sill, Okla., and El Paso, Texas, before returning to San Antonio. Similar flights for the Pursuit Section were made on September 25th and October 3rd. The Observation students took off September 20th on their extended cross-country flight, during the course of which they visited Pine Bluff, Fort Sill and El Paso. Two flights of Bombers made trips to Muskogee, Fort Sill, and El Paso, the first leaving Kelly Field on September 23rd and the second on October 5th. The Attack students made a single flight from Kelly Field to Galveston, Shreveport and El Paso, leaving San Antonio on October 6th.

This is the first graduating class of Cadets at the Advanced Flying School which signed the agreement to serve two years on active duty as Reserve officers or as officers of the Regular Army. It is also the first class which has received a thorough course in instrument flying, or blind flying, as it is more generally referred to.

The graduating class flew in review at Kelly Field at 9:00 o'clock on the morning of graduation day. The graduation exercises were held at the Kelly Field Theatre at 11:15 a.m. Chaplain Edwin Burling delivered the invocation, and Major Frederick L. Martin, Commandant of the Advanced Flying School, delivered the opening address, after which he introduced Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center, who delivered the address to the graduating class.

The Reserve commissions to the Flying Cadets were presented by General Danforth, the Certificates of Graduation by Major Martin, and the wings were pinned on the graduates by Major Clarence L. Tinker, Assistant Commandant of the Advanced Flying School. Chaplain L.J. McDonald closed the exercises with the benediction.

Numbered among the members of the graduating class is Christy Mathewson, Jr., son of the famous pitcher of the New York Giants some twenty years ago, who served as a Captain in the Chemical Warfare Service during the World War and died at the age of 45 as a result of the ravaging effects of mustard gas; also Lucius R. Holbrook, Jr., son of Brigadier General Holbrook, who recently assumed command of the First Division at Fort Hamilton, New York. Second Lieut. Frederic H. Smith, of Washington, D.C., is a member of the famous Caterpillar Club, his parachute saving his life on the morning of July 22nd last, when his safety belt became unfastened while he was practicing acrobatic flying.

Graduates - Commissioned Officers

Second Lieutenants

John W. Stribling, Inf.	Florence, Ala.	Frederic H. Smith, Jr. F.A. Wash. D.C.
Melie J. Coutlee, Inf.	Hot Springs, Ark.	Harold H. Bassett, C.E. Albion, Ill.
Roy G. Cuno, Infantry	Richmond, Calif.	Keene Watkins, Inf. Bloomington, Ill.
Roger J. Browne, Cav.	San Diego, Calif.	Rudolph Fink, C.A.C. Chicago, Ill.
Robert E.L. Choate, A.C.	San Diego, Calif.	Marshall S. Roth, QMC. Chicago, Ill.
Donald J. Keirn, F. A.	Denver, Colo.	Robert M. Kraft, F.A. Evansville, Ind.
Donald W. Armagost, Cav.	Fasston, Colo.	Pearl H. Robey, Inf. Indianapolis, Ind.
Benjamin S. Kelsey, A.C.	Waterbury, Conn.	Jerald W. McCoy, Inf. Marshalltown, Io.
Thomas B. McDonald, C.A.C.	Washington, D.C.	Wm. E. Karnes, Cav. Paducah, Ky.

James L. Majors, C.E.	Shreveport, La.	Don. Z. Zimmerman, C.E.	Portland, Ore.
George P. Moody, Inf.	Portland, Me.	Fredk. R. Dent, Jr., C.E.	Pittsburgh, Pa.
Thomas R. Lynch, Inf.	Jackson, Miss.	John J. O'Hara, F.A.	Diboll, Texas.
James A. Ellison, A.C.	Kansas City, Mo.	John N. Stone, Inf.	Ft. Sa, Houston.
Emery S. Wetzel, F.A.	Billings, Mont.	Howard Moore, C.E.	Gilmer, Texas.
Robert M. Losey, F.A.	Trenton, N.J.	Chas. G. Williamson, C.E.	Houston, Texas.
Daniel C. Doubleday, CAC.	Johnstown, N.Y.	John K. Poole, F.A.	San Antonio, Tex.
Joseph J. Ladd, Inf.	Bowling Green, O.	Thomas L. Bryan, Jr. Inf.	Tyler, Texas.
William G. Bowyer, S.C.	Lima, Ohio.	Edward A. Dodson, C.A.C.	Norfolk, Va.
Draper F. Henry, A.C.	Stow, Ohio.	Wm. C. Bentley, Jr. A.C.	Richmond, Va.
Phineas K. Morrill, Jr. Inf.	Okla. City, Okla.	George McCoy, Jr. Inf.	Vancouver, Wash.
Dwight B. Schanep, F.A.	Pendleton, Ore.	John C. Horton, F.A.	Laramie, Wyo.

Graduates - Flying Cadets

William B. Poe	Birmingham, Ala.	Walter C. Kent	Kentwood, La.
Ellis D. Shannon	Evergreen, Ala.	Robert C. Merrill,	Cumberland Center, Me.
D. Keith Sheets	Fresno, Calif.	Stanley G. Winch	Sanford, Me.
George Cook Baker	Los Angeles, Calif.	George W. Peterson	Minneapolis, Minn.
John J. Schweizer	Los Angeles, Calif.	Weldon Rhoades	Harris, Mo.
Ted A. Smith	Los Angeles, Calif.	Robert A. Bolyard	Kansas City, Mo.
Ott Gardner	Orange, Calif.	Roy Harold Heiman	Moberly, Mo.
Ralph H. Brandt	San Francisco.	Fredk. T. Sterling, Jr.	Missoula, Mont.
Adrian F. Wilkinson	San Francisco.	Samuel S. Nuckols	Moorestown, N.J.
Howard B. Lathrop, Jr.	San Jose, Calif.	Christy Mathewson	Saranac Lake, NY
William Ray Allemang	Atlanta, Ga.	Charles W. Causey	Greensboro, N.C.
Glen A. Holland	Atlanta, Ga.	Hamish McLelland	Cleveland, O.
Charlie S. Tidwell	Atlanta, Ga.	Mark Hopkins	Strafford, Pa.
Edward N. Coates	Macon, Ga.	Theo. G. Kershaw, Jr.	Charleston, S.C.
Lucius R. Holbrook, Jr.	Boise, Idaho.	Charles H. Goodwyn	Columbia, S.C.
William R. Graham	Fruitland, Idaho.	George G. Stokes	Covington, Tenn.
Charles Robert Disher	Champaign, Ill.	Thomas N. Charles	Knoxville, Tenn.
Roscoe Ralph Burley	Chicago, Ill.	Oliver J. Studeman	Edna, Texas.
Floyd Hill Davidson	Chicago, Ill.	Louis E. Hobbs	San Antonio, Tex.
Monty J. Tennee	Chicago, Ill.	Floyd E. Nelson	Salt Lake City, Uta.
Lawrence T. Pugh	Des Moines, Iowa.	Oscar K. Harris, Jr.	Groseclose, Va.
Hugh Osborne Coleman	Covington, Ky.		

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MATHER FIELD, CALIFORNIA, TO BECOME TEMPORARILY ACTIVE

On November 1, 1930, Mather Field, near Sacramento, Calif., will temporarily become an active field. The units which will be temporarily assigned to this station already have permanent stations. As a consequence, Mather Field will again become inactive when permanent quarters for these units are completed at their assigned stations. No permanent construction will, therefore, be undertaken at Mather Field.

The following units of the Air Corps will become re constituted at Mather:

- Headquarters 20th Pursuit Group
- 80th Service Squadron
- 77th Pursuit Squadron
- 55th Pursuit Squadron

These units will be formed by transferring the necessary number of officers from other stations, transferring trained enlisted men from other fields, viz: 60 from Kelly Field and 28 from Brooks Field, Texas; 60 from Langley Field, Va.; 52 from Mitchel Field, N.Y., and by assignment of 223 Air Corps recruits. Certain personnel from the Quartermaster Corps, Medical Department, Ordnance and Signal Corps will complete the garrison.

Mather Field was first built during the World War and remained an active field until 1922, when reduction in the Army necessitated its abandonment. It was constructed as a complete training unit, with 12 hangars, occupying 600 acres.

The opening of Mather Field becomes necessary to care for the fourth increment of the Air Corps increase. It will probably be used also to reconstitute units necessary for the fifth increment in 1931.

The following Air Corps officers, thus far, have been ordered to duty at Mather Field: Major Clarence L. Tinker, Kelly Field; Captains John M. Clark, Fairfield Air Depot, Ohio; William E. Lynd, Crissy Field, Presidio of San

Francisco, Calif.; 1st Lieut. Walter E. Richards, Selfridge Field, Mich.; 1st Lt. Clarence E. Crumrine, Hawaiian Department; 2nd Lieut. Gordon P. Saville, Crissy Field, Calif., and Lee Q. Wasser, March Field, Calif.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Captain Dudley B. Howard, March Field, Calif., to Scott Field, Belleville, Ill.

Upon completing tour of duty in Hawaiian Department, Captains George P. Johnson to Langley Field, Va.; Lewis R.P. Reese to Wright Field, Dayton, Ohio; 1st Lieut. Reuben C. Moffat to Wright Field.

1st Lieut. Martinus Stenseth, Office Chief of the Air Corps, to duty in Militia Bureau, Washington, D.C.

Captain Edwin J. House, Mitchel Field, to Office Chief of the Air Corps.

Captain Thomas W. Hasteley, Office Chief of the Air Corps, to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Herbert W. Anderson, Wright Field, to Chanute Field, Ill.

1st Lieut. Earl S. Hoag, Philippines, to Air Corps Training Center.

1st Lieut. William C. Farnum, March Field, to Chanute Field.

1st Lieut. Ward F. Robinson, Panama, to Mitchel Field, L.I., New York.

1st Lieut. Howard H. Couch, March Field, to Wright Field, Nov. 25th.

1st Lieut. Donal F. Fritch, Panama, to San Antonio Air Depot, Texas.

1st Lieut. Orvil A. Anderson, Philippines, to Air Corps Training Center.

1st Lieut. Walter G. Bryte, Jr., Brooks Field, and Leroy M. Wolfe, Wright Field, to Philippines, former sailing from San Francisco about February 4th, the latter sailing from New York about January 13, 1931.

1st Lieut. Wm. O. Mareckson, Scott Field, Ill., and 2nd Lieut. Benj. T. Starkey, Langley Field, Va., to Primary Flying School, Brooks Field, Texas.

2nd Lieut. Wentworth Coss, March Field, and 1st Lieut. Richard W. Gibson, Brooks Field, to Philippines, sailing Nov. 19th and February 4th, respectively.

2nd Lieut. George L. Murray, Philippines, to Brooks Field, Texas.

2nd Lieut. Earl W. Barnes, March Field, to Panama Canal Department, sailing from San Francisco about December 13th.

2nd Lieut. Clarence K. Roath, Letterman General Hospital, to appear before Retiring Board at Presidio of San Francisco, Calif., for examination.

2nd Lieut. John E. Bodle, March Field, to Long Beach, Calif., for duty with Organized Reserves, 9th Corps Area.

2nd Lieut. Kenneth R. Crosher, Fort Crockett, Texas, to Technical School, Chanute Field, for duty as student, Aircraft Armament Course. This course also to be taken by 2nd Lt. Harry J. Flatequal, on duty at Chanute Field.

2nd Lieut. Minton W. Kaye, Chanute Field, detailed for duty as student in Aerial Photography, Air Corps Technical School.

2nd Lieut. Robert L. Brookings, Mitchel Field, to Boston, Mass., for duty with Organized Reserves, 1st Corps Area.

2nd Lieut. John W. Sessums, Jr., Maxwell Field, Ala., to Panama Canal Department, sailing from New York about October 23rd.

1st Lieut. Wilfred J. Paul, March Field, to Langley Field, Va.

2nd Lieut. Thomas J. DuBose and Sidney A. Ofsthim, March Field, to Advanced Flying School, Kelly Field, Texas, for duty as students.

Captain Byron T. Burt, Air Corps Training Center, to Hawaiian Department, sailing from San Francisco about December 27th.

Assignment of 2nd Lieut. Frank L. Skeldon, Fort Crockett, to Air Corps Technical School, Chanute Field, Ill., revoked.

Relieved from detail to the Air Corps: 2nd Lieut. Martin Moses to the 38th Infantry, Fort Sill, Oklahoma.

Captain Stuart Cutler to the Philippine Department for duty with Infantry.

2nd Lieut. Donald A. Stevning to 50th Infantry, Presidio of San Francisco.

Reserve Officers ordered to extended active duty: January 2-June 30, 1931 -- 2nd Lieut. James H. Rowe, Spokane, Wash.; George H. Percefull, Lonoke, Ark., to Post Field, Fort Sill, Oklahoma -- Leroy B. Shidler, Marianna, Pa., to Langley Field, Va. -- 2nd Lieut. Richard J. French, Patsburg, Ala., to Maxwell Field, Ala. -- October 1 - June 30, 1931: 2nd Lt. Francis A. Wilgus, Rockford, Ill., to Scott Field, Ill.; Marvin E. Wills, Des Moines, Iowa, to Fort Bragg, N.C. -- October 15 - June 30, 1931: 2nd Lieut. Ashby H. Toulmin, Mobile, Ala., to Maxwell Field, Ala. -- Oct. 1 - June 30, 1930: 2nd Lieut. Eric K. Shilling, Linthicum Heights, Md., to Scott Field, Ill. -- Oct. 1 - March 29, 1931: 2nd Lieut. John H. Williamson,

Monroe, La., to Fort Crockett, Texas.-- Jan. 1-June 30, 1931: 2nd Lieut. Erling A. Strand, Eugene, Oregon, to Rockwell Field, Calif.

Promotions, with rank from October 1, 1930: To Major: Captains William C. Ocker, William F. Vollandt, William E. Keyner.

To Captain: 1st Lieuts. Vincent J. Meloy, Charles E. Branshaw, Edward A. Raley, Earle H. Tonkin, James T. Hutchison, Edwin R. Page, Harvey H. Holland, Russell L. Maughan, Walter Miller, Oliver P. Gothlin, Jr., Eugene B. Bayley, Dache McC. Reeves, Leo F. Post, John C. Kennedy.

To 1st Lieutenant: 2nd Lieut. Russell E. Randall.

Retirement: Major Jenner Y. Chisum, August 31, 1930.

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STATION ASSIGNMENT OF ADVANCED SCHOOL GRADUATES

The following-named 2nd Lieutenants who graduated from the Advanced Flying School, Kelly Field, Texas, on October 11th, were assigned to duty at the stations indicated:

To Hawaiian Department, sailing from San Francisco about Feb. 5, 1931.

Edward A. Dodson	John C. Horton	Howard Moore
William C. Bentley, Jr.	William E. Karnes	Pearl H. Robey
Robert E.L. Choate	George McCoy, Jr.	John W. Stribling, Jr.
Frederick R. Dent, Jr.	Thomas B. McDonald	Charles G. Williamson
Rudolph Fink	James L. Majors	Don Z. Zimmerman

To Panama Canal Department, sailing from New York about Oct. 23rd:

Roger J. Browne Thomas L. Bryan, Jr. Jerald W. McCoy Dwight B. Schannep
Sailing about December 2nd:

George P. Moody John J. O'Hara, Jr. Frederic H. Smith

To Hawaiian Department, sailing from San Francisco about Nov. 20th:

Donald W. Armagost Harold H. Bassett

To Mather Field, Sacramento, Calif.:

Mellie J. Coutlee	Daniel C. Doubleday	James A. Ellison
Benjamin S. Kelsey	Robert M. Kraft	Robert M. Losey
Charles Sommers	Marshall S. Roth	Phineas K. Morrill, Jr.

To Langley Field, Hampton, Va.:

William G. Bowyer Roy G. Cuno Joseph J. Ladd Thomas R. Lynch

To Rockwell Field, Coronado, Calif.:

John N. Stone Keene Watkins Emery S. Wetzel Donald J. Kiern

To Crissy Field, Presidio of San Francisco, Calif.:

John K. Poole

To Mitchel Field, L.I., New York:

Draper F. Henry

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GRADUATION OF PRIMARY FLYING SCHOOL STUDENTS FROM BROOKS FIELD

Thirty-three students of the March, 1930, Class graduated from the Air Corps Primary Flying School, Brooks Field, San Antonio, Texas, on Friday, October 10th - two officers and 31 Flying Cadets.

The first item of the graduation exercises was an aerial review, staged by the graduates, which would have done credit to veteran pilots. They then repaired to the Ground School Building where, after a brief invocation by the Chaplain, Captain C.S. Harkey, interesting addresses were made to the class by Lieut.-Colonel Clagett, Commandant of the School, and General Danforth, Commanding General of the Air Corps Training Center, Duncan Field.

On Saturday, in baggage-laden cars and with exuberantly shrieking sirens, the Class took leave of Brooks Field, bound for the Advanced Flying School at Kelly Field. Four more months of arduous training and, at the end, their shining goal - WINGS!

Approximately 128 students are scheduled to enroll in the October, 1930, Class at the Primary Flying School. Of this number there will be 41 West Point graduates, four officers of the Regular Army and one officer of the German Army. The remainder are Flying Cadets and two noncommissioned officers training in grade.

THE MACHINE GUN AND BOMBING MATCHES AT LANGLEY

The following is the result of the Machine Gun and Bombing Matches held at Langley Field, Va., during the first two weeks of September, 1930:

MATCH 1

Name	Station	Score	Standing
2nd Lieut. A. T. Johnson ✓	Selfridge Field, Mich.	807.3	1
2nd Lieut. E.K. Warburton	Selfridge Field, Mich.	744.2	2
2nd Lieut. A.A. Straubel	Selfridge Field, Mich.	725.3	3
2nd Lieut. R.A. Isreal	Rockwell Field, Calif.	539.0	4
1st Lieut. D.F. Fritch	France Field, Panama	332.3	5

MATCH 2

2nd Lieut. J.W. Sessums ✓	Maxwell Field, Ala.	803.9	1
1st Lieut. A.Y. Smith	France Field, Panama	734.5	2
2nd Lieut. F.A. Pillet	Dodd Field, Texas	698.0	3
1st Lieut. J.J. Williams	Crissy Field, Calif.	639.3	4
1st Lieut. F.M. Paul	Maxwell Field, Ala.	566.0	5
2nd Lieut. G.W. Hansen	Crissy Field	462.9	6
2nd Lieut. T.L. Mosely	Fort Crockett, Texas.	354.0	7

MATCH 3

1st Lieut. C.W. Lawrence ✓	France Field, Panama	678.0	1
Captain W.B. Mayer	Dodd Field, Texas.	664.5	2
Captain George Cobb	Maryland National Guard	268.5	3

MATCH 4

2nd Lieut. A.B. Duke	Langley Field, Va.	1756	1
1st Lieut. H.W. Beaton	Langley Field, Va.	1749	2
2nd Lieut. J.P. Kenney	Rockwell Field, Calif.	1442	3
2nd Lieut. D.W. Buckman	France Field, Panama	1391	4
2nd Lieut. W.A. Matheny	Langley Field, Va.	1304	5

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THIRD ATTACK GROUP CELEBRATES NINTH BIRTHDAY

The personnel of the Third Attack Group, Fort Crockett, Galveston, Texas, observed the ninth birthday of that organization in customary fashion on Saturday, September 13th.

The Officer of the Day, Lieut. Jack Catchings, was rounded up by the enlisted men and placed in a dump cart to lead a procession made up of the Group Band and about 200 or more howling soldiers. Lieut. Catchings with his retinue of cheering cohorts proceeded directly to the quarters of Major Davenport Johnson, Commanding Officer of Fort Crockett. Without further ado, the Major was routed out of bed and placed on trial for appearing before a court in improper uniform. After duly considering the case, the judge, Corporal John Wagner, fined the Major an appropriate amount and lectured to him on the evils of appearing in public in pajamas.

The Officers' Club, which served as a courts-martial room, was jammed with officers awaiting trial for various offenses. From the fines collected the men secured the use of a dance hall, where a good time was had by all present.

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ARMY AIRMAN MAKES TWO JUMPS WITHIN THREE DAYS

The fact that he jumped with his parachute at 4,000 feet from a disabled airplane over Fort Crockett, Galveston, Texas, recently, and thereby joined the Caterpillar Club, apparently wrought no change in the plans of Lieut. Harry L. Clark, Air Corps, 8th Attack Squadron, who was scheduled to make a premeditated jump - into matrimony - two days later, for he was married to Miss Coronal Kercheville at Pearsall, Texas. It was reported that the newlyweds enjoyed their honeymoon at Lieut. Clark's home at Aurora, Ill.

As far as our knowledge goes, there are five members of the fair sex, affiliated with the Caterpillar Club, who hold the warmest regard for the parachute. It is safe to say, however, that their feelings are shared to the utmost by another one of their sex in the person of Mrs. Harry L. Clark.

Congratulations and best wishes to the happy couple.

CONNECTICUT NATIONAL GUARD AIRMEN CONDUCT VERY SUCCESSFUL CAMP

By the News Letter Correspondent

The 1930 Camp of the 43rd Division Aviation, Connecticut National Guard, will be long remembered for several reasons - first, we accumulated a lot of flying time, 238 hours: second, there was such a large number of visitors, among whom were Lieut.-Governor Rogers with a party of friends; General Wm. F. Ladd, our former Commanding Officer; Lieut.-Colonel Rush B. Lincoln, who is Air Officer of the First Corps Area; Colonel Clennard McLoughlin, the senior instructor of the Connecticut National Guard; Lieut.-Colonel Arthur D. Budd, who is about to take Colonel McLoughlin's place; Captain George W. McEntire, Instructor of the Massachusetts National Guard Aviation, who spent the entire period of camp with us; Major Boutwell, the Commanding Officer of the Massachusetts National Guard Aviation; Lieut. Baker, the Communications Officer of Massachusetts National Guard Aviation; Captain Hodges of the Massachusetts National Guard Aviation; Captain Vincent Meloy of the Militia Bureau, and Captain Smith and Lieut. Cummings of the Ohio National Guard Aviation: and third, because of the magnificent new quarters for the officers, which is a concrete building 200 feet long by 40 feet wide, and which contains besides the officers' sleeping quarters a large reception room nicely fitted up with large chairs and lounges, tables and radio, armament room, radio room, lavatories, and heating plant. This building was the admiration of all who saw it.

Most of the time at the camp was devoted to gunnery. Both preliminary and record shooting at ground targets were completed. It is contemplated that as soon as possible after camp the remainder of the course will be completed, viz: bombing and tow target. Lieut. Lester had the highest score at ground targets with a total of 534 points, which will necessitate his obtaining approximately only 100 points in the next two to qualify him as an expert. While we are not ashamed of the rear-gun shooting, still we haven't much to boast of.

We also cooperated with the 192nd Field Artillery in maneuvers on Stone Ranch, including aerial photos of artillery positions, reconnaissance and communication missions.

The remainder of the camp was spent in training in all phases of communication, message pick-up, radio and panels. One of the pilots became so efficient in message pick-up that he ignored the "fish" and picked up the message with his landing gear. However, for this he was not accredited with an extra point.

A smoke puff range was installed and interesting missions in artillery spotting were worked out. Arrangements were made with the Commanding Officer of the Submarine Base, located at New London, Conn., to carry out communication tests with Subs not submerged, but cruising on the surface outside the harbor. Satisfactory communication was established between the plane and four different Subs within a radius of between 25 and 30 miles away.

On "Governor's Day," after the quarters and ships were inspected by the Lieut.-Governor and his party, the Squadron put on an Aerial Review. The planes took off in three formations of three ships each, passed in review and then immediately demonstrated the various phases of work carried out at camp.

The Photo Section was extremely busy and did much excellent work under the leadership of Lieut. Fred Sansom. All of the flying personnel had missions in obliques and pin-points. A mosaic, seven miles square, was completed. This mosaic was of one-third of Stone Ranch; the other two-thirds will be completed before the 1931 encampment.

Perfect flying weather was encountered during the entire camp. Promptness at the very beginning of the camp was demanded by Major Johnson, with the result that all of the ships were warmed up and ready to take off each morning at 7:30, and no excuse for any tardiness on the part of a pilot was accepted by the Major.

The camp was a most successful one in every way, and at the Officers' Class on the last day of the camp Major Johnson complimented the officers for their "efficiency, early hour for retiring and high moral standards."

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Nine airplanes from the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., were flown to Cincinnati, Ohio, on the occasion of the dedication of the Lunken Airport. The pilots composing the flight reported a very successful trip and a pleasant stay in Cincinnati.

SOME HOT SHOTS ON FLIES

"Back in 1921," writes the March Field Correspondent, "Captain H, well known Air Corps officer, commanded an Air Corps organization on the side of Diamond Head, Hawaiian Islands. The outfit was in tents and a temporary wooden structure was used as a mess hall. Due to the number of cracks and holes in the building, it was impossible to keep flies out.

The Department Inspector on his annual inspection noted this, and in his letter setting forth the irregularities and discrepancies noted, he stated under paragraph 1 c 'Too many flies in the kitchen.' It was necessary for Captain H. to answer this letter, replying as to what corrective measures he had taken on these irregularities and discrepancies. Coming to this paragraph, he growled and said: 'What does he mean Too many flies in the kitchen; are we supposed to have any? I'll answer a quick one on that one.' Sitting down he answered paragraph 1 c, as follows: 'Information is requested as to how many flies are allotted to a company of one hundred men.'

The Inspector was hot, but realized that he had worded his phrase poorly. Not to be outdone by a youngster, he came back with this fast one. 'In regard to your request in paragraph 1 c, this information is not available at this time. However, G-4 is working on it and shortly a bulletin will be issued setting forth the Table of Allowances.'

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TWELFTH OBSERVATION SQUADRON QUALIFIES 100 PERCENT

The 12th Observation Squadron, stationed at Dodd Field, Fort Sam Houston, Texas, recently returned from Bayside Beach, Texas, where during the period of three weeks they participated in the annual gunnery and bombing training.

All of the commissioned personnel participating in the firing made qualifying scores, for out of the 24 officers to fire the pilots' course, 12 qualified as experts, 7 as sharpshooters and 5 as marksmen. Of the 8 officers to fire the observers' course, all qualified as experts. This may well be considered an exceptional record.

The camp was inspected by Brigadier Generals Halstead Dorey and S.D. Rockenbach, both of whom were very complimentary, stating that they had no criticisms or suggestions to offer whereby the camp might be improved.

Very little trouble was experienced with the new O-19B's and the pilots, while at first very skeptical, now have nothing but praise for the new ships.

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FIRST PURSUIT GROUP WELCOMES FRENCH TRANS-ATLANTIC FLYERS

One of the most interesting flights furnished by the 1st Pursuit Group during the month of August was the formation of eighteen planes which on Sept. 17th met Coste and Bellonte and welcomed them to Detroit. The Squadron, led by Captain Victor Strahm, cruised over Toledo until the French plane appeared from the South, and then escorted the French flyers to the Municipal Airport in Detroit. The next day Major Coste and Lieut. Bellonte visited Selfridge Field. Major Coste was extremely interested in the formation flying demonstrated by the Group.

After the demonstration flight, Major Coste personally thanked the officers for meeting them in the air and for the morning flight.

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NINETIETH ATTACK SQUADRON WINS BASEBALL CHAMPIONSHIP

In the presence of the assembled squadrons and detachments of the Third Attack Group, Fort Crockett, Galveston, Texas, Major Davenport Johnson, Commanding Officer of the post, recently presented each member of the baseball team of the 90th Attack Squadron with a gold baseball, this in recognition of the fact that the team won the post championship for 1930. A beautiful silver cup was presented to Lieut. Lawrence Westley, manager of the team, by Major Johnson, who complimented the men for the splendid spirit they exhibited throughout the season. The 60th Squadron, champions of 1929, were considered the best team on the post at the beginning of the season, but they were outplayed by the 90th aggregation in almost every game.

FIRST PURSUITERS WIN AERIAL GUNNERY MATCHES

It was with a great deal of satisfaction that the First Pursuit Group of the Air Corps, Selfridge Field, Mt. Clemens, Mich., noted the outcome of the Annual Gunnery and Bombing Matches at Langley Field, Va., this year. The Group ran away with the contest in one, two, three order, calling a halt on the winning streak of the Pursuiters from Panama.

Lieuts. A.T. Johnson, E.K. Warburton and A.A. Straubel, comprising the team from the First Pursuit Group, were credited with scores of 807, 744 and 725 points, respectively, and headed the competition in the order named. Members of the Group are showing their appreciation of the good work of these pilots in the form of presentation of a saber and a musette bag.

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FOOTBALL STAR TO COACH BROOKS FIELD TEAM

Brooks Field, by virtue of becoming the flying training station for graduates of the United States Military Academy, has been singularly fortunate in receiving splendid coaching material. This has recently been excellently demonstrated in the matriculation of Lieut. John H. Murrel, one of the most outstanding athletes to be graduated from West Point.

Lieut. Murrel won distinction and wide recognition for his expert handling of the full back position on the Army team during the past season, and while at West Point further proved his versatility in sports by outstanding performances in track (hurdles) and La Crosse. Just before reporting at Brooks Field, he spent a portion of his summer coaching the "plebe" football team during their summer training.

By reason of his unusual record, Lieut. Murrel was offered the position of coach of the football team of the Presidio of San Francisco, Calif. He declined the offer, preferring to enter Air Corps training. He also received flattering offers to play professional football with the New York Giants which, as is well known, occupies almost the eminence in football as in baseball, but he also refused to accept same, for to do so would have necessitated his leaving the Army.

Football devotees of Brooks Field feel that their team has more than an even chance of winning the banner of the Eighth Corps Area Conference, and much interest is centered in the team by both Army and civilian personnel of the entire Area.

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CALIFORNIA GUARDSMEN PERFORM CONSIDERABLE FLYING DURING TRAINING

Out of the mass of records from the 1930 training camp, attended by the 40th Division Aviation, California National Guard, comes the following statistics which may be of interest:

Number of aircraft hours flown	351
Number of airplanes	9
Number of man hours flown	675
Number of pilots	13
Number of days flying	11

From these figures it may be deduced that an average of 32 hours per day were flown by the nine ships. Each ship was flown an average of $3\frac{1}{2}$ hours per day. Each pilot flew an average of 27 hours during the camp, besides an average of four hours observer time.

The camp attendance for the unit (115th Observation Squadron) was -

Officer strength	17	Attended camp	15.
Enlisted strength	85	Attended camp	63.

The two officers missing above were both on extended leave, one being out of the State and the other in Europe.

The 40th Division Aviation is very proud of the records made by its enlisted men at the 1930 camp. Although a considerable percentage of them were new at the Army game, each man took his job seriously, with the result that all sections clicked satisfactorily under the guidance of the experienced key men and the supervision of its section officers. The Engineering, Communications and Photographic sections especially, due to more experienced personnel, hung up enviable records.

P-12C's VERSUS LOCKHEED VEGA

Enroute to Minneapolis, Minn. three members of the 17th Squadron, First Pursuit Group, Selfridge Field, Mich., Captain Hoyt, Lieuts. Warburton and Van Auken, figured in an interesting episode which was not included in their program. A Lockheed Vega with N.A.C.A. cowling, faired wheels and other latest improvements, came up and passed their P-12C's. Immediately the three officers changed from cruising speed to "nose down and wide out" for a while and found that they could hold their own with the speedy Lockheed. The airspeed went up to about 185 miles per hour. In climbing, the P-12C's completely outclassed the Lockheed.

Between 9:00 p.m. and midnight, September 18th, the officers above mentioned were made aware of the fact that they were taking off the following morning at 6:00 a.m. for Minneapolis and St. Paul. Accordingly, they cheerfully "gave her the needle" the next morning, still wondering what they were going for. Three of the Group's new P-12C's were used for the trip. Upon arriving at Wold-Chamberlin Field the three Army airmen found plenty to do. They celebrated the dedication of a new airport building, the arrival of Coste and Bellonte at both Minneapolis and St. Paul, and participated in the Army Relief Show at Fort Snelling, Minn.

Not content with the above functions, these officers also lent a helping hand in welcoming the arrival of the Norwegian Ship (name unknown) which had sailed so slowly across the ocean in contrast to the speedy flight of the French "Question Mark."

Captain Hoyt and his two fellow flyers reported that they were well taken care of by the Fort Snelling officers, and their expenses were borne by the Army Relief Show funds. Their home was the Hotel Lowry, and their purchasing power consisted of "signing for it."

The flight returned to Selfridge Field on Monday, Sept. 22nd, O.K., and another cross-country flight was thus successfully completed.

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VIGOROUS WORKOUT FOR MARSHALL FIELD AIRMEN

The annual training program of the 12th Observation Squadron, Air Corps, stationed at Marshall Field, Fort Riley, Kansas, was inaugurated with a bang on September 15th. The program included about every type of mission known to observation aviation, and the pilots as well as the airplanes were given a vigorous workout.

According to the News Letter Correspondent - "The afternoons of golf, swimming, riding, etc., during the summer months seem to have had a stimulating effect on the personnel for, as we return to the serious side of military existence, we find the squadron esprit de corps running high and an abundance of energy. Both the flying and ground personnel are performing their duties with gusto and commendable efficiency. And, too, our new O-25A airplanes are deserving of honorable mention."

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RESERVE OFFICERS COMPETE AGAINST REGULARS IN SHOOT

Wright Field, Dayton, Ohio, on September 19th, was the scene of an interesting pistol competition between the Air Corps Regular officers stationed at that field and resident Air Corps Reserve officers. The result of the "Shoot" was a victory for the Regulars, whose team average score of 84.4 was nearly ten points higher than their competitors.

Lieut. H.G. Crocker, one of the foremost pistol shots in the Air Corps, was "high gun" with an average score of 96 points. In the slow firing, Captain B.C. Hill, of the Regulars, and 2nd Lieut. T.B. Holliday, Reserve, each totalled 97 points. Captain Hill, with 94.5 points, was also high man in the rapid firing.

Scoring perfect marks of 100 points in the quick firing were Major John D. Reardan, Captain C.F. Hofstetter, Lieut. H.G. Crocker and Lieut. J.F. Phillips, of the Regulars, and Major D.M. Warner, Captain W.W. Khisely and 2nd Lieut. Holliday of the Reserves.

Sometime previous to this competition, the same ten Reserve officers on their record of fire on the same course made a team average of 87.5, which score would have won the competition against the Regulars.

Major Reardan, Commanding Officer of Wright Field, states that this competition was conducive of considerable pleasure as well as instruction, and has created much interest among the personnel of Wright Field. He further states that it is planned to have many of these matches and also to engage in competition with teams from other stations.

The scores of the individual members participating in the match between the Regulars and Reserves are given below, as follows:

OFFICERS OF THE REGULAR ARMY

Percent - Class of Fire

Name	Slow	Rapid	Quick	Average
Lieut. H.G. Crocker	96	92	100	96.
Capt. B.C. Hill	97	94.5	93.3	95
Capt. C.F. Hofstetter	95	88	100	94.3
Lieut. J.F. Phillips	90	84.5	100	91.5
Major J.D. Reardan	91	78.5	100	89.8
Major W.H. Crom	90	82	93.3	88.4
Lieut. H.R. Wells	78	80	93.3	83.8
Capt. C.F. Greene	69	71.5	80	73.5
Major H.H. Arnold	81	67	60	69.3
Lieut. L.C. Hurd	69	44	73	62.1
		Team Average		84.4

OFFICERS OF THE RESERVE CORPS

2nd Lieut. T.B. Holliday	97	79.5	100	92.2
Captain W.W. Knisley	89	79.5	100	89.5
Major D.M. Warner	91	75.5	100	88.8
1st Lieut. H.E. Smith	87	70	80	79
2nd Lieut. D.E. Rumel	87	69	80	78.6
Captain G.R. Larkin	84	74.5	60	72.8
2nd Lieut. W.L. Boyd	89	67	53.3	69.8
1st Lieut. R.P. Richmond	82	60	53.3	65.1
2nd Lieut. S.R. Carpenter	68	55	46.7	56.6
1st Lieut. W.A. Oswalt	56	61	40	52.3
		Team Average		74.5

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GREAT SNAKES!

Ladies and Gentlemen! We now have before you a genuine rep-tile, the only one in captivity to take a ride in the vertical fin of an airplane! The honor of being the first Air Corps officer to carry a passenger, or rep-tile, in this most unusual place goes to Lieut. A.F. Solter, of the 95th Pursuit Squadron, Rockwell Field, Calif.

Lieut. Solter, who is a full fledged member of the Caterpillar Club and who recently had this unique experience of transporting by air this six-foot gopher snake, had finished bore-sighting his machine guns on the range and left his ship to assist the other pilots. Upon returning to take off, he noticed something protruding from the vertical fin of his ship. Imagine his embarrassment, Ladies and Gentlemen, upon approaching his plane to see the head of a snake popping out of the fin! Undaunted, he flew the ship back to the line.

A council of war was then held as to the best method of ousting the unwelcome passenger, during the course of which an excessive amount of advice was offered. Finally, gasoline was poured into the fin to induce Mr. Snake to make his exit. Consistent and persistent efforts were finally rewarded when the rep-tile lifted his head for a breath of fresh air, and he was extracted by the medium of one pair of G.I. pliers.

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TRAINING ACTIVITIES AT ROCKWELL FIELD

Rockwell Field, Coronado, Calif., was the scene of intense activity preparatory to the start of the training season. All ships were given complete mechanical and structural check and guns were installed. In the 95th Pursuit Squadron, the P-12A's were painted from nose to tail. "A" Flight sports red noses, wheels and tail assemblies; "B" Flight wings through the ether with green as their chosen color, and "C" Flight flaunts a foreboding black. The 95th

is very proud of their equipment and are determined to reach the pinnacles of success again this year.

The 11th Bombardment Squadron has practically all of its "Condors" in commission. These ships were painted, radios checked and insignias placed on the noses. Inasmuch as bombing starts with the training season, the bomb racks were prepared and bomb sights installed. The 11th Squadron is expected to make a very good showing this season, and everyone can expect to hear from the Squadron in the near future.

The training season opened October 1st with an aerial review by the 11th and 95th. Majors Barton K. Yount and Carl Spatz inspected the personnel and were in the reviewing stand as the B-2's and P-12's roared by in formation. Both squadrons engaged in formation drill for a short time. The pilots were very enthusiastic "to be in harness again," and were high in their praise of the men responsible for the appearance and condition of the ships.

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CLIMBING ABILITY OF THE P-12C.

During the time that several flights of the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., recently participated in the ceremonies at the Ford Airport incident to welcoming home the National Reliability Tour, Major Gerald E. Brower, the Group Commander, in response to a request of the officials in charge, demonstrated the climbing ability and speed of the new P-12C Pursuit plane. He climbed to 10,000 feet and dove back to the ground in a total time of only five minutes.

Making the flight to the Ford Airport was the Commander of the First Pursuit Group and a composite squadron, consisting of a flight each of P-1's, P-12B's, and P-12C's, led by Lieut. Griffith. The air was extremely rough, and the announcer at the Airport waxed enthusiastic in his comments on the ability of the Pursuiters to stay in close.

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HIGH ALTITUDE FLYING BY 94th PURSUIT SQUADRON

Some of the interesting work recently performed by the 94th Squadron, 1st Pursuit Group, Selfridge Field, Mich., included formation flying at high altitudes. Along this line, in order to effect a good test of oxygen equipment and the feasibility of Pursuit formation at higher altitudes, a cross-country trip was planned to Muskeegan, Michigan, returning at 25,000 feet altitude.

It happened that the City of Muskeegan desired to dedicate its new airport early in September, and the 94th Squadron sent nine ships over for some exhibition work. Each of the three elements of the formation were sent over different routes with orders to rendezvous over Grand Rapids, Mich. Each element arrived at the appointed hour, and the problem proved very satisfactory. From Grand Rapids the three elements flew as one flight to Muskeegan.

The weather was rather warm and, since the problem was conducted at ordinary cross-country altitudes, the heavy winter flying equipment was stowed in the roomy baggage compartment of the P-12's.

After a very enjoyable day and night at Muskeegan (excepting the sand bars collected by all concerned), the pilots all donned the winter suits, boots and gloves and, too, the face masks. Needless to say, oxygen tanks and valves were carefully checked for the 190-mile trip back to Selfridge Field - then off for the higher atmosphere. At 15,000 feet each pilot started using his oxygen, and as more altitude was gained the valves were opened a bit more. No doubt a few of the new pilots experienced some peculiar sensations when they forgot to draw the oxygen into their lungs, or became so interested in formation work that they accidentally dropped the tube out of their mouths, but evidently they found out by experience just how to keep in good condition at the high ceiling.

At between 20,000 and 25,000 feet, the supercharged "Wasps" worked perfectly and carried the little P-12's on a record flight from Muskeegan to Selfridge in just one hour and 15 minutes.

Lieut. Harry A. Johnson, Commanding Officer of the 94th Pursuit Squadron, has had considerable experience in high altitude work, and promises other interesting work with oxygen for pilots in the Squadron. Prior to being assigned to duty at Selfridge Field, Lieut. Johnson served as Test Pilot at Wright Field.

FLYING INSTRUCTORS SCHOOL GOES INTO SESSION ONCE MORE

Officers from various Air Corps flying fields, 21 in all, entered the Flying Instructors' School at Kelly Field, San Antonio, Texas, which started on September 16th under the direction of Captain J.K. Cannon, assisted by Lieuts. C.K. Rich, E.J. Rogers, Jr., and B.M. Hovey, Jr., of Brooks Field.

The officers taking the course are Captain C.W. Ford, Lieuts. J.W. McCauley, J.N. Jones and J.F. Haney of Brooks Field; Lieuts. J.V. Hart, J.P. Bailey, R.B. Williams and C.H. Dowman, of March Field, Calif.; Lieut. E.H. Rice of Dodd Field; Lieut. W.H. McArthur of Maxwell Field, Ala.; Lieut. G.F. Hix of Fort Riley, Kansas; Lieuts. G.F. Kinzie and R.L. Winn, of Fort Crockett, Texas; Lieuts. K.A. Rogers, O.L. Grover, P.B. Wurtsmith and E.H. Alexander, of Selfridge Field, Mich.; Lieuts. H.R. Grater, W.A. Matheny, R.A. Murphy and J.H. Wallace, of Langley Field, Va.

Upon the completion of the course, the officers will be assigned to various school units as instructors.

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AIR CORPS PARTICIPATION IN ARMY RELIEF CARNIVAL IN WASHINGTON

During the Carnival for the Army Relief Fund which was recently held at Washington Barracks, D.C., the Air Corps participated to the extent of sending nine Boeing P-12's of the 1st Pursuit Group, Selfridge Field, Mt. Clemens, Mich., and six Bombers from the 2nd Bombardment Group, Langley Field, Va. The Pursuit ships were from the 94th Squadron, under the command of 1st Lieut. Harry A. Johnson.

While in Washington, the Pursuit flight conducted acrobatics and exhibition flights, and performed exhibition attacks on Bombers, Attack ships and Tanks. The Pursuiters reported an interesting trip and stated that it proved very instructive for the personnel concerned.

Captain St. Clair Streett, Chief of the Flying Branch, Wright Field, was also in attendance at the Carnival, and was very much in evidence flying the Comet Ship, a regular P-1 rigged up with magnesium flares under the lower wing.

Three pilots from France Field, Panama Canal Zone, stationed temporarily at Bolling Field, flew the three ships, known as the "Fireflies," during the Carnival. Their night flights over the National Capital attracted considerable attention and interest. These three officers, Lieuts. Davies, A.Y. Smith and Buckman were at Bolling Field awaiting to return to the so-called tropics.

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A GOLF WAR BETWEEN KELLY AND FT. CROCKETT

At first it was a war of words between the devotees of the ancient Scotch game inhabiting the respective sacred precincts of Kelly Field, Texas, and Fort Crockett, Galveston, Texas, but later on, when matters had reached such a stage that there was nothing left to do but "fight," the actual combat took place, and the vanquished golfers were forced to eat their words - and they were some words, believe you, ma.

The whole trouble started when Captain S.J. Idzorek, Air Corps, Golf Representative of Fort Crockett, addressed the following challenge to the Golf Representative of the San Antonio Air Depot, under date of August 22nd, viz:

"1. On my last trip to San Antonio Air Depot I witnessed what was optimistically described as a 'Golf Tournament' on your Station Golf Course. The start of this so called tournament was most inspiring. Duncan Field's hand-somest officers all togged out in short pants and hairy legs gathered about the first tee discussing handicaps, birdies and pars in a most blase and professional manner. Sez I to myself, 'These are Golfers!!!' And then the first foursome tee'd off!!! It was sad - it was true - not a Golfer in the Tournament. My practiced eye noted at a glance that all of your golfers obtained their instructions via correspondence course, but in spite of that it was noted that several showed signs of human intelligence in the manner in which they grasped the golf clubs. With proper assistance and fifty or sixty years of practice you may break 90, and right here the Third Attack Group comes to the rescue!!!

WE WILL TEACH YOU HOW TO PLAY GOLF!!!!!!

2. We want about four of your most advanced students of the game to come over some week end and receive the first lesson. We realize just how you will

feel in the presence of greatness, but even a cat may look at a king. We hope you have stout hearts and you will not flinch from a licking. After the carnage, we promise to bind up your wounds, pour oil over your wounded feelings and send you home with smiling countenance. Be brave and come on.

3. Your convenience as to dates will be ours."

According to the News Letter Correspondent - "Gods Own Chosen People," the Third Attack Group golfers, made their challenge to the Duncan Field divot diggers good and actually taught them how to play golf.

Under the subject of "A gentle invitation," Captain Idzorek, under date of September 19th, addressed the following communication to the Golf Representative of Kelly Field, Texas:

"1. Comfortably seated on the heights of Golf Olympus, and twirling our thumbs because all fellow Gods have tumbled before our mighty drivers, mashies, putters, etc., we turn our royal gaze downward towards mother earth and with the assistance of powerful microscopes discover a number of worms dressed like Golfers at Kelly Field. As our Jovian gaze fell upon them they scuttled into their holes and pulled the holes in after them. Please advise me - were they Golf Bugs?

2. If the answer to the preceding question is in the affirmative, kindly dig down into the ground and search. You will know them by their bright color --yellow. Turn a deaf ear to their piteous cries for mercy, and with a button hook pull them out - count them - and tell me how many and when you can make delivery to Fort Crockett, and for a Roman Holiday for Ye Gods Own Chosen People - The Third Attack Group Golfers."

The above communication was forwarded by Major Davenport Johnson, Command-Officer of Fort Crockett, by indorsement reading as follows:

"1. If I can't lick the socks off the Jefe of Kelly Field I will eat some of the above mentioned worms."

A week later, Major F.L. Martin, Commandant of the Advanced Flying School, Kelly Field, Texas, replied to the Fort Crockett Golf Representative to the following effect:

"1. You old turkey buzzards a flying so high, you will never get your lining a flying in the sky; and when you come to earth again, which certainly you must, you will be set upon by doodle bugs, and grovel in the dust. Due to your Olympian heights, and notwithstanding the fact that your vision was aided by powerful microscopes, you were deceived as to the insects you observed, as they were not worms; but bugs. As you noted, they were yellow in color, but you placed the wrong interpretation upon the color scheme as it is indicative of the poisonous quality of the bug. One stung by these doodle bugs will die a lingering death of a ravishing disease, all the more horrible because of the fact that you have tasted of the sweeter things in life and by contrast your suffering will be intense.

2. In accordance with your instructions we have unearthed six of these doodle bugs - a sufficient number to prove the veracity of the statements made hereon.

3. As to the fellow who signed the 1st Indorsement on your letter, I have only this to say: that he is young and looks old; while the one signing this letter to you is old, but young.

4. We will be glad to prove to you that every word we have said is true, on Saturday, October 4th, in the year of our Lord nineteen thirty; and as to its being a 'roaming' holiday for those who have self-designated themselves as 'Ye Gods Own Chosen People,' permit us to be the judge of that matter."

No advice has as yet been received as to the result of the set-to between the golfers of Kelly Field and Fort Crockett.

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AIR CORPS TO HOLD BOMBING PRACTICE AT FORT SILL, OKLA.

The rocky hills in the vicinity of Fort Sill, Oklahoma, will be somewhat reduced in size by the time some of the expert Army Air Corps bombers conclude their warming up practice of hurling some of their most modern missiles of destruction. Three giant Curtiss "Condor" bombing planes from the 7th Bombardment Group, stationed at Rockwell Field, San Diego, Calif., loaded with an assortment of bombs of various types ranging from 300 to 2,000 pounds in weight, on October 20th will journey to Fort Sill, hover over the hills surrounding this famous old Army post, and proceed to lay their "eggs."

The purpose of this mission of destruction is to conduct an actual test of

the functioning of bomb fuses and to ascertain the effectiveness of various types of bombs on extremely hard surfaces. Fort Sill was chosen as the site for this demonstration in view of the rocky hills in its vicinity, and because no other suitable area has been found available in the vicinity of other Army Reservations in the United States. The bombs will be dropped from high altitudes, and Fort Sill lends itself admirably for this demonstration because of the safety it will afford the observing personnel.

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GENERAL FOULOIS VISITS ROCKWELL FIELD

Brig.-General Benjamin D. Foulois, Assistant Chief of the Air Corps, paid Rockwell Field a visit on the first of October. Shortly following his arrival, he inspected the personnel and observed a twenty-minute flying demonstration in formation staged by the 11th and 95th Squadrons.

The General gave the officers of Rockwell Field a short talk, complimenting them on their work, especially the progress made by the Group in radio control. He further expressed his views on the interest the local officers have taken in Squash, pointing out its value to the individual ten years hence. Mention was also made of an Air Corps Squash team which has created quite a furor on the local ranking board.

General Foulois left by air for the East on October 3rd.

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RADIO CONTROLLED PROBLEM CONDUCTED AT ROCKWELL FIELD

The Seventh Bombardment Group, Rockwell Field, Coronado, Calif., engaged in the first radio controlled problem of the season on Saturday, October 4th. Major Carl Spatz directed the Group from the new Fokker plane which has been completely equipped with receiving and transmitting radio apparatus.

Cameras from the Fox Movietone News were on hand to witness this method of controlling aircraft while in flight, taking pictures which will prove of interest to the people throughout the country.

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NEW ENGINEERING SHOPS BUILDING AT FAIRFIELD AIR DEPOT

The Engineering Department of the Fairfield Air Depot, Fairfield, Ohio, is rapidly completing the move of its departments into the new Engineering Shops Building. It is expected that the assembly of the major engineering activities under one roof will increase the efficiency and operation of the Engineering Department.

Another building of the engineering group is also rapidly approaching completion. When this is finished, it will provide housing for the air compressor units, battery charging department, drafting and blueprinting, and permanent property department of the Station Supply, as well as provide certain storage facilities in connection with the Station Supply operation.

The efforts of the Depot personnel are now being aligned in connection with the recent policy of the Chief of the Air Corps relating to the handling of maintenance and repair of airplanes and motors throughout this Area. It is expected that within a very short time the lapse in overhaul incident to the moving of the Engineering Department will be eliminated and the Depot will again be in shape to meet the demands of the Area as fast as they develop.

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NEW AIRPLANES FOR BROOKS FIELD

The Primary Flying School at Brooks Field, San Antonio, Texas, will shortly receive 37 new BT-2 (Basic Training) airplanes. A tentative list of pilots who will ferry twelve of these planes follows: Lieuts. D.D. FitzGerald, E.H. Porter, H.M. Turner, J.C. Denniston, R.C. MacDonald, L.P. Turner, M.E. Tillery, E.H. Lawson, J.L. Daniel, G.O. Barcus, T.H. Baxter and L.H. Douthit.

The BT-2 planes will replace the DH airplanes, and their advent is being welcomed with acclaim since it is believed that, by virtue of better construction, the use of the new planes will insure greater safety in flying. The DH planes have been in continuous service since 1918.

COLONEL ANDREWS FLIES NEW TRANSPORT

Lieut.-Col. Frank M. Andrews recently landed at Brooks Field, Texas, en-route to Washington, ferrying a Northrop Alpha Transport plane - a low wing, 6-passenger monoplane loaned to the Air Corps by the Northrop Corporation in order to demonstrate its efficiency. It is learned that this plane has a cruising speed of from 135 to 140 miles per hour, a relatively low landing speed and, considering its performance, very low horsepower. The manufacturers claim it will be very economical to operate and will be particularly suitable for transportation of personnel and supplies over long distances. ✓

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AIR CORPS OFFICER EXPERIENCES A MOST UNUSUAL ACCIDENT

Lieut. R.D. (Dick) Reeve, of Brooks Field, who was granted a month's sick leave recently, was the victim of a most unfortunate and unusual accident. While out hunting, he had the misfortune to have a large mesquite thorn thrust directly into his left eyeball. At first it was feared he would lose the eye completely, but under expert treatment at the Base Hospital, Fort Sam Houston, not only was the shape and color preserved, but the sight has been restored to the point that, with the aid of glasses with a special lense for the injured eye, it is hoped he may soon be restored to pilot's status. Lieut. Reeve's ability as a pilot and flying instructor is well known. ✓

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GERMAN WAR VETERAN ATTENDS PRIMARY FLYING SCHOOL

An interesting member of the new class now matriculating at the Primary Flying School at Brooks Field is Captain Gerd Von Massow of the German Army. Captain Massow, despite his youthful appearance, is a real veteran of the World War, having been wounded and twice gassed while serving in the German infantry on the western front. He is already a pilot, having received his initial flying training at the age of eighteen during the closing months of the war. Due to the provisions of the Versailles Treaty, the German Army has no aviation schools, and officers who desire training in aviation must be trained at civilian schools.

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AN APPRECIATION OF LANGLEY FIELD'S SPORTSMANSHIP

The Langley Field football team recently indulged in a hotly contested game with the eleven from Campbell College, Buie's Creek, N.C., and won by the score of 7 to 0.

Several days following this game, the President of the above-named college, Mr. J.A. Campbell, addressed the following letter to Lieut. J.W. Hammond, Asst. Manager of the Langley Field Football Association:

"My son, Dean L.H. Campbell, and coach Dodson reported at chapel such a delightful trip to your place that I am impelled to thank you and your management for your courtesies and kindness shown our young men. They reported that they had never received such a demonstration of kindness as was shown by your entire team and management.

Another thing which I greatly appreciated was the fine conduct of your men and management on the grounds, a thing so often forgotten on the athletic fields. They report that there was no roughness by the team and not a word of profanity was heard.

The members of our team are also loud in their praises of the delightful time you all gave them. These things I have said on behalf of myself as the head of the institution. Please accept from me, for yourself and your team and helpers, my sincere appreciation.

The student body and faculty, by a unanimous rising vote, requested me to bear also a message of thanks to you, and through you to all members of your team and management, their deep appreciation for kindnesses shown our boys."

Good sportsmanship pays, and here is concrete evidence that the efforts of the Langley Field football authorities to run their team on the same basis that college athletics are ordinarily run has borne fruit.

CHIEF OF STAFF INSPECTS MARCH FIELD

The Chief of Staff of the Army, General Charles P. Summerall, with his aide, Captain Forster, visited March Field, Calif., recently. Arriving in Riverside in the afternoon, he was met and escorted to the field by 1st Lieut. Townsend Griffis, A.C., aide during his visit. The General and his party were met at the gate by the Commandant, Major J.T. McNarney, and taken to Post Headquarters.

After inspecting Post Headquarters and visiting with members of the First Division, which he commanded during the World War, the General made an inspection of all activities on the field. The officers and enlisted men assigned to each department were on duty for this inspection.

At 5:00 p.m., a reception and tea was held in the Officers' Club. All officers and their wives, as well as some prominent citizens of Riverside, personally met the General. Following the reception, he and his aide left by motor for Los Angeles, Calif. General Summerall expressed great satisfaction on the condition of the post and its activities and was highly pleased with the appearance of the new construction.

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COW EVIDENCES DISLIKE FOR AIRPLANE

Airdromes are poor pastures was the probable decision of a Waco cow after her bovine majesty came in contact with a Kelly Field airplane one night recently. After she had wrecked the lower wing of the ship, she took off, in Air Corps parlance, without waiting to register a complaint.

1st Lt. Howard K. Ramey, Senior Instructor in Observation, Advanced Flying School, was returning from Dallas in command of a flight of students on a night cross-country training mission. Motor trouble forced one student pilot to land at Waco, and Lt. Ramey nosed his own ship down to help repair the trouble. In the darkness he did not see a cow that had invaded the airdrome.

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27th PURSUIT SQUADRON GOES INTO CAMP

After a ten-day workout at the National Air Races at Chicago, the 27th Pursuit Squadron returned to Selfridge Field, Mich., to find orders for an immediate transfer to Oscoda, Michigan.

As traditional with the 27th, the move was made in a very short time. Camp was established and the machinery set in motion for the annual gunnery and bombing practice. This year's camp proved a very successful vacation for all concerned. After firing, much time was devoted to sports. In addition to the usual athletics, there was a great deal of golfing, boating, fishing and swimming, the nearby lake being exceptionally popular this year.

During the evenings, the fair sex at Oscoda were royally entertained by such devotees to the noble art of dancing as Lieuts. Olsen, Brignall and Davis. Never before, assures the News Letter Correspondent, had men qualified with such exceptional accomplishments, favored Oscoda by their presence.

The golf addicts, Lieuts. Ramey and LeMay, were probably the most sensational ever seen by the natives. The local adherents stood dumbfounded while they watched sensational shots by the squadron champions.

Lieut. Boatner distinguished himself by growing the season's longest and wiriest crop of whiskers.

After most of the firing was completed, those unfortunates who had never ridden in an open-cockpit plane, were given the opportunity and the works. A PT was wound up, and the air was greeted by many new observers.

Many deer were seen by the men while flying over the country, and many of the men will probably return to Oscoda for a few days of hunting this Fall.

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AN ACKNOWLEDGMENT BY GEN. PERSHING

General John J. Pershing recently addressed the following letter to the Chief of the Air Corps:

"My dear General Fechet:

I appreciated deeply your very kind birthday message in behalf of the Air Corps, and to you and all under your command send thanks, greetings and good wishes."

NOTES FROM AIR CORPS FIELDS

March Field, Riverside, Calif., Sept. 30th.

The present upper class is completing the course of instruction at the Air Corps Primary Flying School. It is now composed of two officers and 28 Flying Cadets. Unless something unforeseen happens, it is expected to send this number to the Advanced Flying School at Kelly Field.

Brig. General Benjamin D. Foulois, Assistant Chief of the Air Corps, made an inspection of the Air Corps Primary Flying School during the week of Sept. 29th. The General made the trip by air from Washington.

An elaborate social season has been planned by the March Field Officers' Club. It includes card parties and dances, one each month during the winter season.

Colonel Art Goebel, Messrs. Roscoe Turner, Rufus Pilcher and other well known aviators of the West Coast visited March Field on September 22nd. After a short visit with friends at the field, they were taken to the Riverside County Fair where they were honor guests.

1st Lieut. Y.A. Pitts was appointed coordinator of instruction for the Primary Flying School. His duties will be to coordinate and supervise instruction and the work of all instructors.

1st Lieuts. Horace S. Kenyon and Leo F. Post were assigned as Commanding Officers of 13th School Group Headquarters and 54th School Squadron, respectively.

Lieut. Earle H. Tonkin was assigned as Commanding Officer of the newly organized 64th Service Squadron.

The present lower class now consists of three officers and 58 Flying Cadets undergoing instruction. They will complete their primary training about Oct. 15.

Second Lieut. John E. Bodle, now on detached service as Assistant Football Coach for the West Coast Army Football team, was ordered to Long Beach, Calif., as instructor for the Organized Reserves.

Captain Wm. E. Kepner, having reported from Wright Field, Dayton, Ohio, was assigned as a student in the class which will start training on or about October 15th.

First Lieuts. H.B. Chandler, C.E. O'Connor and 2nd Lieut. Norme D. Frost attended the opening ceremonies of the Boulder Dam at Las Vegas, Nevada, on September 17th. Major Long, of Riverside, Calif., was a passenger in one of the planes.

First Lieuts. Charles H. Dowman, John V. Hart, R.B. Williams and J.P. Bailey were ordered on temporary duty at the Instructors' School at Duncan Field, Texas. First Lieuts. H.A. Halverson, L.D. Weddington and John Glascock were ordered on temporary duty at the Instructors' School to act as instructors.

After enjoying the summer schedule of one-half day periods since July 1st, the new winter schedule which requires duty until 3:30 was put into effect on September 29th.

Third Attack Group, Fort Crockett, Texas, September 15th.

A twenty-seven plane review was held on September 4th in honor of Master Sergeant Lloyd Thompson, Ordnance Department, who retired on that date after 30 years in the service. Captain Virgil Hine, 90th Attack Squadron, led the formation.

On Saturday, Sept. 13th, Mr. and Mrs. Thomas Ragsdale Hancock announced the approaching marriage of their daughter, Lucille Winnifred, to Lieut. Robert Kinder Taylor, Third Attack Group, Air Corps, son of Mr. George Norman Taylor and the late Mrs. Taylor, of Chicago, Ill. The wedding will take place in Galveston at the home of the bride's parents on the evening of October 29th.

The Fort Crockett football team, under the coaching of Lieut. Alfred Lindeburg, is rapidly rounding into shape for their first game which is scheduled for Sept. 28th with the strong aggregation from St. Mary's University at LaPorte, Texas. The Flyers won the game last year by a score of 12-0.

Third Attack Group, Fort Crockett, Galveston, Texas, October 1st.

Six planes of the Group, piloted by Captain Virgil Hine, Lieuts. A.J. Lanier, L.C. Westley, T.W. Imlay, F.E. Calhoun and F.O. Talley, flew to Fort Fuschuca, Ariz., on September 19th, to take part in Infantry and Cavalry maneuvers. Major

Davenport Johnson, Commanding Officer of Fort Crockett, Texas, departed a few days later to observe the maneuvers. The planes returned home on Sept. 26th.

The Fort Crockett football team, 8th Corps Area champs for 1929, opened the season with a bang on Sept. 28th when they defeated the strong eleven from St. Marys University at LaPorte, Texas, by a score of 19 to 6. Handicapped by the loss of their captain, Kermit Perkins, star quarter, the team nevertheless made a splendid showing against an eleven famed for its aerial attack. Although not as heavy as last year, the Crockett line showed plenty of power. The back-field needs more training in the aerial department, as their passing defense and offense is weak.

The Fort Crockett eleven, known as the Golden Tide, is scheduled to meet the Brooks Field Flyers at Brooks Field on ~~October~~ 11th. Fort Crockett won the game last year by the score of 13 to 6.

Air Corps Troops, Fort Sill, Oklahoma, October 6th.

Five officers from this field were recently transferred to the Air Corps Technical School, Chanute Field, Rantoul, Ill., for courses of instruction as indicated: 2nd Lieuts. Kenneth P. McNaughton and George G. Northrup, Photograph course; 2nd Lieut. James L. Jackson, Maintenance Engineering course; 2nd Lieut. Lilburn D. Fator, Armament course, and 2nd Lieut. George V. Holloman, Communications course.

One comparatively still forenoon this month, a free balloon rose and sailed away for 15 miles. The time: one hour and 15 minutes. It carried 2nd Lieuts. Gerald G. Johnson, John A. Tarro, Louis S. Wait and Staff Sergeant Douglas M. Tucker.

Three new O-19B Observation planes were ferried to this station from Buffalo, New York, by Major L.H. Brereton, 1st Lieut. C.E. Shankle and 2nd Lieut. C.K. Moore.

The resignation from the Army of 2nd Lieut. Hudson Chadwick, Jr., has been accepted.

Captain Raymond E. O'Neill, recently transferred to this station from Luke Field, Hawaii, was detailed upon his arrival from Luke Field as Adjutant, Air Corps Troops.

Second Lieut. Charles K. Moore was ordered to Duncan Field, San Antonio, Texas, on detached service for a period of ten days in connection with Air Corps Supply work.

Second Lieut. James H. Roe is spending a twenty-five day leave of absence at his home in Spokane, Washington.

Luke Field, T.H., September 10th.

Training for the month of August consisted of practice flights of pilots to maintain their proficiency, and flights for training of aircraft crews, including armament, administration, airplane mechanics and other duties of enlisted men. All commissioned officers received instruction in physical training, and troops received instruction in close order drill.

Members of Luke Field were rewarded on the morning of the 7th, after a long wait, when the first of the new Keystone LB-6 Bombers took the air for a test flight. Lieut. W.B. Clarke was at the controls. To date the 23rd Bombardment Squadron and the 72nd Bombardment Squadron each have two LB-6 Bombers available for daily flying.

A DeHaviland Observation plane, piloted by 2nd Lieut. Joseph B. Stanley, Jr., with Staff Sgt. Robert A. Bremer as mechanic, was demolished in a forced landing in a pineapple field near Wahiawa at 8:30 a.m. on the 20th. The accident was caused by motor failure and the plane turned over when it struck and was a complete loss. Neither of the occupants was injured.

The Luke Field Orchestra, composed of Corporal Hodges and Private Ledwith, 23rd Squadron; Privates Lunsden and Dieckman, 4th Squadron; Private Regan, 72nd Squadron, and Privates Brill and Cassidy, 65th Squadron, went on detached service at the Kiluea Military Camp, and returned on the 14th. While there, five concerts were given for the benefit of personnel attending the camp.

First Lieut. Thomas M. Lowe spent 14 days' detached service at the Kiluea Military Camp, from August 4th to 18th.

Captain Raymond E. O'Neill and 1st Lieut. Reginald R. Gillespie departed for the mainland on the August 20th Transport. The former was granted a month's

leave of absence enroute to his new station, Post Field, Fort Sill, Oklahoma. Lieut. Gillespie will report to the Primary Flying School at March Field for heavier-than-air training.

Six Wright "Cyclone" airplane engines were received at this station on August 7th to be installed in the LB-6 Bombing planes now assigned to the 23rd and 72nd Bombardment Squadrons.

According to information received by the Air Office at Fort Shafter, 28 new planes were scheduled to arrive on September 19th on the Transport KENOWIS. Though the message failed to describe the planes accurately, it was believed the shipment contained Attack planes for Wheeler Field and Observation planes for Luke Field. Luke Field expects a number of O-19 Observation planes. This shipment of O-19's is to be assigned to the 50th Observation on its reorganization in the near future.

Sergeant Willis K. Richard, 65th Service Squadron, on detached service at Fort Shafter with Department Headquarters, was transferred to D.E.M.L. at that station and appointed a Master Sergeant. He is serving in his first enlistment in the Army.

Tech. Sergeant Gabriel Klemp, attached to the 65th Service Squadron, was placed on the retired list of the Army on July 31st. In honor of his retirement the entire personnel of Luke Field passed in review before him. With all troops assembled on the flying field, Lieut. John A. Laird, Jr., Adjutant, read a brief resume of Sgt. Klemp's service and, speaking for the Commanding Officer, expressed the appreciation of the military service for his undivided loyalty and service and extended to him best wishes for success and happiness in the future. Following the ceremony, the 65th Service Squadron, of which Sgt. Klemp was a member for the past seven years, was marched to the squadron area, and short farewell speeches were given by Major Kirby, Commanding Officer of Luke Field; 1st Lieut. Carl W. Pyle, Commanding Officer of the 65th Squadron, and by Sgt. Klemp.

Members of the Squadron presented a few gifts to Sgt. Klemp to keep as mementos of his service with them. His duties at Luke Field during the past few years have been in the Parachute Department and in charge thereof, and his responsibilities have been great. In addition to his required duties, "Toney," as he is affectionately known, has been deeply interested in the Luke Field Baseball teams. As player and as coach-manager, he rendered invaluable service to the Luke Field Fliers' team of the Sector-Navy League. Through his playing and coaching, the 65th Squadron copped the Post Championship for the season of 1930, without losing a single game.

Although Sgt. Klemp's retirement is a loss to the Army, he has decided to remain here in the Islands and accepted a civil service appointment in charge of the Parachute Department at Luke Field.

On August 28th, the following promotions in the noncommissioned grades were made for the new units by transfer: To Staff Sergeant - Sgts. Lee V. Axford, 65th Squadron, Clarence G. Culver and Landon A. Harwick, 4th Squadron; John A. Renehan, 65th Squadron; To Sergeant - Corporals Charles W. Davis, New Unit; Alexander Dulevitz, 4th Squadron; James Hartnett, Clarence N. Reily and William H. Terry, 23rd Squadron; To Corporal - Privates, 1st Class, Edward J. Robertson, 72nd Squadron; William Padgett, New Units; Benjamin J. Fredericks and Courtnet Roberts, 23rd Squadron; Privates James H. Crawford, William J. McMichael and Edward V. Noss, New Units; Joseph R. Wasnick, 5th Group Headquarters.

Vacancies were created by transfer of noncommissioned officers to the new units, with the result that the following promotions were made in the organizations indicated: To Staff Sergeant: Sergeants Morris A. Aubree, 72nd Sqdm.; Ted McLeamon, 23rd Sqdn., and Nicholas Thermonos, 4th Squadron. Private, 1st Class, James A. Callender, 5th Group Hqrs., was promoted to Corporal on the 29th.

The Luke Field baseball team departed for Hilo for detached service at the Military Camp on the 1st and returned on the 20th. Playing the "Combined" team of Hilo, the Fliers were defeated 3 to 2 in the first exhibition game which was played on a water-soaked field. Errors figured in all the scoring. In the second exhibition game played there, the "All Hawaiians" team defeated the Fliers 2 to 0. Play was slow at times and, mixed with some spectacular playing by both teams, the game was well worth watching.

Inter-squadron competition for the Kuntz-Moses Athletic Memorial Trophy commenced on the 18th, when the volley ball schedule opened with two lively games. Teams representing Staff, 4th Squadron, 23rd, 65th and 72nd Squadrons and the Recruit Training Center are entered. Play has been exceptionally good, if not better than last year, as several of last year's veterans of each team formed a

nucleus for good team play. Two games are played between each team, and the first half having been completed on the 29th, the standing of the league is as follows: 72nd Sqd. leads with seven victories, no defeats; Staff and 65th Sqdn. each won five and lost two; 4th won two and lost four; R.T.C. won one and lost six, and the 72nd lost all seven games played.

A Sector Volley Ball league was formed with teams representing Fort DeRussy, Forts Armstrong, Ruger, Shafter, Kamehameha and Luke Field entered. Candidates for the Luke Field Volleyball team were selected and scrimmages are held Wednesday and Saturday afternoons on the post volley ball courts.

Nichols Field, Rizal, P.I., September 3rd.

66th Service Squadron: Captain William O. Butler was relieved from command of the 66th Service Squadron and has taken over duties of Executive Officer and Post Adjutant. Captain V.L. Burge assumed command of the Squadron.

First Lieut. Charles Douglas was transferred to the 2nd Observation Squadron.

Money was appropriated for a new set of barracks for the 66th and work will start in the near future.

28th Bombardment Squadron: Among those who left Manila during the hot season for Baguio were Lieuts. Grisham and Salsman, Staff Sgt. King, Sgt. Dyttmer and Privates Baker and Hufnagel.

The 28th received its allowance of the new type steel wall lockers, and they are a big improvement over the old ones.

2nd Observation Squadron: During August, members of the organization participated in a number of cross-country flights to Del Carmen, San Miguel, Lingayen Gulf, Carranglan and Calamba.

The rainy season let up during the month, and flying was possible every day. Aircraft time increased to 180 hours, with a daily average of four ships in commission.

On August 1st, the command of the Squadron was relinquished by Captain B.F. Giles to Captain A.E. Easterbrook. Captain Giles proved a very efficient and popular Squadron Commander, and the Squadron was sorry to see him leave. However, in having Captain Easterbrook take command, they are sure of the continuation of old policies and traditions.

Several other officers are making preparations to leave on the October transport. Lieut. Hayward received orders to go to Chamute Field.

Kelly Field, San Antonio, Texas, September 18th.

Lieut. F.D. Lynch was transferred to Dodd Field where he will succeed Lt. A.W. Marriner.

An informal dance was given at the Aviation Club by the Flying Cadets of Kelly Field on the night of September 12th for the officers and ladies of Kelly Field and Brooks Field.

Lieut. Edgar E. Glenn recently arrived at Kelly Field from Muskogee, Okla., and was assigned to the 42nd School Squadron for duty.

The following-named enlisted men of Kelly Field are attending the preparatory school at Fort Sam Houston for candidates for the U.S. Military Academy: Privates George I. Rhoades, Jack W. Hickman, Charles F. Smith and Richard I. Newcomb.

Lieut. Stanton T. Smith received orders to report to Fort Benjamin Harrison, Indiana, for duty.

Major C.L. Beaven, Flight Surgeon, received orders for duty in the Office of the Chief of the Air Corps, effective December 1st.

Major C.L. Beaven and Major C.L. Tinker left Kelly Field on the morning of September 18th for a 10-day hunting trip in Mexico, conducting their hunting on a ranch about 75 miles from Del Rio.

12th Obs. Group, Marshall Field, Fort Riley, Kansas, Oct. 2nd.

Major Junius W. Jones, Office Chief of the Air Corps, made an inspection of the records of this Squadron recently.

Lieuts. Gilger, Wright and Sherwood flew three ships to Emporia, Kansas, for the American Legion Celebration on September 1st.

Major Pratt, of Fort Leavenworth, at one time Flight Surgeon of this Squad-

ron, visited this field, accompanied by Major Miller of Fort Leavenworth.

Lieut. Dyke F. Meyer, pilot, with Captain Burton C. Andrus, Cavalry, passenger, left this station September 26th on an extended cross-country flight to Buffalo, N.Y., and return, via Scott Field, Ill., and Wright Field, Ohio.

Captain Ross F. Cole, of this Squadron, won the consolation of the "Bit Flight" in the golf tournament held at Fort Riley last month. We dare say that is responsible for his apparent reluctance to indulge with we embryonic golfers. Speaking of golf, the other day Lieut. W.H. (Pop) Sherwood drove a ball 250 yards - yes, really, but that is not the main point of the story. It happened that a golf bag belonging to another golfer ahead of him was in the path of Pop's ball (in the Fairway, remarkable as it may seem) and said ball rolled right into said bag. Those who know Pop can appreciate his embarrassment. He refuses to state whether or not he is of Scotch instinct - pardon the error, I mean ancestry - but, anyway, he failed to be amused over the incident until he had retrieved his ball. We are glad you didn't lose it, Pop - we enjoy playing with you.

Scott Field, Belleville, Ill., September 27th.

A flight of nine O-19's, commanded by Lieut.-Col. John A. Paegelow, went to Cincinnati Sept. 26th, to participate in the dedication of an airport.

Lieut. and Mrs. Courtland M. Brown will depart to Chanute Field, Ill., for station, where Lieut. Brown will take the photographic course.

Col. and Mrs. Jacob W.S. Wuest, of Chanute Field, were guests at Scott Field on September 21st.

Major M.F. Davis, of the Office Chief of the Air Corps, stayed overnight Sept. 26th at Scott Field while enroute to San Francisco, Calif.

115th Obs. Squadron, Calif. National Guard, Los Angeles, Sept. 22nd.

Major Jeffers, Commanding, announced the following Squadron Awards for efficiency among the enlisted personnel at the 1930 Camp: Best Recruit, Pvt. Philip Kraft; Best Private, Pvt. S.B. Hoxie; Best Corporal, Corporal V.J. Warne; Best Sergeant, Sgts. Jackson and Aush. These selected men, whose work was outstanding, will have their names engraved on the perpetual trophy, a large and beautiful silver loving cup, which is one of the Squadron's prized possessions.

The 115th welcomes its newest officer, Lieut. Richard Hoffman from last year's Kelly Field class.

Congratulations are extended 1st Lt. John Noe on his recent promotion.

Lieut. Leonard E. Thomas was welcomed back to duty on Sept. 21st, after four months travel abroad. He reports an interesting trip around the globe by ship, train and plane, and that all is quiet on the western front; that France's grapejuice industry is booming, and that the two-liter mug is still the important object in Germany.

Lieuts. Miller and Sewall, following their active duty with this Squadron, put in several days more with the 251st Coast Artillery, Calif. National Guard, at Fort McArthur, San Pedro, recently. Flying, spotting and tow-target missions for this recently converted anti-aircraft unit, they were able to take part in some very interesting work.

Lieuts. Carroll, Robinson and Wallen, of this Squadron, left on Sept. 23rd in two H's and one B.T. for Boston to attend the National Guard Convention held there. Passengers were General Mittelstaedt, Adjutant General of the State; Col. Otto Sandman, C.O. of the 143rd Field Artillery, and Captain G.M. Stout of the State Staff. Some 7,000 miles will be covered in a period of three weeks.

Selfridge Field, Mt. Clemens, Mich., October 1st.

57th Service Squadron: A dinner in honor of the Squadron baseball team, Post Champions for the past season, was held in the 57th Mess on the night of Sept. 24th. Individual medals were awarded to the players, and the Squadron received a handsome cup from the Rawlins Manufacturing Co. The following players received the individual awards: 1st Sgt. Frank C. Comerio, Staff Sgts. Ira C. Lee, Vincent A. Freedlund, Sgt. Jenness C. McMillin, Corporals Harold L. Clancy, John W. Delaney, Arnaldo Filiberti, Pvts. 1st Cl. Joseph Early, Elmer C. Everett, Donald Gagnier, Frank M. Lyons, Harold J. Perry, Carl E. Soderstram, Privates Harold A. Bindon, Raymond F. Hatcher, Glenn E. Tatham, Joseph W. Wells.

In addition to the team, the following officers were guests: Major George

H. Brett, Major Gerald E. Brower, Major Orlando J. Posey, Capt. Victor H. Strahm, 1st Lieuts. George Wald, Harry A. Johnson, Walter E. Richards, Joseph T. Morris, Aubrey B. Ballard, R. E. Culbertson, Marion L. Elliott, 2nd Lieuts. John W. Kirby, Arthur W. Meehan, Stuart P. Wright, Clarence F. Hegy, Capt. Ross G. Hoyt and Chaplain Pierre H. Levesque.

Practice of the post football team started Sept. 16th. This is the first season Selfridge Field has attempted to put a Post team in the field, so little is known of the prospects. Hitherto all football activity has been in the squadrons. The team is being coached by Lieuts. Harbold and Meehan.

Lieut. Paul M. Jacobs, of this Squadron, made an extended cross-country to Salt Lake City and return, September 8th to 13th, his route being Chicago, Sioux City, Bismark, Miles City, Great Falls, Salt Lake City, Cheyenne, Sioux City, Chicago, Selfridge Field.

17th Pursuit Squadron: Returning from the gunnery camp at Camp Skeel, Oscoda, Mich., the last week in August, the Squadron resumed its activities at Selfridge Field. All members of the 17th qualified as expert aerial gunners. Both P-12's and P-1's were used in the shooting.

Captain Ross G. Hoyt assumed command of the 17th Squadron Sept. 4th, relieving Lieut. Robert D. Moor, who remains with the Squadron as second in command. Captain Hoyt reported from the Air Corps Tactical School, Langley Field.

Six new P-12C's were received from the factory Sept. 7th, being ferried through from Seattle by members of this command.

2nd Lieut. Orrin L. Grover, Engineering Officer, departed for the Air Corps Training Center, San Antonio, Texas, Sept. 1st. Other officers leaving the Squadron are Lieuts. Koons, Putt and French, on Sept. 30th, for the Air Corps Technical School, Chanute Field.

On Sept. 21st, the 17th Squadron furnished a flight of six airplanes to take part in the local celebration of Von Steuben Day. This flight appeared over Belle Isle off the City of Detroit at 3:00 p.m., and honored the ground ceremony by flying formation for a few minutes over the Island.

Everyone who knows Lieut. Carl Feldman will be glad to know that he has been released from Walter Reed Hospital and returned to duty with the 94th Squadron on September 16th. Carl has recuperated from his crack-up in Chicago and claims he is very little the worse for wear except that he very nearly choked to death the other day when some taffy candy he was eating pulled his new "store teeth" out.

94th Pursuit Squadron: Atlanta has its Bobby Jones, and the 94th Squadron has its miniature golf champions. These champions won their honors on the 94th Individual Golf course, the first course to be constructed, owned and operated by an individual squadron.

In order to make the competition as keen as possible, three valuable prizes were selected for the winners, and it goes without saying that the above mentioned "Bobby Jones" never did shoot a more closely contested match.

The champions, Pvts. 1st Cl. Fleming and Hargraves, who won first and second places, respectively, received a gold wrist watch each, and for his skill in winning third place Pvt. Getz was awarded a fountain pen.

Lieut. N.B. Harbold, who has been on duty at Kelly Field, Texas, reported for duty at Selfridge Field a few weeks ago and was assigned to the 94th. The entire Squadron welcomes "Skippy" and wishes him an enjoyable tour of duty at Selfridge.

Bolling Field, D.C., October 7th.

The French flyers, Coste and Bellonte, arrived here on Sept. 7th, and after a warm welcome and stay in Washington, left on the morning of the 9th for the Curtiss Airport, New York, from which place they started on their tour of the United States, Lieut. R.A. Hicks, of Bolling Field, acting as escort for them.

Major Bernard Cane and 1st Lieut. Marshall C. Hoppin, brother of Lieut. Bushrod Hoppin, Regular Army, reported here recently for two weeks' reserve training.

Lieut. C.W. Cousland flew the Secretary of War on an inspection trip of the Mississippi Flood Regions recently. There were ten in his party, and they took off in two tri-motored Ford planes. Lieut. Beery, of Wright Field, flew the other Ford plane.

Lieut. Giovanolli was much in evidence during the Carnival at Washington Barracks, as he was flying a Pursuit plane bursting balloons.

The Bolling Field pilots were kept very busy the past month, flying practically all over the country, as usual.

Captain Baker left October 2nd by train for the West Coast to ferry back one of the new BT-2A planes just completed at the Douglas Factory at Santa Monica, Calif.

Lieut. D.W. Goedrich, piloting the Fairchild photographic ship, left Oct. 7th on quite an extensive photographic mission in the vicinity of Detroit, and bordering the Great Lakes.

Staff Sgt. Malone, after having served thirty years faithfully and creditably with the United States Army, retired on September 30th, the Bolling Field Detachment turning out in his honor.

Rockwell Field, Coronado, Calif., October 6th.

Retiring from the Army on Sept. 2nd, after 30 years of faithful service, Staff Sergeant John Carrick, 11th Bombardment Squadron, watched the 11th and 95th Squadrons pass by in an aerial review flown in his honor. At the end of the review, Sgt. Carrick was presented by his Squadron mates with a gold watch as a token of their esteem and good wishes.

The 11th and 95th Squadrons held a joint picnic at Rosarita Beach on Sept. 5th as a farewell to those officers who were leaving for Chamite Field. A "large afternoon" was had by all, and the venture was pronounced a huge success.

Major Barton K. Yount assumed command of Rockwell Field the first part of the month, after having completed his course at the A.C. Tactical School. Major and Mrs. Yount are now at home in the same set of quarters they occupied on a previous tour of duty at Rockwell Field. This command is very happy to have Major and Mrs. Yount with us, and we are looking forward to a new era of good times for the Rockwell "family."

1st Lieut. Ralph Snaveley, who reported here for duty, was assigned to the 11th Bombardment Squadron. For some time past he served as an Instructor in the Bombardment Section at Kelly Field. The personnel of the 11th are expecting Lt. Snaveley to engrave his name further on the roll of success, due to the work he is doing on the "Conqueror" motors in his capacity as Engineering Officer.

2nd Lieut. Thaddeus Terry, A.C. Reserve, a graduate of the Naval Aviation School at Pensacola, Fla., was assigned to the 95th Pursuit Squadron.

During the period of maintenance, preparatory to the start of the training season, quite a few officers took leave. Rockwell Field was a rather deserted spot, and those officers who remained had to be content with watching the Navy fly. No Army ships left the ground during maintenance except for test.

Rockwell Air Depot received the Hobart washing machine for the cleaning of engines and parts, and same has been installed.

Work was started on the installation of additional gas tanks for the test blocks to provide both ethylized and white domestic gas in the block test of engines.

BT-2B type airplanes have been passing regularly through the Rockwell Air Depot for mechanical check-up, enroute from the Douglas Aircraft Company to the various Air Corps stations.

Laying of steam lines from the boiler of the Engine Repair over to the north corner of the building to connect with a new steam engine cleaning vat has been started.

Lieut. Barney McK. Giles reported at Rockwell from March Field on August 23rd, relieving Lieut. Raphael Baez as Post Engineering Officer. In addition, Lieut. Giles was made Chief Engineer for the Depot Supply. Lieut. Baez was ordered to the Air Corps Training Center at Duncan Field.

Fairfield Air Depot, Fairfield, Ohio, Sept. 30th.

Major A.L. Sneed, our new Commanding Officer, flew to Washington on Sept. 17th for conference in the Office Chief of Air Corps, returning the next day.

It has been intimated that Captain John M. Clark will leave us shortly for California climate. In more ways than one we are going to regret losing him.

General H.C. Pratt, Chief of the Materiel Division, and Colonel Crane from the Budget Office made a tour of inspection of the Depot.

Captain Edward Laughlin recently returned from a tour of inspection thru the East, where he visited various airplane and motor activities, handling contracts and furnishing equipment for the Air Corps. He visited Pratt & Whitney

Co., Hartford, Conn.; the Wright Aeronautical Corporation at Paterson, N.J.; the Fairchild Co. at Farmingdale, and other aeronautical industrial plants.

Lieut. M.B. Asp was appointed Police Officer. Result - the grass has been cut, weeds pulled, shrubbery trimmed and gravel paths between buildings improved.

Many visitors, a bit too numerous to mention accurately, were at the post during the past two weeks, viz: Lieut. Umstead, piloting a Fleetster, with Asst. Secretary of War Davison as passenger, on Aug. 31st, enroute from Scott Field to Bolling Field - Messrs. Priddy and Fruzie in a Waco from Ostrander, Sept. 4th, enroute to Findlay - Lieut. Kenney and 5 passengers from Rockwell Field on cross-country mission to Wright Field - Lieuts. Williams, Hansen, Sgt. Reeny and Corporal Evans from Crissy Field on cross-country flight - Lieuts. Tellman, Pineens, Waitkus, Norman and Rhudy from Selfridge Field to ferry to their home station planes overhauled at this Depot - Captain John G. Colgan on cross-country flight from Lunken Airport, Cincinnati - Lieut. Bushong from Cleveland to ferry an O2-H airplane overhauled at this Depot back to his home station - Captain Aubrey I. Eagle enroute to San Francisco - Lieut. Gardner from McConnell Field to ferry to his home station an O-11 overhauled at this Depot - Captain Wright in an O-11, with Major Dawson as passenger, from Richards Field, on a cross-country mission enroute from Bolling Field - Lieut. Pugh, pilot, and General Ford, passenger, in an A-3 plane, enroute from Scott to Bolling Field - Captain Henry Pascale, formerly stationed at this Depot, enroute from Bolling to Chamute Field - Major Houghton and Lieut. Mills, Middletown Air Depot, on cross-country flight - Major George H. Brett, Commanding Officer, Selfridge Field, enroute to his home station from Lunken Airport - Lieut. Stranathan from Bolling Field and Pvt. Joseph K. Szymkiewicz, Fairfield Air Depot, departed for Bolling Field Sept. 28th.

Capt. George E. Thompson, QMC, reported for temporary duty Sept. 26th as Post Quartermaster during absence of Capt. John L. Corbett, now on two months' sick leave at El Paso, Texas.

Lieut. and Mrs. George V. McPike are settled in quarters at the Depot.

Staff Sgt. John McKenna, Burgess Field, Uniontown, Pa., reported for temporary duty Sept. 16th to pursue a thirty-day course of instruction in engine repair.

2nd Lieut. Charles G. Brown, A.C. Reserve, was on active duty at this station Sept. 12th to 25th, inclusive.

Private John R. Fullaway, Medical Dept., is on detached service in Washington, D.C., for the purpose of taking a three months' course in X-Ray work at the Walter Reed General Hospital.

The Ladies' Golf Club of the Fairfield Air Depot accepted the challenge from the ladies of the Dayton Country Club to play a match on October 1st. Wednesday is known as "Ladies' Day" at the Club, and all those participating in the golf matches enjoyed the day very much.

The Officers residing on the Post were scheduled to play a competitive golf match on October 8th with a team picked from the officers living in Dayton, Fairfield and Osborn, the losing team to pay for a stag dinner at Side Slip Inn the same evening.

The Robins Cup Tournament was played in August, the cup being donated by Major and Mrs. A.W. Robins. Lieut. C.D. McAllister won the cup for officers and Mrs. Orval Cook won the cup for ladies. Lieut. Donald F. Stace and Mrs. Omer O. Niergarth were runners-up for officers and ladies, respectively. This Cup Tournament has been played for the past three years.

Although our Air Corps representatives, Captain John M. Clark and Lieut. Donald F. Stace, did not finish in the finals of the Army Golf Championship at Fort Leavenworth, we compliment them upon their showing.

Brooks Field, San Antonio, Texas, October 1st.

Brooks Field personnel were scheduled to participate in the elaborate reception to be tendered Messrs. Coste and Bellonte on October 1st. Planes from Brooks Field, in units of three, were to fly over Winburn Field, where the noted French airmen were to land, and then follow a detailed course to include an extensively centralized area, the Brooks Field planes to be followed in the review by Kelly Field, flying the same number of planes.

Brooks Field hangars are assuming new and much more attractive exteriors since the application of fresh coats of paint. No money was allotted for painting the 16 hangars, but the Quartermaster of the Field - as Quartermasters some-

times are wont to do - found a sufficient amount of paint, and so the personnel of the respective hangars are doing the painting job themselves during their spare hours.

Capt. Louis R. Knight, Director of Training at Brooks Field, went to Buffalo, N.Y. to ferry an XPT6A from the Fleet Aircraft Co. at that place to Brooks Field.

2nd Lieut. Signa A. Gilkey flew to Chamute Field Sept. 19th to transport enlisted men to the Technical School and to return graduates to their stations at Brooks and Kelly Fields.

Captain Christopher W. Ford reported at Brooks Field from duty with the Organized Reserves at the Army Base at Boston. He was detailed on special duty as a student in the Flying Instructors' School at Kelly Field.

The following-named Brooks Field officers were detailed to special duty as Instructors in the Flying Instructors' School, Kelly Field, which started Sept. 15th: 1st Lieut. Clyde K. Rich, 2nd Lieuts. Elmer J. Rogers, Jr., and Burton M. Hovey, Jr. Officers placed on special duty with the Flying Instructors' School, in addition to Captain Ford, were 2nd Lieuts. James W. McCauley, John J. Jones and Jordan F. Haney.

2nd Lieut. Walter G. Bryte, Jr., went on a month's leave Sept. 20th.

Captain Gerd von Massow, Imperial German Army, was authorized by the War Department to matriculate in the Primary Flying School, and to report Oct. 5th.

2nd Lieut. Allen J. Mickle is absent on a month's sick leave.

1st Lieut. E.D. Jones reported here from Panama. He was cordially welcomed, especially by a number of old timers who served with him in days of yore and on the border patrol.

Lieut. D.D. FitzGerald, Director of Ground Instruction, was granted a month's leave of absence which he is spending with his parents in Miami, Fla.

Lieut. R.D. Knapp returned from a month's leave and was assigned as Commandant of Cadets.

Brig. General Benj. D. Foulois, accompanied by Major W.G. Kilner, Executive, Office of the Chief of Air Corps, Captains A.B. McDaniel and H. M. McClelland, visited Brooks Field October 9th on their return from a trip to the West Coast as a part of an extended inspection tour. While here, General Foulois conferred with Lieut.-Col. Clagett and the department heads as to the training methods, etc. of the Air Corps Primary Flying School.

A boxing and wrestling card recently held at the Balloon Hangar went over in big style. This was the first of a series of cards to be held monthly by the Brooks Field Athletic Association for the members, their friends, and the public.

The Program consisted of four boxing matches and one wrestling exhibition. The main event, an eight-round bout between Bill Williams and Kid Burns, the former of Brooks Field and the latter of Dallas, Texas, resulted in a victory for Williams, who knocked out his opponent in the second round. Jack Tesser, of Brooks Field, won handily over Bobbie Fairlee, of Kelly Field, in the semi-final, being awarded the referee's decision after six rounds of clean cut fighting. The Brooks Field "pug" entered the ring under a great handicap, having suffered a broken thumb while undergoing training. He stuck it out gamely, however, and was rewarded by the decision.

Orozyco, of Brooks Field, and Blocker, 12th Field Artillery, Ft. Sam Houston, battled four rounds, the former gaining the referee's decision.

Bill Cavanaugh, of Brooks Field, and "Battling" Burns, of San Antonio, put on an exhibition boxing match, a draw being the verdict. Burnett and Kennedy, both of Brooks Field, exhibited their skill on the mat, and the former won in two straight falls of four and five and one-half minute durations, a series of flying mares doing the work for the first fall and the hammer lock for the second.

Bigger and better fighters and wrestlers will be lined up for future cards, thus assuring good programs in the future.

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FOOTBALL

MAROONS AND FORT CROCKETT IN A TIE

By Jack Germaine, Army Sports Reporter

Fort Crockett's Golden Tide, reigning Eight Corps Area football champs, flew to Brooks Field, heavy favorites to trounce the Brooks Field Maroons, and did well to gain a 7 - 7 tie verdict, being completely outplayed and outclassed in

every quarter but the second, when the Golden Tide took advantage of breaks to score their lone touchdown.

The game was played in a sea of mud on the Brooks Field gridiron before a crowd estimated at 2,000, which included scouts from the local Army grid teams (especially the Kelly Field representatives).

The poor condition of the gridiron caused frequent fumbles by both teams. A clear field would have favored the local airmen, which clicked like a veteran machine in their first appearance of the season. The Maroons performed exceptionally well, their new style of offensive, although crude in its execution at times, was nevertheless effective throughout.

The Brooks Field Maroons presented a team much stronger than that of last year and will bear plenty of watching in the Army football league. Prospects for a championship team were never so bright as they are this year, Lieut. John Murrel, tutor of the Maroons, stated after the game.

The Fort Crockett Golden Tide also presented a good team, but their performance could in no way compare with that of last year, the absence of their outstanding performer, "Red" Lashley, being very much in evidence.

Crockett won the toss and chose to receive. Sartain, quarterback for the Maroons, who played a heads-up game for the locals, kicked to the Tide's 15-yard line, and Crymes was downed in his tracks. On the first play, Crockett fumbled and Sartain recovered for the Maroons. Murrel went off tackle for an 8-yard gain. Brooks was penalized 10 yards for offside and delaying the game. The Golden Tide's forward wall held and they took the ball on their own 11-yd. line and punted out of danger. Again the Maroons marched down the field, this time to the three-yard line, where they again met a stone wall. The quarter ended after Bentley had kicked out of danger with the ball in possession of the locals on Crockett's 10-yard line.

Fort Crockett came back a different team in the second quarter, taking advantage of a Maroon fumble and bad pass from center in the middle of the second quarter to take possession of the pigskin on Brooks' 6-yard line. Three times the Tide's backs met a stone wall and were repulsed, but on the final down a short pass, going to Thomas, went over the goal into the hands of the waiting Tide's right end for a touchdown. A neatly placed kick by Bentley was good for the seventh point. The half ended with the ball in Crockett's possession in midfield.

Bentley, Crockett back, had just kicked off to start the third quarter, when Murrel took the ball on his own 20-yard line, and behind the excellent interference of Girard and Sartain, evaded the last Tide tackler in midfield and dashed unmolested the remainder of the field for a touchdown, amid the cheers of the large gathering. Sartain's place kick soared over the bar and the score was seven to seven.

Porter and Arner for the Maroons and Thomas of the Tide were outstanding in the line, while Murrel, Pratt, Felton and Sartain performed exceptionally well for Brooks, and Crymes, Smith and Bentley featured for the invading eleven.

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FOOTBALL AT LANGLEY FIELD, VIRGINIA

Langley Field has definitely committed itself to a program of bigger and better sports and recreation development, with the idea not only of benefiting the post personnel, but of bringing to the Virginia Peninsula and its citizens a better appreciation of the Army and its personnel.

Langley Field hopes to make its teams known not only for their athletic ability but for their sportsmanship. Following out this idea, the Langley Field athletic authorities during the past few months arranged for many football games with colleges. This will be the first time the Virginia Peninsula has had so many college games on local gridirons. The people of the Peninsula are taking a great interest in the Langley Field team, and it is expected they will turn out in large numbers to witness the home games. The football program has been issued by the Langley Field Athletic Association, and the business men of the communities near Langley Field have shown their support by taking all the available advertising space in the program.

Langley Field will have three complete teams this fall. At the beginning of the season on August 26th, 140 candidates reported for football practice, and while the coaches were hard out to cut the squad, it has been finally cut to the 40 men who will carry on to the end of the football season. There is little to choose between the 40 men who make up the squad and little difference

between the ability of any of the three teams. Consequently, prospects look extremely bright for a successful season, and the Langley Field team should be able to win a majority of the games on its schedule.

Many football scribes have stated - a team's strength depends on its available reserves. If such is the case, Langley Field is well taken care of in that respect, and while the coaches are not entirely sanguine about the chances of going through the season undefeated, they are certain that the opposing teams will know they have been in a football game. Langley Field's hope is to develop an Air Corps football team with a reputation which will rival that of the famous Marine Corps team at Quantico.

The first game for the championship of the Southern District, Third Corps Area, will be played with Fort Monroe at Langley Field Nov. 1st. When Langley and Monroe get together for an athletic contest there is certain to be a colorful exhibition. Last year Langley was fortunate and beat the Monroe team 39 to 6. However, Fort Monroe has been strengthened by the addition of several men who played on the Fort Eustis team last year, and it is expected that this game will be very close.

After the Fort Monroe game comes the one with Fort Eustis on Nov. 5th at Fort Eustis. The Eustis team is somewhat handicapped in having lost a number of their players due to transfer of several organizations from Fort Eustis to Fort Monroe. Last year's Langley-Eustis game was very close, and it was anyone's game until the final whistle. The final score was Langley 7, Eustis 6.

Nov. 8th the team will take its second trip, this time to Wilson, N.C., for a game with the Atlantic Christian College, which has an outstanding record among the smaller colleges in this section of the country.

Three days after the Atlantic Christian game, on Nov. 11th, the team will play the Potomac State Teachers College in Newport News as an Armistice Day attraction which is designed to give the fans of the Peninsula an example of real football. Potomac State last season had a very successful team, and as most of their last year's team is back, Langley will have plenty of opposition.

Probably the hardest game of the season will be that with Callaudet College of Washington, D.C. Last year this team had the third highest scorer in the country as one of its backs, and the team was a constant threat to its opponent's goal line. This game will be played on the Langley gridiron, where the team should have plenty of support from the Langley Field soldiers. This makes five games during a period of 15 days. Reserve strength in these games will be of vital necessity if the team is to be successful.

The final scheduled game will be on Nov. 22nd with Oak Ridge Military Institute, which has a reputation for turning out successful football teams. Their total score for the 1929 Season runs up into large figures. They pack a terrific wallop and have plenty of speed.

If the Langley team is successful in winning from Monroe and Eustis, thereby winning the Southern District Championship, the team will meet the champions of the Northern District for the Corps Area Championship at Langley Field on November 27th. In 1929 the team won the Southern District Championship, and in the Corps Area Championship played against the Carlisle Barracks team at Carlisle, Pa. Although the Langley team put up an excellent brand of football, they lost to the Carlisle team.

Langley Field is fortunate in having a first class coaching staff to drill the football squad. Captain George L. Usher is at the head of the coaching staff and has as assistants 1st Lieut. George G. Lundberg, who formerly played End on the University of Pennsylvania, and is now coaching the Langley Field ends; and 1st Sgt. Steve Stanowich, who is well known as a Tackle on the All-Army team at Fort Benning and is probably one of the best linemen any Army team has had.

Practically all of last year's successful team is available this year and, in addition, there are several excellent former school and college football men who hope to give some of the last year's players a stiff battle for their jobs. The officers and men of the post are giving their unfailing support to the football team and everyone expects a successful season will result.

Thus far Langley Field has played three games, winning from Campbell College 7 to 0, and losing to William and Mary 19 to 7 and to the Quantico Marines 7 to 0.

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SEPT. 23d - OCT. 20th Incl., 1930

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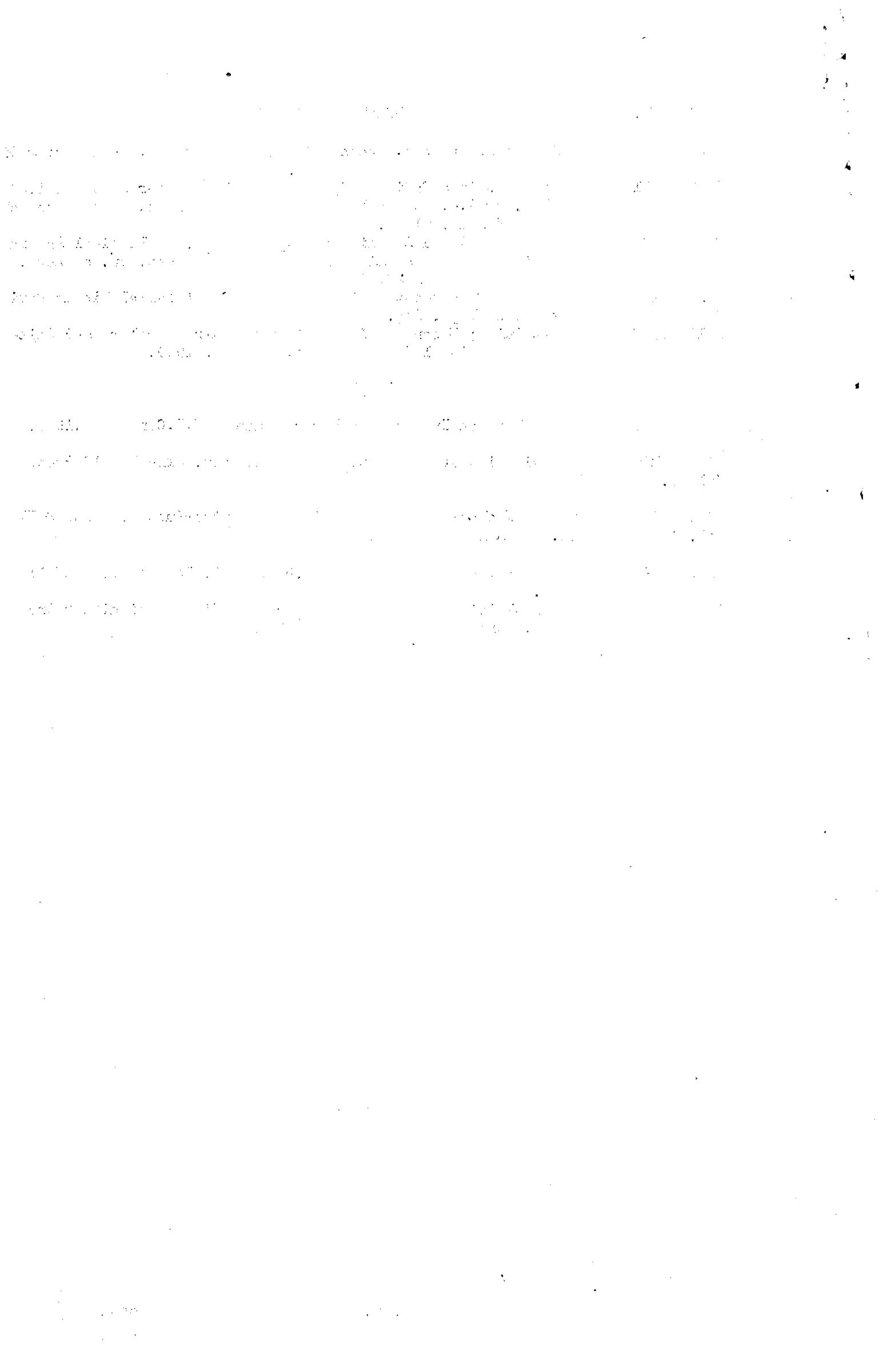
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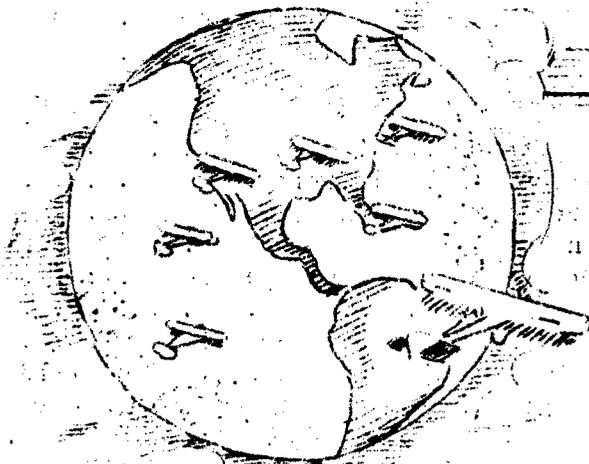
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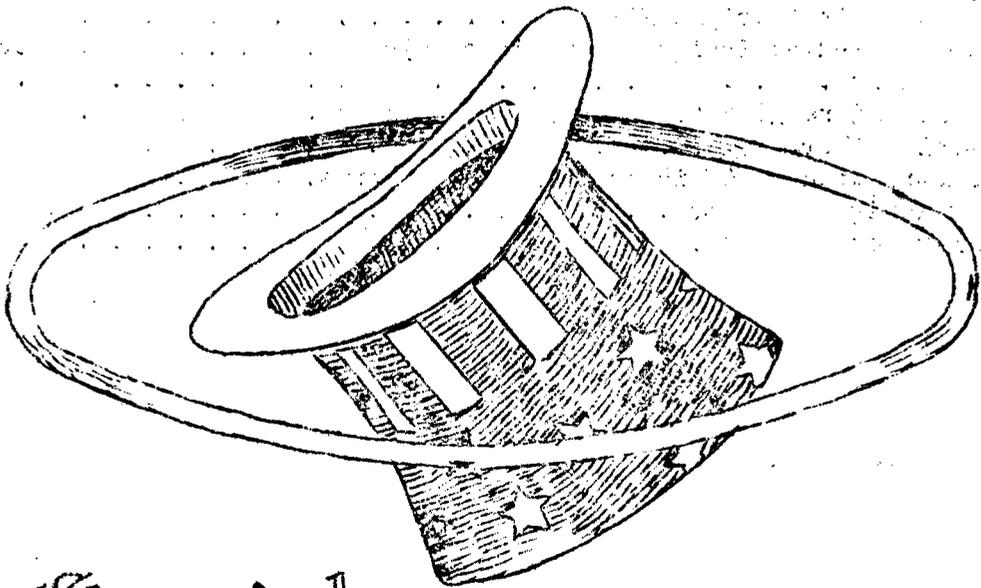
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AIR CORPS
NEWS LETTER



Special

Rickenbacker

Number

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WAR DEPARTMENT
WASHINGTON

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Information Division
Air Corps

November 14, 1930

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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COLONEL RICKENBACKER PRESENTED WITH MEDAL OF HONOR

The highest recognition it is possible for this nation to bestow upon an individual for bravery and intrepidity in war time - the Congressional Medal of Honor - was presented by the President of the United States to Colonel Edward V. Rickenbacker, foremost American flyer during the World War.

The presentation ceremony took place at Bolling Field, Anacostia, D.C., on the afternoon of Thursday, November 6th. Shortly before 2:30 p.m., the Presidential party arrived at the field to be saluted by the Presidential salute of 21 guns. Preceded by his aides and accompanied by the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, the President entered the stand, where Col. Rickenbacker and General James E. Fechet, Chief of the Air Corps, were presented to him and Mrs. Hoover.

Promptly at 2:30 p.m., the ceremonies began, these being broadcasted on the National Broadcasting System throughout the United States and on the localized public address system installed on the field by the U.S. Signal Corps.

"The President of the United States," announced Secretary Davison, in opening the ceremonies, "in the name of Congress, will award the Congressional Medal of Honor to Colonel Rickenbacker. General Fechet will read the citation."

Whereupon General Fechet read the citation, as follows:

"Edward V. Rickenbacker, Colonel, Specialist Reserve, then first lieutenant, 94th Aero Squadron, Air Service, American Expeditionary Forces. For conspicuous gallantry and intrepidity above and beyond the call of duty in action against the enemy near Billy, France, September 25, 1918. While on a voluntary patrol over the lines, Lieut. Rickenbacker attacked 7 enemy planes (5 type Fokker, protecting 2 type Halberstadt). Disregarding the odds against him, he dived on them and shot down one of the Fokkers out of control. He then attacked one of the Halberstadts and sent it down also. Residence at appointment: 1334 East Livingston Avenue, Columbus, O."

In bestowing upon this intrepid war bird the highest decoration that the country can give, the President, in putting the ribbon over Rickenbacker's head, stated:

"Captain Rickenbacker, in the name of the Congress of the United States, I take great pleasure in awarding you the Congressional Medal of Honor, our country's highest decoration for conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy. At a stage in the development of aviation when the flying of airplanes was a much more hazardous undertaking than it is today, you were achieving victories which made you the universally recognized Ace of Aces of the American forces. Your record is an outstanding one for skill and bravery, and is a source of pride to your comrades and your countrymen. Although this award is somewhat belated, I hope that your gratification in receiving this Medal of Honor will be as keen as mine is in bestowing it. May you wear it during many years of happiness and continued usefulness to your country."

Visibly moved as the decoration was pinned on him, Colonel Rickenbacker turned to the microphones on the stand and, in a voice which trembled with emotion, replied to the brief address of the Army's present Commander-in-Chief.

"Mr. President," he said, "I should be ungrateful if I failed to recognize this great honor as a true tribute to my comrades in arms, soldiers and sailors, living and dead. In peace and in war they have contributed their share. They have perpetuated the traditions and high ideals of the United States in the air as they have on the land and sea."

Representative Robert H. Clancy, of Michigan, long a friend of Colonel Rickenbacker, eulogized the war-time flyer over the radio system, while all the former members of the 94th Aero Squadron who came to Washington for this occasion, were presented to the President, being then introduced to the radio-listen-

ing public over the microphone by Mr. Provenson, of the National Broadcasting System, and Reed Chambers, ex-94th flyer, who had acted as shepherd of this little flock of "Eddie's" war-time associates during their stay in Washington. All had but a few words to say, all congratulated "Eddie" and stated that there was no one, in their estimation, who deserved the Medal more than he did.

At this time the 19 planes of the present 94th Pursuit Squadron from Selfridge Field, Mt. Clemens, Mich., the 5 Bombers from the 2nd Bombardment Group from Langley Field, Va., and 9 Observation planes from the 9th Group, Mitchel Field, N.Y., which had taken off a few minutes before, were circling about in the air, somewhere below the horizon to the south of the field.

Suddenly the Bombers came into view over the large hangar, followed in turn by the Curtiss "Falcon" Observation planes and then the Boeing Pursuit planes. Flying in close formation, keeping their intervals and proper alignment despite the strong, gusty west wind which was whipping across the field, they flew down past the President and Colonel Rickenbacker, passing in review before them and thus rendering the prescribed military aerial homage.

As they flew past the northern boundary of Bolling Field, the "Falcons" and Keystone Bombers pulled to the right, then flew down to the south, the Bombers circling about in that sector while the Observation planes landed on that end of the airdrome.

The Pursuiters had started a steep climb, up over the Naval radio towers and then a steep climbing turn in close formation that took them directly over the reviewing stand. Suddenly, their formation changed. The three-ship elements and the flights had loosened up and these in turn strung out in single file. The leader started a wide turn, the others turned also, in a follow-the-leader movement, until the leader was on the last man's tail. The Pursuiters were flying the maneuver that had been practiced so many times on the Western front, the Lufberry Circle, named in memory of the old Commanding Officer of the famous 94th. It was this maneuver which had been perfected in those stirring war days to allow the single-seater pursuit planes, with no rearward armament, to protect themselves from the attack of a superior force of enemy planes, each plane in the circle always being ready to protect, with its forward pointing guns the plane or planes ahead of it in the circle.

The President and his party were interested. General Mason M. Patrick, former Chief of the Air Corps; Admiral Wm. Moffet, Chief of the Bureau of Aeronautics, Navy Department; and others all cast their eyes aloft to view this stirring aerial spectacle so appropriate to this occasion.

Over the microphone of the National Broadcasting System, Lieut. Roland Birn, of the Information Division, Office of the Chief of the Air Corps, was describing to those absent from the field this aerial maneuver and the interest it was arousing in those present to view it. Captain William J. Flood, of the Training and Operations Division, Office of the Chief of the Air Corps, was explaining the maneuver over the public address system installed on the field.

From the circle the formation broke into a series of figure eights, then reforming into their original element and flight formations, while the five Bombers, close packed and flying a V-formation, flew up opposite the grandstand. Suddenly, the leading flight straightened out, then in a screaming dive, audible over the radio and sounding into the ears of radio listeners throughout the entire country, the little P-120's dove in a simulated attack upon the lumbering Bombers beneath them. It was a maneuver that Rickenbacker had often flown, and it was bringing him and the ex-members of the 94th present at the field, back to those stirring days of 1917 and 1918, when they were all for one and one for all.

How interesting the aerial spectacle proved to be was evidenced by the fact that the Chief Executive of this nation remained at the field to witness all this which was offered by the Army Air Corps in honoring its ranking "Ace" and not leaving his position in the wind-swept grandstand until the planes had pulled away from the scene and landed on the airdrome.

Upon the departure of the President and his party, "Eddie" met the present members of the 94th Pursuit Squadron and all were introduced to the former members of the 94th - those middle-aged keen looking men of today who had been the war birds of yesterday. Most of the present members of the 94th had just been entering high school when this blue-ribboned Medal of Honor had been won. The ex-members wondered if they had ever looked as young as these war birds of today.

Officers and ex-officers repaired to the Officers' Club at Bolling Field, where an informal reception was held and memories exchanged. Those former members of the old 94th present on the occasion were H. Weir Cook, G.T. Crocker,

John DeWitt, Ben C. Jones, Duncan R. MacKenzie, Allan Winslow, Alden B. Sherry, Chester A. Snow, Reed M. Chambers, Robert C. Cates, Jr., H. Edwin Green, Donald G. Herring, W.W. Chalmers, and Captain Frank O'D. Hunter, the latter one of the few "Aces" still serving in the Army Air Corps. Another famous "Ace," G. DeFreest Larner, an ex-member of the 103d Aero Squadron, which in its days had been the Lafayette Escadrille, was also there, known by all who had fought by his side over the shell-torn battlefields in France.

The officers from Bolling Field, and those from the Office of the Chief of the Air Corps were there, too, for this was a real Air Corps day. Those pilots who had flown in from Selfridge Field with the 94th planes were Captain Victor H. Strahm, who is credited with five victories during the World War, Lieuts. Harry A. Johnson, Aubrey B. Ballard, Raymond E. Culbertson, Cecil E. Henry, Edward H. Underhill, Paul M. Jacobs, Clarence F. Hegy, Theodore M. Bolen, Frank J. Coleman, Emmett O'Donnell, Air Corps, and Lieuts. H.O. Coleman, Kenneth W. Mosher, T.W. Scott, Carl R. Feldman, H.H.W. Tellman, Felix M. Waitkus, Sheldon B. Yoder, and Will W. McConnell, Air Corps Reserve.

The Bombing pilots were Major Herbert A. Dargue, Lieuts. James Hammond, James E. Adams, James M. Gillespie, Leonard F. Harman, Delma T. Spivey, Air Corps, and Lieuts. Clifton D. Wright, Wm. G. Davis, Clarence L. Terrill, Melvin S. (Joe) Hollidge and Theodore Q. Graff, Air Corps Reserve.

The Observation flyers from Mitchel Field were Lieuts. E.E. (Tiny) Harmon, David P. Laubach, Charles G. Goodrich, Robert O. Cork, Leon W. Johnson, A.V.P. Anderson, Jr., Air Corps, and 2nd Lieuts. George R. Cullman, Ferdinand Eble, and Francis X. Kelly, Air Corps Reserve.

That night a grand reunion was held of all the ex-war birds at the home of one of their Washington members, Captain Chester A. Snow, now a staid business man of the Capital City, but once one of those who had flown and fought for Old Glory.

The following is the official list of victories, 25 in number, credited to Colonel Rickenbacker:

<u>Date</u>	<u>Type of Airplane</u>	<u>Region</u>	<u>Altitude</u>
1918			Meters
April 29	Albatross	Vigneulles les Hatton Chatel	2,000
May 17	Albatross	Richecourt	4,500
May 22	Albatross	Flirey	4,000
May 28	Albatross*	Bois de Rate	4,500
May 30	Albatross*	Jaulnoy	4,000
Sept. 14	Fokker	Villey Waville	3,000
Sept. 15	Fokker	Bois de Waville	4,000
Sept. 25	Halberstadt	Foret de Spincourt	2,000
Sept. 25	Fokker	Billy	3,000
Sept. 26	Fokker	Damvillers	1,500
Sept. 28	Balloon	Sivry-Sur-Meuse	100
Sept. 29	Balloon	Dun-Sur-Meuse	200
October 2	Fokker	Villosnes	1,000
October 2	Halberstadt	Montfaucon	600
October 3	L. V. G.	Dannevoux	600
October 3	Rumpler	Clery-le-Grand	500
October 9	Balloon	Dun-Sur-Meuse	On Ground
October 10	Fokker	Clery-le-Petit	600
October 10	Fokker	Clery-le-Petit	800
October 22	Fokker	Clery-le-Petit	1,200
October 23	Fokker	Le Grand Carre Ferme	600
October 27	Fokker	Grandpre	2,000
October 27	Bois-de-Money	Bois-de-Money	3,000
October 30	Fokker	St. Juvin	200
October 30	Balloon	Remonville	On Ground

According to the history of the 94th Aero Squadron, Rickenbacker brought down a Halberstadt in the region of Montfaucon at 600 meters on October 3rd, and destroyed a balloon on the ground in the region of Puxieux on October 1st, but these two victories were not confirmed and hence not credited to him.

Before the United States entered the War, Rickenbacker was widely known throughout the United States as an automobile racer. His name was usually associated with various automobile speed contests, and he won wide recognition as a fearless but prudent driver. When war was declared by the United States, Rickenbacker, at that time in England endeavoring to procure a special motor for

his racing car, conceived the idea of organizing a squadron of flyers among his racing associates, believing that their unusual experience in their line of work would fit them particularly for the war in the air. He broached this subject upon returning to this country, but his project received no encouragement. His desire to see service overseas led him to enlist, on May 25, 1917, as a Sergeant, 1st Class, in the Aviation Section, Signal Corps, with the object of accompanying General Pershing to France and to serve as his official chauffeur.

Rickenbacker's motive in taking this step was no doubt prompted by the thought that it would prove a short cut to service at the front, and his conjectures ultimately shaped themselves in that channel. After several months' service with General Pershing, Rickenbacker was commissioned a First Lieutenant in the Aviation Section, Signal Corps, August 20, 1917, and ordered to the Aviation Instruction Center at Issoudun, France, for training. He remained at Issoudun until January 3, 1918, when he was ordered to the Aerial Gunnery School at Cazeaux, France, for pilot gunnery training. Upon completing his training at Cazeaux, he was temporarily assigned to duty with a French aero squadron. He served at several stations with the French until March 7, 1918, when he was assigned to the 94th Aero Squadron, to which were attached several other noted American pilots who had served with the French air forces.

It was not until a month afterwards that the 94th was equipped with guns and airplanes. In the meantime, Rickenbacker had already made his maiden flight over the lines in company with the veteran pilot, Raul Lufbery, during the course of which they had encountered anti-aircraft fire and observed from a safe distance the patrolling planes of the enemy.

His experience as a racing driver no doubt served him in good stead in his aerial combat work. Accustomed to danger, excessive speed and quick decisions in moments of peril, and skilled in noting the actions and estimating the intentions of an antagonist, he possessed advantages over opponents not endowed with his judgment or experience.

Rickenbacker's first victory over an antagonist was on April 29, 1918, the encounter taking place at an altitude of some 5,000 meters between St. Baussant and Montsec. After a furious combat of several minutes, his gun jammed. Instead of returning to his airdrome, however, he repaired the jam himself and then returned to the attack. After a spectacular fight, the courageous American pilot shot the rival plane down in flames. For his bravery in action, the French military authorities awarded him the Croix de Guerre with palm.

Lady Luck certainly did nobly by America's foremost war pilot, for time after time Rickenbacker came back to his home airdrome from an air patrol with bullet holes through his airplane. It is said that on one occasion a bullet passed through the fuselage of his plane less than 3 inches back of his head.

Rickenbacker gained his fifth victory, the one entitling him to the unofficial title of "Ace," on May 30, 1918. He obtained all these victories inside of one month. He shared the first one with Captain Hall, and thereafter met and defeated single-handed two fighting Albatross machines and two biplane machines of the same type. It was for these five victories that he received the Distinguished Service Cross. To this decoration were subsequently added nine Palms.

Most of Rickenbacker's subsequent victories were won at altitudes of three miles or so. He was accustomed to going out on early morning patrols, and he sought altitudes where the cold is very intense and consequently very trying on one's physical senses. Shortly after his fifth victory, he was ordered to the hospital in Paris to recover from a fever which for a time threatened to put him out of the war altogether.

When the American fighting squadrons were transferred to an airdrome 25 miles below Chateau-Thierry to be in a position for the great American advance at that point, and the First Pursuit Group, comprising the 27th, 94th, 95th and 147th Squadrons, were about to be furnished the new French Spads to replace the old Nieuport machines, Rickenbacker, though hardly recovered from his illness, stuck close to the Spad depot in Paris until the first of these new airplanes was ready for the Americans. Seizing it when the mechanics pronounced it fit, he flew it to his new airdrome early in July. He was made Flight Leader and carried out his customary patrols for a few days, only to be bested once more by fever, which necessitated his return to the hospital. It was not until September 14th that Rickenbacker was credited with his next victory. Thus, sickness deprived him of more than three months' service at the front lines, despite which handicap he gained seven more victories than his nearest rival and illustrious comrade-in-arms, the late Lieut. Frank Luke, who was credited with eighteen

victories. During two weeks in September, he shot down six more antagonists and fourteen more in the month of October.

Rickenbacker was assigned to the command of the 94th Squadron on September 24th, in the meantime having been promoted to the rank of Captain. It has been said that in his personal diary, recording the fact that the 94th was placed under his charge, he stated: "Just been promoted to command of 94 Squadron. I shall never ask any pilot to go on a mission that I won't go on. I must work now harder than I did before." And he certainly backed up to the fullest extent the underscored assertion, for 18 of his victories were achieved after he assumed command of the 94th. The morning following his new assignment, in leading his patrol across the lines, he achieved his first double victory when he shot down two of his adversaries in a single fight. Two L.V.G. two-seater planes were evidently bent on photographing the American lines, and five Fokkers were above and behind them acting as protection.

Rickenbacker, climbing for the sun as rapidly as his plane was able to, discovered that he had not attracted their attention, and when he was well in their rear and far above them he nosed down and made a bee line for the nearest Fokker. "He did not see me until it was too late," Rickenbacker stated in relating the story of this fight, for which he was awarded the Medal of Honor, and referring to the pilot of the Fokker he attacked. He then added:-

"I had him exactly in my sights when I pulled both triggers for a long burst. He made a startled attempt to pull away, but bullets were already ripping through his plane. He must have been killed instantly. His machine fell away and crashed just south of Etain.

I intended to zoom up and protect myself against the other four Fokkers. But when I saw they were dumbfounded at this unexpected attack, I changed my tactics and plunged straight on through them to attack the photographing machines ahead.

The two-seaters had seen the fight and already had their noses pointed down to get more speed back to Germany. I looked over my shoulder and saw that the Fokkers were milling about, undecided what to do.

The two L.V.G.'s began to draw apart. Both observers in the rear seats were firing at me, but the range was too far for accuracy. I dove more steeply, passed out of range under the nearest machine, and zoomed up quickly from beneath him. But it was not going to be so easy!

The pilot suddenly kicked his tail around, giving his gunner a good view of me below; and in the meantime the other L.V.G. had turned on me and I saw his tracer bullets go streaking past my nose. I zoomed up diagonally out of range, made a reversal, and as the Fokkers still held off I came back straight at the first L.V.G., firing as I came.

Several times I repeated this maneuver, but he wouldn't drop. The Fokkers kept waiting for me to go up to them. All this time we were drifting deeper back into Germany. I decided upon one bold attack from near at hand and if this failed I would get back to my own lines before the Fokkers descended on me.

The two L.V.G.'s were flying parallel to each other not fifty feet apart. Dropping into a side slip until I had one of them between me and the other, I straightened out at the right instant and leveled my Spad directly at the nearest one and began firing.

He passed directly through my line of fire and just as I was forced to swerve aside and cease firing I had the satisfaction of seeing him burst into flames. Turning over and over as he fell, the L.V.G. started a blazing path to earth just as the four Fokkers came tearing down for the rescue. I fed in the gas and streaked it for home.

The Fokker and the L.V.G. both fell inside of ten minutes. It was my first double-header, and I was glad it had come this morning for the good effect it would have on the other pilots."

Following this double victory, Rickenbacker put in more flying time over the enemy lines than any of the other pilots under him. He was a great believer in the efficacy of surprise attacks, and in launching these he took advantage of the protection afforded him by the blinding glare of the sun, the shelter of clouds, or moments of inattention on the part of his quarry. It was due to these precautionary methods he pursued in his aerial combat work which were responsible for his achieving more victories than any other American pilot and for his living today to be able to tell of them.

Although Rickenbacker is generally known by his war-time title of Captain, he now holds a commission as a Colonel in the Specialist Reserve Corps.

THE FIRST AMERICAN VICTORY

Either one of two Americans enjoys the distinction of having, while wearing the uniform of the United States Army, brought down the first enemy airplane in the World War. One's record is not confirmed officially, while the other's was witnessed, confirmed and made of record.

On February 5, 1918, Lieut. Stephen W. Thompson, formerly of West Plains, Mo., was a graduating student of the 1st Squadron Gunnery School at Cazeaux, France. On that particular morning the Commander of the 123rd French Breguet Squadron, operating near Neufchateau, called Major Ralph Royce, Commanding the 1st Squadron, and asked him if he could spare a few of his observers, as the French Squadron was all out of observers, with no replacements in sight. Lieut. Thompson and a Lieut. R.H. Whitner, of Atlanta, Ga., were the first two Americans sent over by Major Royce.

While on their way over the lines, the flight was attacked by a number of German planes but managed to fight its way clear. After dropping their bombs on Saarburg, they were again attacked. This time, Lieut. Thompson, operating the rear guns on his Breguet, brought one of the enemy down. The statements of the rest of the pilots in the flight bore him out, but this victory was not confirmed. Due to earlier abuses of confirmations on "counting coup," it became the custom not to confirm victories unless they had been witnessed by someone from an organization other than that of the victor. Thompson later flew with the 12th Squadron and was officially credited with having brought down two enemy airplanes on July 28, 1918.

To Lieut. Allan Winslow, of River Forest, Ill., goes the honor of the first official victory by a member of the United States Air Service. On Sunday morning, April 14, 1918, he and Lieut. Douglas Campbell, both members of the 94th Aero Squadron, were on "alerte," playing cards and waiting for a call. At 8:45 a.m., a telephone call came in stating that two enemy airplanes were about 2,000 meters over the city, about a mile from the airdrome.

Winslow and Campbell took off immediately in pursuit and, after a brief combat, Winslow brought down one of the airplanes out of control. It crashed alongside the airdrome in full view of thousands of spectators. A moment later, as Winslow climbed to the aid of Campbell, the latter brought down the other enemy airplane which crashed and burst into flames on the other side of the airdrome. Both combats took place about 1,000 feet above the ground.

The pilot of the plane shot down by Winslow was only slightly scratched, but the one shot down by Campbell was severely injured. Winslow was later shot down in Germany and made a prisoner. He lost his arm as a result of the crash.

Winslow was one of the many ex-members of the 94th Squadron present at Bolling Field, D.C., to see his buddy, Capt. "Eddie" Rickenbacker, presented with the Congressional Medal of Honor on November 6, 1930.

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FRANK LUKE

The Congressional Medal of Honor has been awarded to only two American flyers for their services in the defense of their country during the World War. Captain Edward V. Rickenbacker, of course, is the recipient of one. The other was given posthumously to Frank Luke, known as "The Balloon Buster of Arizona."

A member of the 27th Pursuit Squadron, Luke's forte was balloons. He was credited with 18 official victories, 4 airplanes and 14 balloons. As dramatic as were the many combats and incidents surrounding his victories, the circumstances of his death were no less so, and equally as stirring were the circumstances connected with the finding of his body and its identification as Frank Luke, of Phoenix, Arizona, ex-2nd Lieut. of the 27th Squadron.

Some weeks after the Armistice, an American officer, ex-prisoner at a German prison camp and making his way back to his old organization in France, passed through the little village of Murvaux (Meuse). There he became interested in the story of the villagers concerning an American flyer who lay buried in the village cemetery. Units of the Graves Registration Service were working nearby, and he called this matter to the attention of a Captain McCormick, G.R.S., who turned the investigation over to Captain Chester E. Staten, in command of the Graves Registration Service in Neufchatel Area No. 1.

On January 3, 1919, Captain Staten sent the following letter to the Chief of Air Service, A.E.F.:

1. Units of this Service have located the grave of an unknown aviator, killed on Sunday, September 29, 1918, in the village of Murvaux (Meuse).

2. From the inspection of the grave and interview held with inhabitants of this town, the following information was learned in regard to the heroism of this aviator. Any assistance you can furnish us that will enable us to properly identify this body will be greatly appreciated. The following might assist you in gaining for us this information: Reported as having light hair, young, of medium height and heavy stature. Reported by the inhabitants that previous to being killed this man had brought down three German balloons, two German planes and dropped hand bombs killing eleven German soldiers and wounding a number of others. He was wounded himself in the shoulder and evidently had to make a forced landing, and upon landing opened fire with his automatic and fought until he was killed. It is also reported that the Germans took his shoes, leggins and money, leaving his grave unmarked."

After this letter was forwarded, and upon a more careful examination of the exhumed body, an Elgin watch #20225566 was found on his wrist, evidently having been overlooked by the enemy troops who were in at the finish. This clue, however, proved of no assistance in the identification of the hero who had slept those months in the cemetery of Murvaux.

It was learned, however, that a Lieut. Luke had dropped a note to an American Balloon Company on the front lines, stating that he was going to finish off those balloons which the people of Murvaux saw the American airman bring down. The note had been dropped on September 29, 1918, and was signed "Luke." This, together with the fact that Luke had been reported as missing about that date and was the same size and build as described by the villagers, positively identified the body as that of the lad who was afterwards known as the "Balloon Buster," and who, after the departure of the enemy from the village, was buried by the Frenchman who told the story to the American officers.

The morning report of the 27th Squadron reported Lieut. Luke as "Missing in Action" as of September 30th, but this report was officially changed upon later investigation, as his death was officially fixed as of Sunday, September 29th.

Luke was later buried, on November 1, 1921, in the Meuse-Argonne American Cemetery No. 1232 at Romagne-sous-Montfaucon, Meuse, France, in grave No. 13, Block A, Row 26.

The Congressional Medal of Honor was posthumously awarded him on April 11, 1919, being announced in General Orders No. 59, War Department, May 3, 1919.

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PURSUITERS ATTEND LEGION CONVENTION IN BOSTON

By the News Letter Correspondent

A composite Pursuit Squadron of the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., under the command of Captain Ross G. Hoyt, Air Corps, took off from the home station on October 5th enroute to Boston and the American Legion Convention held in that city. One Ford tri-motor Transport followed shortly afterwards with seven mechanics and pilot.

The airmen were under orders to stop at Buffalo for gas and then fly direct to Boston. Due to the fact that the squadron was composed of three different types of ships, all of different cruising speeds, the Group Commander had ordered a rendezvous problem to take place on the trip between Selfridge and Buffalo. The six P-1's, led by Captain Hoyt, took one route; the six P-12B's, led by Lieut. Ballard, took another route, and the six now P-12C's, led by Lieut. Moor, took still another route, all converging at Buffalo for a rendezvous over the water front. The problem worked out very successfully, and the squadron reformed at the appointed time at Buffalo.

Buffalo, N.Y., is a friendly city to the Air Corps, and all pilots from Selfridge enjoy stopping there for service on cross-country trips. This day Buffalo seemed to be even more enthusiastic than usual, and when the officers climbed out of their ships on the line at the Municipal Airport, they found a smiling crowd of about 3,000 people there to greet them. We repeat - it is a pleasure to land at Buffalo Municipal Airport always. The ships were soon gassed, and the squadron took off and flew as a squadron direct to Boston in

just three hours and thirty minutes.

The American Legion had agreed to pay all expenses of the squadron, and the pilots were assigned quarters in a large room in the Bradford Hotel. The room contained about 75 Army cots, and was rather suggestive of the old Cadet days at Kelly. In spite of the Army cots, everyone managed to settle down and get a little rest before "taking in" the Convention. It was the consensus of opinion among the pilots from Selfridge that sedate old Boston was truly waked up by the Legionaires.

Each day of the Convention Captain Hoyt led the Squadron in a flight or two over the city and the Municipal Airport. The "antics" of the little Pursuit ships seemed to delight the Bostonians and the Legionaires as well. It seems they like lots of noise over in that part of the country.

A rather unfortunate occurrence prevented the smoke screen demonstration which was to have been given by Lieut. McGuire in a P-1. It happened that there was too much pressure in the chemical tank and the cap was blown off the moment it was loosened. Of course, there was a very effective smoke screen for several minutes in the vicinity of the Army hangars, but the effect was lost as far as the city was concerned.

The First Pursuit Group enjoyed the honor of greeting President Hoover, Ex-President Coolidge and Secretary of War Hurley during their visits in Boston, and gave them a salute from squadron formation over the city.

The Convention grew to a natural ending, but old man weather seemed to want to keep the pilots in Boston and wouldn't let them leave until two days after the designated time. The squadron cleared from Boston on the morning of October 10th and made a rather uneventful flight to Selfridge via Buffalo. It was a good trip, but everyone was glad to get home.

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JAPANESE FLYER GETS A TASTE OF BLIND FLYING ✓

One of the prominent visitors at Kelly Field recently was Lieut. Yoshito Koboyashi, who has been flying for six years in the Imperial Japanese Navy. In addition to inspecting the routine flying training in the various sections, he was taken to the miniature range and given a comprehensive talk on the Observation and Bombardment features of that work. He evinced great interest in the experimental work being carried on by Major Ocker in blind flying. Major Ocker put him in the whirling chair and went through the whole curriculum with him with his eyes closed and open, and then let him look into the device connected up with the turn indicator, after which he was convinced that the instrument is always right.

The Japanese visitor remarked that he could go back to Japan with considerable more information about blind flying than he had heretofore had.

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PURSUITERS ATTEND LUNCHEON FOR RETIRING ARMY CHIEF

The First Pursuit Group, Selfridge Field, enjoyed an interesting trip to Chicago on October 22nd, for the purpose of attending a farewell luncheon given by the Sixth Corps Area to the retiring Chief of Staff, General Charles P. Summerall. A review was flown for the General preceding the luncheon. The Group consisted of Major Brower, Group Commander, leading a six-ship Headquarters flight of P-12C's, the 17th Squadron with twelve P-12C's, the 94th Squadron with twelve P-12B's, the 27th Squadron with twelve P-1C's, and last, but not least, a C-9 Transport from the 57th Service Squadron.

A rendezvous was established over the Municipal Airport at Chicago with the 15th Observation Squadron. Everything worked out fine, all units of the Group arriving at the rendezvous point with their usual precision. After the review, which was flown past the Stevens Hotel, the 17th Squadron put on an exhibition formation over the Loop. General Summerall seemed very pleased, and so informed all members of the Group at the luncheon given in his honor.

The Air Corps has two of its very best friends located in Chicago, friends in the highest sense of the word, namely, Judge K.M. Landis, the baseball czar, and his son, Major Reed M. Landis, Air Corps Reserve. These two were hosts to the personnel of the Chicago flight on the evening of the 22nd at a dinner that will long be remembered by all those who had the good fortune to be there.

MEMBERS OF 94TH SQUADRON WEAR FRENCH DECORATION ✓

Here and there at Selfridge Field, Mt. Clemens, Mich., the home of the 1st Pursuit Group, Air Corps, the casual observer notes a uniform highly decorated with green and red braid. The French Fourragere for two citations is being worn by members of the 94th Pursuit Squadron, formerly the 103rd Pursuit Squadron. "It is to our knowledge," asserts the News Letter Correspondent, "the only American Squadron to receive the citation. This Squadron for its action during the World War brought honor to itself and the 1st Pursuit Group. It is befitting that the bravery and deeds of those who won them be remembered by the present Squadron."

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36TH PURSUIT SQUADRON ORGANIZED AT SELFRIDGE FIELD ✓

The 36th Pursuit Squadron was organized at Selfridge Field, Mich., on October 2nd and placed under the command of Lieut. Marion L. Elliott, Air Corps.

This Squadron of the 8th Pursuit Group will be stationed at Langley Field, Va. The officer and the enlisted personnel of the 36th was obtained by transfer from the various squadrons of the 1st Pursuit Group. The new Squadron appears to be well on its way towards a ranking as one of the crack organizations of the Air Corps, as every man was personally selected by the commanding officer because of some special qualification.

In keeping with the high standard of the personnel, the 36th is being equipped with the new P-6 Pursuit plane, the latest and fastest fighter Uncle Sam possesses. The 1st Pursuit Group, long supreme in the air, will have to look to its laurels as the new Squadron goes into action.

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DEATH OF LIEUT. WM. CALDWELL

The news of Lieut. William W. Caldwell's crash and death at Lookout, Wyo., October 16th, who in company with Lieut. I.A. Woodring was enroute to New York, carrying the Japanese ratification of the London Naval Treaty, was a severe blow to the personnel of Rockwell Field.

Accompanying Lieut. Woodring, Lieut. Caldwell took off from Boise, Idaho, October 15th, at 10:19 a.m., Mountain Standard Time, for Cheyenne, Wyoming. Severe snow storms were encountered, and in the midst of one the two officers became separated. Lieut. Woodring landed west of Laramie, Wyoming, and waited for the storm to abate. During a lull in the storm, he took off and reached Laramie, where he was again forced down due to the fury of the elements. Another lull in the weather allowed Lieut. Woodring to reach Cheyenne, where he waited for Lieut. Caldwell. After a complete check had been made and ample time had passed to allow the pilot to come in, Lieut. Caldwell was listed as missing, and military and civilian authorities were notified.

The Boeing Air Transport Company pressed all of their facilities into service and a search was inaugurated. Early on the morning of October 16th, Lieut. Caldwell's wrecked plane was located, and his body was in the cockpit of his ship. Although not many of the details concerning the crash are known, Rockwell Field officers are of the opinion that, blinded by snow and sleet, the pilot became confused and flew his ship into the ground.

Lieuts. Woodring and Caldwell, both of the 95th Pursuit Squadron, left Rockwell Field on October 13th for Vancouver, B.C., where they were given custody of the Japanese ratification of the London Naval Treaty. Upon these officers rested the hazardous and strenuous task of delivering this important document to Mr. Pierre Boal in New York City. In turn, Mr. Boal, advisor to the American delegates to the League of Nations Commission sessions, was to carry the document across the Atlantic on board the S.S. LEVIATHAN for delivery to the British Capital. There was no time to be lost, and the two pilots were pushing through in the face of insurmountable barriers.

The 7th Bombardment Group was very proud to be assigned such an important mission, but is very depressed over the tragic accident linked with the undertaking. The flight itself will go down in history as the first time the Air Corps has played such a vital part in an international situation.

Lieut. Caldwell's home was in Oakland, Calif. He was born at Lewistown, Idaho, April 1, 1904; attended the University of California from 1923 to 1926,

and entered the Primary Flying School at March Field in October, 1928. He graduated from the Advanced Flying School, Kelly Field, October 12, 1929, and was assigned to the 95th Pursuit Squadron, Rockwell Field, where he has been on active duty as a Reserve officer to date of his death.

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GRADUATION EXERCISES FOR ADVANCED FLYING SCHOOL STUDENTS

Graduation exercises for the latest class to graduate from the Advanced Flying School, Kelly Field, Texas, were held in the War Department Theatre at the field and were well attended.

Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center, made the address to the class. He asked them to maintain the high standards of the Army Air Corps in taking up their duties as military pilots, and to keep in mind the contribution the Army has made to the progress of aviation.

"The prestige of Kelly Field is second to none, and the graduates of this School who have gone out before you have made reputations for themselves and for the Service, both in the military and commercial field of aviation," General Danforth said. "Do the job given you to the best of your ability, and you will be living up to the best ideals of the Air Corps."

In citing the many contributions made by the Army to aviation, General Danforth pointed out that the most important recent development in the field of aviation - blind flying - is the result of work carried on in the Army Air Corps by two local officers, Major W.C. Ocker, pioneer in the field of blind flying, and Lieut. C.J. Crane, inventor of a new device to simplify flying in fog.

General Danforth presented certificates of graduation to the class of 42 officers and 43 Flying Cadets, and Major Brederick L. Martin, Commandant of the Advanced Flying School, presented the Cadets commissions as 2nd Lieutenants in the Air Corps Reserve. Major Clarence L. Tinker, Assistant Commandant of the School, presented the wings to all except two of the graduates. Major F.H. Poole, formerly Commandant of the School of Aviation Medicine, pinned the wings on his son, 2nd Lieut. John R. Poole, and Colonel I.G. Stone, of Fort Sam Houston, pinned the wings on his son, 2nd Lieut. John N. Stone.

A new class of students began training at Kelly Field on October 20th, this class consisting of 31 Flying Cadets and two officers from Brooks Field, and 29 Cadets and three officers from March Field, Calif.

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JOHN L. MITCHELL TROPHY RACE TO BE HELD AT SELFRIDGE FIELD

Selfridge Field, Mt. Clemens, Mich., will be the scene of the John L. Mitchell Trophy Race on Saturday, November 22nd. This speed contest for Pursuit planes is an annual event and is participated in annually by members of the 1st Pursuit Group of the Air Corps, the prize being the John L. Mitchell Trophy, which was donated by Colonel William Mitchell, formerly of the Air Corps, in memory of his brother who was killed during the World War.

The winner of this speed contest retains the Trophy in his possession until the victor of the next year's event is announced. Thus far, eight contests for this Trophy have been held, the first one being staged in 1922 at Detroit, Mich., and won by Lieut. D.F. Stace with an average speed of 148 miles an hour. The following year, during the International Air Races at St. Louis, Mo., the late Capt. Burt F. Skeel carried off the honors, averaging 156 miles per hour.

The high speed record for this annual classic was established in 1924 during the Races at Dayton, Ohio, by the late Lieut. Cyrus Bettis, who averaged 175.43 miles per hour. Incidentally, Lieut. Bettis' name is still associated with the world's record for speed for airplanes over a closed course of 100 kilometers, he having averaged 249.342 miles per hour in the Pulitzer Trophy Race at Mitchel Field, N.Y., in 1925. In that year Lieut. Thomas K. Matthews won the Mitchell Trophy with an average speed of 161.5 miles per hour.

In 1926, when the Races were held at Philadelphia, Lieut. L.G. Ellicott won the Trophy, averaging 160.43 m.p.h. In 1927, 1928 and 1929, when the Races were held at Spokane, Wash.; Los Angeles, Calif. and Cleveland, Ohio, respectively, Lieuts. W.L. Cornelius, B.H. Lawson and Paul B. Wurtsmith were the respective

winners. The first-named officer averaged 158.412 miles per hour, Lieut. Lawson, 151.743, and Lieut. Wurtzsmith, 152.17 miles per hour.

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MANY RESERVE OFFICERS ON ACTIVE DUTY TOURS AT SAN ANTONIO DEPOT

During the past summer and fall, an unusual number of Reserve officers availed themselves of 14-day active duty training periods at the San Antonio Air Depot, ~~Duncan~~ Field, Texas, these being --

Major Phillip P. Cook, of Paris, Texas, industrial engineer with the Middle West Utilities Company of Chicago, Ill.

1st Lieut. Lamar G. Seeligson, prominent attorney of San Antonio, Texas.

1st Lieuts. J.L. McDowell and A.T. Economy, of the Civil Service at Depot.

Capt. Thomas H. Jarrell, Vice President of the Commonwealth Bank and Trust Company, of San Antonio.

1st Lieut. Fred D. Wood, of Civil Service at San Antonio Depot.

1st Lieut. Josef T. Allen, of the firm of Ernst & Ernst, C.P.A., Dallas.

1st Lieut. Edward R. Stapley, Associate Professor of Civil Engineering, A. & M. College, Stillwater, Okla.

Major George R. Gaenslen, City Sewer Engineer of San Antonio.

Major Frank A. Vestal, with Helium Plant, Bureau of Mines, Amarillo, Tex.

2nd Lieut. Edwin F. Schneider, Civil Service at San Antonio Depot.

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MASON M. PATRICK TROPHY RACE TO BE HELD AT GALVESTON, TEXAS.

The annual contest for the Mason M. Patrick Trophy will be held on Saturday, November 22nd, at Fort Crockett, Galveston, Texas, the station of the 3rd Attack Group of the Air Corps. This Trophy was presented by the Assistant Secretary of War, the Hon. F. Trubee Davison, to be competed for annually by the commissioned pilots of the Third Attack Group. The purpose of giving the Trophy the name it bears was to perpetuate the name of General Mason M. Patrick, formerly Chief of the Air Corps.

The first race for this Trophy was held at Los Angeles, Calif., in 1928, and was won by Lieut. G.R. Acheson, who averaged a speed of 139.5 miles per hour. The second contest was staged last year during the Air Races at Cleveland, Ohio, the winner being Lieut. Ivan M. Palmer, who averaged 140.2 miles an hour.

Nineteen pilots of the Third Attack Group in the regulation Attack plane, the A-3B, will compete in the speed event, which is open to members of the Third Attack Group only. The course over which the Attack pilots will fly at the greatest speed at their command has not yet been definitely settled, but it will be four-cornered, with four pylon control points. The total distance to be flown is 120 miles. One of the pylons will be located near the Group Operations Office at the flying field, in order that the spectators may be provided the best possible view of the race. Another of the pylons will be located near the Group's bombing range fronting the Gulf, south of the flying field.

Several Pursuit and Observation planes from Kelly Field are expected to attend this event. In line with its importance, and because of the nation-wide attention it has attracted, the Bombers and Pursuit planes will give an aerial exhibition on the day of the race.

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OBSOLETE AIRPLANES BOMBED AT CAMP STANLEY

Ten planes from the 8th and 90th Attack Squadrons of the Third Attack Group, Fort Crockett, Galveston, Texas, left on November 1st for Camp Stanley, Texas, to engage in some realistic target practice.

Twenty condemned airplanes were arranged on the ground to simulate an enemy airdrome during war time. The Attack planes bombed the worn-out planes, and it was not long before a mass of wreckage was strewn over the area where a short time before was a collection of seemingly good airplanes.

This is the first time a test like this was ever undertaken by the Air Corps, and it is believed important data will be collected on the effect of such an attack on an enemy airdrome during time of war. The students in the class undergoing training at the Advanced Flying School at Kelly Field, Texas, witnessed the bombing tests, which were held on November 3rd. Three photographic

airplanes from Kelly Field, carrying representatives from the various News Reel agencies, circled the bombing area at a high altitude and photographed the bombing. Many officers from Kelly Field went to Camp Stanley early in the morning and took up positions in treetops and on hillsides adjacent to the bombing area.

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VICINITY OF FORT SILL CONVERTED INTO SHELL TORN BATTLEFIELD

No official report is available as yet on the results of the bombing conducted in the vicinity of Fort Sill, Oklahoma, during the latter part of October. The News Letter Correspondent from Post Field, in briefly touching on this subject, states that bombs weighing from 100 to 2,000 pounds were dropped at altitudes ranging from 4,000 to 15,000 feet. Everyone was anxious to see one of the large bombs explode, and they got their wish. Now, if it ever rains enough to fill up one of the holes, there will be a good swimming hole on top of one of these granite gopher mounds.

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REPRESENTATIVES OF AIRCRAFT INDUSTRY VISIT MATERIEL DIVISION

The following representatives of manufacturing organizations were among those who visited the Materiel Division, Wright Field, Dayton, Ohio, recently, for consultation with engineers:

R.W. Gibson, Waco Aircraft Co., Troy, Ohio.
Walter Bishop, Jr., Warner Aircraft Corp., Detroit, Mich.
A.R. Roake and E.E. Lewis, Eclipse Aviation Corp., East Orange, N.J.
Robert Insley, Continental Motors Co., Detroit, Mich.
W.W. White, Standard Oil of New Jersey, New York City.
T.P. Wright, Curtiss Aeroplane and Motor Corp., Garden City, N.Y.
Burdette S. Wright, Curtiss-Wright Company, Washington, D.C.
T.E. Tillinghast, Pratt & Whitney Co., Hartford, Conn.
W.S. Allison, Kinner Motor Corp., Cleveland, Ohio.
Walter E. Lees, Packard Motor Car Co., Detroit, Mich.
G. H. Brodie, Packard Motor Car Co., Detroit, Mich.
G.E. Laurence, Pioneer Instrument Co., Brooklyn, N.Y.
Richard Gelzenlichter, Boeing Airplane Co., Seattle, Wash.
Victor Bertrandias and Eddie Rickenbacker, Fokker Aircraft Co., N.Y. City.
J.M. Miller, Bendix Company, South Bend, Indiana.
Leigh Wade, Consolidated Aircraft Corp., Buffalo, N.Y.
C.A. Cover, Douglas Aircraft Co., Santa Monica, Calif.
J.E. Schaefer, Stearman Aircraft Co., Wichita, Kansas.
S.P. Lyon, Thomas-Morse Aircraft Co., Buffalo, N.Y.
Orrin E. Ross, Keystone Aircraft Corp., Bristol, Pa.

Noticing the name of Eddie Rickenbacker among the manufacturers' representatives who were recently in consultation with Wright Field engineers, one cannot help but reflect upon the strange vagaries of fate. Here is a man, the foremost American war-time aviator, who specialized in shooting down Fokker planes, destroying no less than eleven of them, and yet, twelve years later, we find him associated with the manufacturer of these German planes, who is now engaged in making better and bigger planes for this country. "Truth is stranger than fiction."

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WRIGHT FIELD EMPLOYEE TOURS EUROPE VIA BICYCLE

William Englehardt, of the Statistical Unit, Materiel Division, Wright Field, returned recently from a four-months' bicycle tour of Europe, including sight-seeing in France, Belgium, Holland, Germany, Lithuania, Russia, and a cruise along the coast of Morocco. He and a comrade worked their way over a portion of the route, having the unique experience of helping harvest on a Lithuanian farm. He was particularly impressed with the amount of commercial flying in Germany, and saw the famous Dornier DO-X with its twelve motors and capacity for 100 passengers.

WASHINGTON NATIONAL GUARD AIRMEN SPEAK THEIR PIECE

By the News Letter Correspondent

In the Air Corps News Letter of July 2nd, William J. Hahnel presents an interesting picture of service in the Air Corps today, particularly as it strikes the Reserve Officer who has seen little or no active duty since the war. Hahnel says, "An impression I had that the Air Corps enlisted men are primarily mechanics, cannot drill, and have not the military bearing found in other branches of the service, was quickly dispelled." It is true that the day has passed when the Air Corps personnel might be regarded as a peculiarly individualistic group, skilled perhaps in direct flying duty, but untrained concerning the numerous other branches of military science.

This introduction is an attempt to come gracefully to the subject of a little modest boasting for our own outfit, the 47th Division Aviation, at Felts Field, Spokane, Washington. Now that we have stumbled on the subject of air service proficiency in endeavors generally conceded to be the province of other branches, we are reminded of one or two instances in point, right here in the Squadron. For example, the Governor's Review. This event is held the second Sunday of the annual National Guard encampment, at Fort Lewis, Washington, and all outfits extend themselves to produce an extra creditable performance. The busy mechanics of the 116th Observation Squadron are occupied at the hangars from early morning until Retreat, often with extra duty in the evening, and have less time to devote to perfecting drill formations than any of the other Divisional units. But there is plenty of Esprit de Corps in the Squadron, and where its reputation is affected the men may be depended upon to perform to the limit of their ability and training. This accounts for the fact that when the Reviewing body at this year's camp made public their opinion as to the troops presenting the best formation, first place went to the Division Aviation.

This was commented upon as follows in the official report of our Regular Army Inspector:

"The 116th Observation Squadron, with the 116th Photographic Section, were given first place at the Governor's Review and were rated first in camp police, which, considering the work necessary on the airplanes and at the hangar, is an exceptional record."

The training of an Observation Squadron probably demands greater knowledge of the other arms than is generally required from Air Service units, as a great deal of the work is in direct cooperation with a ground arm. The facilities offered this unit to function as Divisional Aviation in the tactical problems at the annual encampment at Fort Lewis, and the further opportunities extended by Colonel Partello, of Fort George Wright, to work with Regular Army Infantry, have permitted us a type of training not possible in all National Guard units. In our first years at Camp Lewis, on target problems with the Divisional Artillery, we found at the beginning some skepticism regarding the value of Aerial Observation on targets.

This has been entirely dispelled, and we now find the artillery commanders eager to work with us, and as concerned as we are over the careful understanding of the routine of air-ground communication which is so essential in a successful shoot. The officers of the Squadron have made many friends among the personnel of the 146th and 148th Field Artillery commands. It has become a pleasant custom of the camp for the Battery officers to entertain the flyers at a dinner early in the first week of camp. Pilots, Observers and Battery Commanders get together afterward, and a general discussion of all problems arising in the ordinary course of an artillery adjustment takes place. We have found that the success of a shoot is in direct relation to the mutual understanding of pilot, observer, and battery commander, regarding the various phases of the exercise to be performed by each participant. Where thorough understanding exists, complete cooperation follows, and a successful exercise becomes a matter of simple routine; and where cooperation is lacking, it is amazing what trivial details of communication will entirely upset the progress of a problem.

In the field of actual training with artillery units, the 116th Observation Squadron believe that there is not a more experienced Squadron (either Regular Army or National Guard) than our own unit. The major part of our training at the past four annual encampments has been actual artillery adjustment in the field. We challenge any Squadron to compare records with us on total number of completed artillery adjustment problems; or on the number of trained pilots and observers in their officer personnel qualified by field experience in this essential feature of observation training.

This year the Division Aviation was called on to the full extent of equip-

ment and personnel during the general exercise at the close of camp, involving all arms. The problem this year was a Command Post exercise, centering on the regiment in defense. The Squadron furnished hourly battle reconnaissance from 12: M. June 25. Seventeen reports were delivered by dropped message to units in the field. These messages formed a scheduled part of the exercise, and were delivered by the Umpire to the Operations Officer at stated intervals, testing the unit on its facility in administration - handling details to get the message on its way - and on the ability of the pilots to search out well concealed combat units, secure satisfactory identification by panel or other means, and deliver the message on time to the proper Command Post. Each of these missions was executed accurately and strictly on schedule.

Artillery adjustment came early on the schedule at the 1930 camp, and the previous experience of the observation teams and battery commanders enabled them to work through their problems in record time, thus giving more officers an opportunity at this important phase than ever before. Major Haynes planned his training program so that all officers were given at least one assignment in the air, and to serve at least once in liaison capacity with the battery. The work of the air officer at the battery aids him materially through the better understanding gained of the ground phases of the exercise; and the presence of an air officer at the communications section of a battery assigned to an airplane adjustment problem often furnishes valuable assistance to the ground battery command, radio, and panel sections.

For three days during the concentrated training with field artillery, Lt. Dwight Smith, Photographic Officer, was called on repeatedly at unexpected intervals for emergency photographic missions. The photographs required were chiefly verticals of battery positions before, during and after occupation. In several instances, Lt. Smith had the prints developed and delivered to the proper officers in their position in the field, within an hour after receiving the order at the hangar. It was discovered that valuable information was revealed by these verticals. In one instance photographs taken over an area in which a battery had moved to a concealed position, the tracks left in moving in came out so clearly in the print that the position was disclosed. Another vertical plainly showed burned grass areas directly in front of concealed guns.

One of the interesting missions performed this year was an adjustment problem at Fort Warden with the National Guard Coast Artillery, involving the twelve, ten and six inch guns. Fort Warden is some sixty-five miles, airline, from our base at Fort Lewis. In a similar problem last year, aerial observation was maintained throughout the annual Coast Artillery exercise, but the air corrections were not actually employed during the problem, being used only as a check on terrestrial observation after completion of the shoot. Such a method includes obvious difficulties for the observer. Gun corrections are made from data other than his, and in his attempt to reconcile such corrections with his sensings, he naturally concludes that he has erred in judgment of distance, and in a further attempt to fix his error by a comparison of the burst and his own correction, he merely becomes more confused.

This fault was pointed out by Major Haynes, and at this year's exercise it was stipulated in the problem order that only air corrections be employed on the guns.

Two trips to Fort Warden, previous to the problem, were made by the observation team. All phases of the exercises were discussed by the pilot, observer and battery officers, followed by a thorough test of radio communication, in which test sensings were employed. Major Dohm, the battery commander, and Lieut. Grey, Regular Army Instructor at Fort Warden, extended the visiting observation team every courtesy, and went carefully into the details involved in the exercise.

Major C.V. Haynes, pilot, and Captain Robert Owen, Observer, worked the problem and were glad to call it a day after six hours of close work in the cockpit of the O2-H. One direct hit with the ten-inch guns, at 12,000 yards, was secured - the first direct hit in any problem fired at Fort Warden in a number of years. Some phases of the exercise may be of general interest, as this mission differs in many respects from adjustment with field artillery. Eight shots are fired in all, from both the twelve and ten-inch guns. The "K" factor, or time constant between shots, on the 12-inch gun, for example, is about forty seconds. The observation on the shot must be made and relayed to the battery in fifteen or twenty seconds at most to be of any use. The corrections for the first four shots are averaged by the officers at the battery plotting room, and usually reach the gun at the fifth or sixth shot. The code message must be rapped out with accuracy in the plane, as there is little time for repetition,

and also great probability of a repeated message being interpreted at the plotting room as another sensing. As corrections in range are estimated to ten-yard intervals, the code is also more prone to misinterpretation than when employing the larger unit corrections of field artillery. During the progress of this exercise at Fort Warden, photographs of the shell impacts are taken at each shot, from a fixed position on the tug which tows the target. The constant relation in direction and distance of the camera from the target, and the consequent determinable angles, gives sufficient triangulation data to solve for the error in range for each shot, with an average error in this computation of less than a yard. A hard and fast check of the accuracy of all observation during the exercise is thus secured. Lieut. Grey's discussion of this year's exercise gave the air service credit for considerably higher average estimates than any previous records of terrestrial observation over the same range. The airplane corrections were received at the plotting room at an average interval of less than fifteen seconds after impact.

It was officially noted at the critique that the exercise had demonstrated both the advantages of airplane observation in this type of shoot, and the satisfactory standard of training of personnel in the 116th Observation Squadron, evidenced by the work of the observation team. The report of the Regular Army Inspector for the encampment included a statement that the observations in this exercise in many instances coincided almost exactly with the photographic record.

But the final paragraph of the Inspector's report perhaps carried the most satisfaction to every member of our unit. In paragraph five he said: "It is considered that the organizations (116th Observation Squadron and 116th Photographic Section) are ready to take the field immediately for offensive combat service."

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67th SERVICE SQUADRON COMES TO LIFE AGAIN

The 67th Service Squadron, Air Corps, was reconstituted and organized at Kelly Field, San Antonio, Texas, on October 1st. The Squadron was made up of enlisted men in various grades and ratings in the Air Corps Unassigned, General Assignment Group, stationed at Kelly Field, and consists of 172 enlisted men under the command of Lieut. Max F. Schneider.

At the present time approximately half of the enlisted men are on detached service at Randolph Field. The July, 1930, Army List and Directory shows the 67th Service Squadron as part of the inactive 8th Pursuit Group, which with the 2nd Bombardment Group, forms the 2nd Bombardment Wing with home station at Langley Field, Va.

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SEVENTH BOMBARDMENT GROUP ENGAGES IN MANEUVERS

Cooperating with the 63rd Anti-Aircraft Regiment of the Coast Artillery, the 7th Bombardment Group, stationed at Rockwell Field, Coronado, Calif., engaged in maneuvers on October 13th, 14th and 15th for the purpose of testing the latest anti-aircraft equipment.

One flight of Pursuit was stationed at the United Airport, Burbank, Calif., to intercept attacks made by the 11th Bombardment and 95th Pursuit Squadrons. Three missions a day were flown, one in the morning, one in the afternoon and one at night. On each of these missions, the flight consisted of three Bombers and one flight of protecting Pursuit. Pursuit escorts were not flown on the night missions. The assaults on the airport were made under varying conditions and at varying altitudes. The final results of these exercises have not been published, but both forces claim victory.

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JUNGLE PETS AT FRANCE FIELD, PANAMA

The list of jungle-born pets which one may see around France Field, Panama, is a long one. Boa constrictors, honey bears and raccoons are a common sight, but it remains for Corporal Schwendinger and the 25th Bombardment Squadron to have the only collection of living wild deer to be found on any Panama Canal Army post. Two does and a buck comprise the zoo, and the two does have the distinction of being decidedly air-minded. One doe was brought from David, Republic de Panama, by plane, while the other was picked up, as a fawn, by two Navy flyers forced down on a coastal island up-country. The buck is a local product.

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SEVEN AIRPLANES ESTABLISH CONTACT OVER WHOLE STATE IN ONE MISSION

Army airmen stationed at Maxwell Field, Montgomery, Alabama, recently performed a rather unusual mission of establishing contact with points throughout the whole State of Alabama in one mission, thereby demonstrating to the general public how the Air Corps goes about its work.

This mission is described by the Maxwell Field OBSERVER, published by the personnel of that field, as follows:

"In cooperating with the American Legion Posts of Alabama, seven planes were dispatched bearing drop messages to each of forty-four towns scattered throughout the State of Alabama. At some predetermined point the local Legion Post had established a Command Post at which a distinguishing panel was displayed upon signal from the airplane, the message being dropped at the panel. The planes had a definite time schedule laid out for arrival and departure from each town. Over 2,500 miles were flown, all over strange territory, using the ordinary 25-inch State maps, and every plane arrived at the stations assigned either at the appointed time, or a short time prior thereto.

Enthusiasm over the project was State wide. At many towns the school children were given an unscheduled recess in order that they might watch the airplane as it came over to deliver its message, and the Commanding Officer of Maxwell Field received telegrams from the Legion Posts advising of arrival of the ships. It is hoped that, since this mission proved so successful in Alabama, it may be carried to the neighboring States, thus building up a network of contact points, ready for instant operation in case of emergency.

This is a vivid testimony to the ability of the modern Army pilot, and to the effectiveness of the training schools in building men capable of navigating an airplane. It is valuable in that it demonstrates to the civilians that Army airplanes can be dispatched to their assistance upon exceedingly short notice, and that these airplanes can be depended upon to arrive at their destination. It creates confidence in our organization and leads the way to added mutual understanding between the Army and the public, forcing the latter to realize that in time of floods, riots, sickness, etc., Army planes are ready and capable of coming to their assistance, unconsciously establishing a realization of the peace time necessity for the Army, aside from the issue of preparedness."

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SAN ANTONIO AIR DEPOT A BEEHIVE OF INDUSTRY

During the months of July, August and September, 1930, the Engineering Shops of the San Antonio Air Depot, Duncan Field, Texas, overhauled a total of 74 airplanes and 202 engines, and repaired 69 airplanes and 207 engines. The following tabulation will tend to show in detail the work done at the San Antonio Air Depot during the third quarter of the Calendar Year 1930:

Type of Airplane	J u l y		A u g u s t		S e p t e m b e r		Total	
	Overhauled	Repaired	Overhauled	Repaired	Overhauled	Repaired	O	R
A-3	3	3	2	4	1	-	6	7
A-3B	-	1	1	2	1	2	2	5
BT-1	3	1	3	-	3	3	9	4
C-1-C	-	2	-	-	-	1	-	3
C-7	-	1	-	-	-	-	-	1
C-9	-	1	-	-	-	-	-	1
D.H.	-	-	-	-	5	1	5	1
DH-4M-2	1	-	-	2	-	-	1	2
DH-4M-2P	-	-	1	-	-	-	1	-
DH-4M-2T	4	-	4	-	-	-	8	-
Fleetster	-	-	-	1	-	-	-	1
Fokker	-	-	-	-	-	3	-	3
LB-5	-	-	1	1	-	-	1	1
LB-5A	-	2	-	-	-	-	-	2
N.S.	-	-	-	-	-	1	-	1
O-2	-	2	-	-	-	-	-	2
O2-H	1	3	1	4	4	2	6	9
O2-J	-	-	-	3	-	-	-	3
O2-M	-	-	-	2	-	-	-	2
O2-M3	-	-	-	-	-	2	-	2
To be F'w'd	12	16	13	19	14	15	39	50

Type of Airplane	J u l y		A u g u s t		S e p t e m b e r		Total	
	Overhauled	Repaired	Overhauled	Repaired	Overhauled	Repaired	O	R
Forwarded	12	16	13	19	14	15	39	50
O-19B	-	3	-	3	-	2	-	8
Pl-D	1	-	3	-	1	1	5	1
Pl-E	-	-	-	-	1	-	1	-
Pl-F	1	-	-	-	3	-	4	-
PT-1	-	2	-	-	-	-	-	2
PT-3	1	1	2	-	3	-	6	1
PT-3A	9	1	4	3	3	-	16	4
PW-9D	2	1	-	2	-	-	2	3
PW-9C	-	-	1	-	-	-	1	-
Total	26	24	23	27	25	18	74	69

Type of Engine	J u l y		A u g u s t		S e p t e m b e r		Total	
Curtiss D-12	43	2	30	1	23	-	96	3
Liberty	-	68	-	77	-	45	-	190
Wright-E	-	3	-	-	-	-	-	3
Wright J-5	22	2	38	2	34	1	94	3
Wright J-6	5	1	3	-	4	6	12	7
Wasp	-	-	-	1	-	-	-	1
Total	70	76	71	81	61	51	202	207

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ARMY AIRMEN ALWAYS ON THE GO

Two items which appeared in a recent issue of the Maxwell Field OBSERVER bears eloquent testimony of the fact that the job of the Army airman of today is hardly calculated to keep him close to where the home fires are burning. Between ferrying airplanes across the continent and going out on varied flying missions, tactical and otherwise, ample opportunity is afforded to test the truthfulness of the time-worn assertion that "Absence makes the heart grow fonder."

One of the personals in the OBSERVER is to the effect that a certain Captain came back to the post by train on a Sunday night from Santa Monica, Calif., to which place he had ferried an O-22 Observation plane. Farther down in the same column, under the caption of "Last Minute Social Item," appears a squib to the effect that the Missus wishes to announce that the Captain is visiting in her home for several days and that possibly a tea in his honor will be announced later.

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MORE ABOUT THAT KELLY FIELD - CROCKETT GOLF MATCH

The battle of words between Fort Crockett and Kelly Field came to a climax when the Kellyites, headed by their Commanding Officer, Major Frederick L. Martin, swooped down into Galveston, prepared to do or die in the attempt. They were met at the flying field by Major Davenport Johnson, who escorted them into Fort Crockett.

At the entrance to the Post, the visitors' startled gaze fell upon a funeral cortege in full array. They were ordered to dismount and take a last look at the deceased, who was calmly resting in a black casket surrounded by Ye Gods Own Chosen People, the Third Attack Group Golfers. The invading divot diggers were undismayed by the sight of their dead "hopes" and with fierce determination swept the chosen ones off their feet, winning six of the ten matches.

It is not known if Major Johnson ever ate any of the worms mentioned in the challenge to the Golf Representative at Kelly Field.

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Lieut. F.D. Lynch, recognized as one of the authorities on communications in the Air Corps, who has been stationed at Kelly Field, is being transferred to Dodd Field for the purpose of organizing a communications unit at that field.

THIRD ATTACK GROUP STARTS RADIO BROADCASTING

The Third Attack Group, stationed at Fort Crockett, Galveston, Texas, and commanded by Major Davenport Johnson, Air Corps, has adopted an effective method of disseminating aeronautical information, thereby promoting greater interest on the part of the public in aviation matters.

Each Wednesday evening, the Third Attack Group Orchestra plays over Radio Station KFUL, Galveston, Texas, and offers entertainment in a program known as the Fort Crockett Hour. Fifteen minutes of this hour are devoted to a talk on aviation by some officer stationed at the post.

Officers who have already appeared before the microphone, and the subjects they covered are enumerated below: Captain S.J. Idzorek, "Attack Aviation, Its Foibles and Fancies;" Major Robert C. Murphy, "Parachutes;" Major Charles E. Brenn, "The Medical Side of Aviation;" Lieut. John P. Whitely, "Aeronautical Engineering;" and Captain James F. Doherty, "Commercial Aviation and Its Aid to the Community."

Each program presents a different speaker with a new topic. That this broadcasting is appreciated is evidenced by the fact that large numbers of letters are received by Station KFUL, commending these programs and requesting a continuation of same.

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CONTRACTS FOR NEW AIR CORPS EQUIPMENT

The Assistant Secretary of War, the Hon. F. Trubee Davison, recently approved two contracts for new equipment for the Army Air Corps, involving an expenditure of \$235,209.07. One contract, amounting to \$214,892.38, awarded the Wright Aeronautical Corporation of Paterson, N.J., covers 40 Wright air-cooled "Cyclone" engines, Model R-1750-P, with spare parts and engineering data. Twenty of these engines are to be installed in a similar number of Fokker single-engine Cargo type planes, while the remainder will be used for spares.

The Detroit Aircraft Corporation, Detroit, Mich., will receive a contract for an additional Detroit "Lockheed" fast single-engined Transport plane, at a cost of \$20,316.69, including engineering data. This plane will be equipped with an air-cooled type SR-1340-E Pratt & Whitney "Wasp" engine, and an improved landing gear. This contract was awarded for the purpose of conducting further service tests on a Transport of this particular type.

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INDUSTRIAL HEADS VISIT WRIGHT FIELD

Wright Field, Dayton, Ohio, was visited on October 10th by almost one hundred industrial executives and bankers as part of a tour of important research laboratories arranged by the National Research Council, Division of Engineering and Industrial Research. Maurice Holland directed the tour, which was made by special train and boat. Lieut. Samuel P. Mills, Chief of the Technical Data Section, Materiel Division, Wright Field, was in charge of the field inspection of the various laboratories and test plants, as well as the program of entertainment.

The group was welcomed by an address of Brig.-General H.C. Pratt, Chief of the Materiel Division. Following the field inspection and luncheon, the party was taken to the hangars and viewed an air exhibition. Lieut. Mills described the various air maneuvers by radio and a loud speaker system. Members of the party, which included representatives of the leading industries of the country, expressed themselves as enthusiastic over the work being carried on by the Materiel Division.

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HOW THE HAT-IN-THE-RING INSIGNIA CAME INTO BEING

According to Captain Rickenbacker, premier American "Ace," the old insignia of his famous 94th Aero Squadron, which was called the Hat-in-the-Ring insignia, was conceived as follows:

Major John Huffer, the Squadron Commander, suggested Uncle Sam's traditional stove-pipe hat with the stars and stripes for a hat band. Lieut. Walters, of Pittsburgh, Pa., the Flight Surgeon for the Squadron, said - "Why not the hat-in-

the-ring, signifying that American flyers have tossed their hat into the ring as a challenge to the aerial activities of the enemy?"

With a rousing cheer, the Squadron officers gave their approval. The next day Lieut. John Wentworth, of Chicago, made up some drawings of the insignia, which was destined to strike terror into the hearts of the flying Boche.

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A TRUE RADIO STORY

The wonders of radio were well demonstrated at France Field, Panama Canal Zone, recently, when Captain Edwin F. Carey, commander of the 63rd Service Squadron, found himself unable to attend a dinner given by his old National Guard Cavalry troop, held at the Elks Club in Brooklyn, N.Y.

On the night of the dinner, Captain Carey asked Corporal Farwell, of the 25th Bombardment Squadron, if it would be possible to get New York on the Bombardment Squadron's radio. Farwell promised to try. A short time later, Farwell called Captain Carey and told him that he was in touch with an operator on Riverside Drive, New York City, who was asking as to what message the Captain wished to have phoned to the dinner.

Captain Carey sent his regards and expressed his regrets at not being able to attend. The New York operator came back with a reply that there would be sent Captain Carey a list giving the names of all those attending the dinner, and mentioned such names as Brigadier-General M.D. Bryant, Brigadier-General Charles D. DeBois and others. Captain Carey said that these names mentioned by the operator proved beyond a doubt the authenticity of the contact. Needless to say, the Captain is now thoroughly "sold" on radio.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major George Lovell, Jr., Assistant military attache, Rome, Italy, to duty at Langley Field, Va., effective February 25, 1931.

Captain Aubrey I. Eagle, Langley Field, to Washington, D.C., to appear before Army Retiring Board for examination.

Orders assigning Capt. Dache McC. Reeves, from Philippines, to Langley Field, Va., amended so as to assign him to Wright Field, Dayton, Ohio.

Orders assigning Capt. Dudley B. Howard to Scott Field amended, assigning him to Wright Field.

1st Lieut. Phillips Melville, Assistant Military Attache for Air, Havana, Cuba, to Langley Field, Va.

1st Lieut. Hilbert M. Wittkop from New York University, New York City, to Mather Field, Sacramento, Calif.

1st Lieut. Samuel P. Mills, Wright Field, to New York University, New York City, for duty as student.

1st Lieut. Gilbert S. Graves, Philippines, to Hqrs. 9th Corps Area, Presidio of San Francisco, Calif.

2nd Lieut. William J. Clinch, Mitchel Field, to Crissy Field, Calif.

2nd Lieuts. Eugene H. Rice, Guy F. Hix and George R. Geer from Air Corps Training Center to Dodd Field, Fort Sam Houston, Texas.

2nd Lieut. Clarence K. Roath, Letterman General Hospital, to proceed to his home to await retirement.

Orders assigning 2nd Lieut. Charles Sommers from Advanced Flying School, Kelly Field, to Mather Field, Calif., revoked.

Orders directing 2nd Lieut. Jerald W. McCoy to sail from New York City to Panama, December 2nd, revoked.

2nd Lieut. Elwood R. Quesada from Office Chief of the Air Corps to Havana, Cuba, for duty as Assistant Military Attache for Air.

2nd Lieut. John F. Fite from Fort Crockett, Texas, to March Field, Calif.

Reserve Officers ordered to extended active duty: To Maxwell Field, Ala. -- 2nd Lt. Charles M. Gravatt, Nov. 1, '30 to April 4, 1931; 2nd Lt. Philip A. Roll, Jan. 5 to June 30, 1931 -- To Langley Field, Va. 2nd Lts. Dewey Bartle, Dec. 29 to June 27, 1931; Willard J. Venen, Dec. 30 to June 28, 1931; 2nd Lt. Wallace S. Dawson, Nov. 15 to June 30, 1931 -- To Fort Crockett, Texas, 2nd Lt. Wm. G. Catron, Jan. 2-June 30, 1931 -- To Fort Sam Houston, Texas, 1st Lt. Norfleet G. Bone, Nov. 23-May 22, 1931; 2nd Lt. Thomas J. Parkes, Dec. 2-May 31, 1931 -- To Rockwell Field, Calif. 2nd Lt. Carl B. Fry, Jan. 2-June 30, 1931 -- To Marshall

Field, Kansas, 2nd Lt. Earl Edward Myers, Oct. 20-June 30, 1931.

Promotions: Rank from November 1, 1930. To Captain: 1st Lieutenants
William A. Hayward, Edmund P. Gaines, Harvey W. Prosser, Clayton L. Bissell,
Horace S. Kenyon, Jr., and Leland C. Hurd.

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A MOST UNUSUAL MOTHER

Mrs. George Campbell, of Anadarko, Oklahoma, mother of Donald Campbell, one of the two Flying Cadets killed in a plane crash on August 18th last, was present at the graduation exercises at the Advanced Flying School which took place on October 11th. To each of 25 members of the graduating class who came to the Advanced Flying School at Kelly Field four months ago from March Field, Calif., with her son, she presented a leather wallet. Another son, George Campbell, Jr., has just begun training at the Primary Flying School at Brooks Field, Texas.

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STATUS OF INSTRUCTION OF OFFICERS OF ARMY AIR CORPS

Statistics recently compiled in the Office of the Chief of the Air Corps as to the status of instruction of Air Corps officers in service schools as of September 30, 1930, disclose the following:

Graduates or students of Army War College - 17 field officers

Graduates or students of Army Industrial College - 12 field officers, 23 company officers.

Graduates or students of Command and General Staff School, 67 field officers, 11 company officers.

Graduates or students of Air Corps Tactical School, 59 field officers, 70 company officers.

Graduates or students of one or more of the Air Corps Technical Schools - 25 field officers, 265 company officers.

Graduates or students of technical or other courses at civilian educational institutions, under 127-A of National Defense Act, 5 field officers, 52 company officers.

Graduates of foreign service schools - one field officer, 2 company officers.

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TO CHECK AIR NAVIGATION MAPS

Two Air Corps officers, 1st Lt. Harold G. Peterson, from Mitchel Field, B.Y., and 2nd Lt. Elvin F. Maughan from Post Field, Fort Sill, Okla., are now on temporary duty in Washington for the purpose of checking air navigation maps.

An approved Air Corps project for the Fiscal Year 1931 calls for the compilation and printing of 8 Air Corps strip maps covering the following routes:

March Field, Riverside, Calif., to Yuma, Arizona.

Washington, D.C., to Fort Bragg, N.C.

Montgomery, Ala., to Monroe, Louisiana.

Monroe, Louisiana, to Dallas, Texas, via Shreveport, La.

Dallas, Texas, to Midland, Texas.

Midland, Texas, to El Paso, Texas, via Pecos, Texas.

Fort Sill, Okla., to Midland, Texas.

Middletown, Pa., to Buffalo, N.Y.

It is estimated this project will involve about a year's work, the compilation work on each map requiring approximately six weeks. The Engineering Reproduction Plant in Washington makes a compilation of maps from various government sources in Washington, and the Air Corps has considered it desirable that each route be flight-checked and corrected by actually checking each feature which can be used as a landmark, in order to insure that there are no errors.

It is proposed that the two officers above named proceed first to check the Middletown to Buffalo route, and at the end of that time return to Washington to discuss the procedure they employed and have their work coordinated by the Office of the Chief of the Air Corps. It is believed that with the experience obtained by these officers in checking the first strip map and the course of procedure to be followed in this line of work definitely established they would be qualified to proceed to check the remaining seven maps.

NOTES FROM AIR CORPS FIELDS

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Selfridge Field, Mich., Oct. 31th:

On Oct. 24th an event took place at Selfridge Field, the like of which has never been seen here before, namely, three complete tactical squadrons of 18 planes each, plus a Headquarters element consisting of the Group Commander and his Staff, took the air all at the same time and engaged in a tactical problem.

On Oct. 27th, the 17th Squadron flew a demonstration formation over Detroit to help the local Navy personnel to celebrate "Navy Day".

Old man weather stepped in the other day and took a "mean swipe" at Selfridge Field and vicinity, kind of giving us a taste of what's in store for us in the future. This little antic caused a considerable run on Air Corps Supply for heavy clothing.

Speaking of tactical training a little while ago, we forgot to mention that the Group is doing plenty. We are engaged in a very active training program, which consists of two periods of Group training each morning and a period of Squadron training in the afternoon. All conceivable Pursuit tactics are being tried out, and tactics and attacks of anything from single ships to a group are being perfected.

17th Pursuit Squadron, A.C.: On October 5th, Lieuts. Warburton and Burns departed under the command of Lieut. Richards for Seattle, Wash., to ferry back three new P-12's. On their return they reported a very trying trip because of the fog throughout the trip, but also an enjoyable one.

On October 18th, Capt. Hoyt departed for Seattle in command of an element to ferry three new P-12C's back to Selfridge. Capt. Hoyt reported perfect flying weather throughout the trip, and it must have been because he returned the following Friday.

On a personal cross-country, Lieut. Warburton found that landing after dark and in a snowstorm besides, wasn't a very good policy. He has decided not to go on any more for a month, a rather opportune decision we think.

Lieut. Coleman is back on duty again after an operation for acute appendicitis which proved to be very successful.

The Squadron now has eighteen P-12C's. Every one is quite elated, as this is the first time in a year and a half that the 17th had a full squadron. At the present time we have more airplanes than pilots, which is something new. On the 18th, Lieut. Reed flew to North Carolina, a trip that had been planned for a long time. Lieut. Van Auken went to New Jersey the same week-end.

Selfridge Field opened its first season of football as a post team on October 11th, when they met the Doughboy aggregation from Ft. Wayne. Selfridge wing formation B had little trouble in running up a score. The game ended 51 - 0 favor of Selfridge.

In the next game, October 11th, was with an independent team from Port Huron, a little too much confidence on the part of Selfridge and an aggressive team opposing them made the outcome doubtful. Port Huron made most of its yardage around the ends, but the Flyers' defense tightened up at the crucial moments. After some hard fought periods, the game ended 0 - 0.

The following Sunday, Selfridge encountered "Tuffy" Johnson's team at Scott Field. The game started with a bang and Selfridge scored in the first quarter. Scott tightened up and held Selfridge until the end of the half, when two touchdowns were scored, one a pass to Meehan. Early in the second half, Scott scored on a long pass, which made it 19-7. Selfridge got mad and started to work. A lateral scored a touchdown and again, one minute before the end of the game, a pass behind the line netted another score. When the whistle blew it was 31-6, favor of Selfridge.

Selfridge boasts a light, hard playing backfield, and an aggressive line. The wing positions stand improvement, but experience is showing results. Lieuts. Meehan, Harbold and Ramey are acting as coaches, with the managerial end being conducted by "Johnnie", A.T. Johnson.

Selfridge journeyed to Chanute to meet "Auggie" Straubel's school boys on November 2d, and the result was a real football game.

Selfridge got the jump at the start and began a march down the field. Chanute tightened up and stopped all progress when a fumble gave the ball to Chanute on the twenty yard line. Chanute kicked to our thirty yard line. Selfridge took the ball down the field for a seventy-yard march, where Sams scored. The

kick was blocked.

In the second quarter Selfridge got the ball on the fifty-yard line on an exchange of kicks. A pass, Algren to Everett, put the ball on Chanute's ten-yard line. Chanute "braced" and "held for downs" on their one foot line. Chanute's kick went out of bounds on their own twenty-yard line. Selfridge took the ball over in four plays. The kick was again blocked. At the end of the half it was 12-0, favor of Selfridge. The second half opened with Chanute reviving. We are not sure what "Auggie" told his school boys in between the half, but they certainly emerged with blood in their eyes. With Denham and Griswold hitting the line and catching a short, flat pass, Chanute marched to Selfridge's goal line, but were held. Selfridge got off a poor kick, leaving Chanute within the scoring zone. They took advantage of the situation and scored. Griswold scored the extra point on a line play, Denham and Griswold again featuring. Selfridge received the kick off and dropped it. After two line attempts Selfridge kicked. Again Chanute started for the goal line, but were stopped. Selfridge made one march but lost the ball on a dropped pass over the end zone when the quarter ended. The fourth quarter was a defensive act on the part of Selfridge. Chanute was after a score and passes were their means of effecting same. They reached Selfridge's twenty-yard line with fourth down and time for one play. The pass was grounded and Selfridge took the ball on their own twenty-yard line as the game ended 12-7.

94th Pursuit Squadron, A.C.: 2d Lieut. Hugh O. Coleman, Air-Reserve, reported for duty and was assigned to the 94th Squadron. He is a recent graduate of Kelly and we all extend our wishes for his success.

Lieut. A.T. Johnson, flying a Douglas C-1, had a forced stay at Chanute Field, while en route to Selfridge. He was in charge of the Post football team on its invasion of Scott Field, and was homeward bound, when engine trouble developed.

The following promotions in the non-commissioned grades were made on Oct. 4th. To Staff Sgts.: Sgts. Emery Desloges; Charles Jauga and William Hofman. To Sergeants: Cpls. Edwin Baker; Alfred Strom and Edward Bruce. To Corporals: William Schultz; Richard Elliot; Charles Schatz and John Anderson.

57th Service Squadron, A.C.: The 57th Service Squadron gave a dinner in the squadron mess on October 20th in honor of Lieut. and Mrs. Walter E. Richards on the eve of their departure for their new station at Mather Field, Calif. The enlisted personnel and their wives had all officers and ladies of the squadron as guests. Capt. Riderick N. Ott, the Squadron Commander, acted as master of ceremonies and presented Lieut. Richards with a wrist watch from the men in the squadron.

The first streaks of gloomy dawn that bore the announcement of the month of October, gave no hint of the roseate thirty days the 27th Squadron was to experience. The condition, time honored and accepted by custom, in which anxious pilots clamored for ships that did not exist was yet in effect; and veteran crew chiefs sadly carassed crescent wrenches grown rusty from disuse. No mark of distinction had been bestowed upon any of a dozen illustrious pilots for the preceding month. In short, things looked anything but bright for the Squadron.

It is a long lane that has no turning, however, and scarcely was the month under way when the Gods of Fortune turned upon us the smile that had lasted for the remainder of the month. First in this avalanche of fortune was the announcement that all the P-1's on the field were to become the property of the squadron. For the first time in the history of aviation, the 27th Squadron sallied forth on the foggy fields of sham-battle with its full shamming force of eighteen airplanes.

The Squadron's craving for its normal share of distinguished pilots has been satisfied, and more. The first and most distinguished of these honored men was 2nd Lieut. C.L. Brignall, who, by judiciary conduct on the local Golf Links, was appointed Golf Aide and given Golf Leave. Lieuts. George F. Smith and Bryant L. Boatner were unanimously elected Squadron Playboys in honor of distinguished cross-country work. Lieut. Lidster was elected permanent President of the Lost and Found By Telephone Club by virtue of recent navigation research over the barren wastes of Central Michigan. Lieut. W.R. Morgan has proven beyond doubt the value of his heretofore doubted smoke candle process. This process says the originator "can easily be adopted to drygoods stores and stock rooms". Lieuts. Davis and McGuire have practically completed an invention that will, we are told, revolutionize the tactical situation. This invention will, by the use of sponge rubber bullets, decide the critique conductor. No more will the state-

ments be doubted when an irate element leader shouts that he shot down the First Flight.

Capt. Blessley has rapidly assumed command of the 27th Squadron and assures us that in the future this organization will uphold traditions and will maintain the same remarkable standards of conduct and efficiency.

Luke Field, T.H., October 10th:

Capt. George P. Johnson, A.C., was ordered back to the mainland on the November 15th Transport, and assigned to Langley Field, Va., Capt. Johnson was Commanding Officer of the 23d Bombardment Squadron and then made Commanding Officer of the 4th Observation Squadron, when that organization's commander sailed for the mainland.

Capt. Ulysses G. Jones, A.C., assumed command of the 4th Observation Squadron vice Capt. George P. Johnson.

1st Lieut. Harold F. Rouse, has just completed a two months' course at the Cooks and Bakers School, Schofield Barracks, T.H.

Upon the formation of two new organizations at Wheeler Field, three officers were transferred from Luke Field - 1st Lieuts. Robert H. Finley, John H. Dulligan and 2nd Lieut. F. Edgar Cheatle.

Tech. Sgt. Gabriel Klemp, who was retired from the Military Service on July 31st last, was killed in an automobile accident in Honolulu. Sgt. Klemp had been in charge of the parachute department for a few years prior to his retirement. Although he became separated from the service, he accepted a Civil Service appointment and remained in charge of that department. His untimely loss is felt keenly by his many friends and admirers to whom he was known as "Tony".

On Sept. 17th the following promotions of non-commissioned officers, were announced. TO SERGEANT: Cpl. A.J. Oldzanowicz, TO CORPORAL: Pvt. 1st Cl. Oscar Morrisette, in the 23d Squadron. On the 22d the following promotions were announced in the 72d Squadron. - TO STAFF SERGEANT: Sgt. J. Robinson. TO SERGEANT: Cpl. J.J. Schmidt. TO CORPORAL: Pvt. 1st Cl. E.G. Burdett and Pvt. J.L. Donley. On Oct. 8th, Sgt. Russell M. Highley was promoted to Staff Sergeant, 65th Squadron.

Training for September consisted of practice flights of pilots to maintain their proficiency and flights for training of aircraft crews, including armament, administration, airplane mechanics and other duties of enlisted personnel. All non-commissioned officers received instruction in physical training, and the troops received instructions in close order drill.

Nineteen non-commissioned officers were selected to take a course in Aerial Gunnery. Lieut. E.G. Johnson is in charge of the instruction. They have completed the ground course this month and hope to fire the prescribed course from the rear cockpits of the LB-6 Bombers during the coming month.

On September 27th, ten new Observation airplanes arrived at this station. Members of Luke Field had been waiting a long time for the new ships. The first test flight was made with 1st Lieut. John W. Warren at the controls. These planes are for the 50th Observation Squadron, which will be reorganized in the near future.

Inter-squadron competition for the KUNTZ-MOSES athletic Memorial Trophy commenced on the 29th, when the Basketball League opened. Teams representing Staff, 4th, 23d, 65th and 72d Squadrons, and the Recruit Training Center are entered. The playing this year has been exceptionally good. The present standing of the League is as follows: 23d Sq. Won 3, Lost 1; 65th Sq. 2-1; 4th Sq. 1-1; Staff 1-2; 72d Sq. 1-3; R.T.C. 0-2.

The Sector Volley Ball League, with teams representing Forts Shafter, DeRussy, Armstrong, Ruger, Kamehameha and Luke Field have just completed the first half. Luke Field isn't far behind, and we still hope to carry away the honors. The standing of the League is as follows: Ft. Shafter won 4, lost 0; Luke Field 5-1; Ft. Kam, 2-1; Ft. Armstrong, 1-2; Ft. DeRussy, 1-4; Ft. Ruger, 0-4.

Kelly Field, San Antonio, Texas, Nov. 5th:

Maj. Willis Hale and Lieut. Arthur Ennis of the Office of the Chief of the Air Corps; Capt. Ralph Weems and Lieut. James T. Curry of Langley Field, Va., and five officer observers from Ft. Sill, Okla., were visitors at Kelly Field this week. They came to witness the bombing tests at Camp Stanley.

Capt. J.K. Cannon and Lieut. O.P. Weyland left Kelly Field Oct. 31st, by rail, for Wright Field, Dayton, O., for the purpose of testing experimental

airplanes at that station.

Lieut-General Werner von Blomberg, Commander of the First Division of the German Army, accompanied by Col. Erich Kuhlenthal, G-2 of the German General Staff, was a visitor at Kelly Field, Monday, Oct. 20th. He was received with the customary cannon salute and inspected the activities of the Post. An Attack and Pursuit formation gave an exhibition of tactical flying for the visitors.

Maj. C.L. Tinker, Assistant Commandant of the Advanced Flying School, and Major S.E. Brown, M.C., Kelly Field Flight Surgeon, left Kelly Field last week for their new station, Mather Field, Calif..

Lieut. Y.H. Taylor returned to Kelly Field from leave of absence, Oct. 30th.

Lieut. J.R. Drumm returned to Kelly Field after two and one-half months leave of absence.

Lieut. H.R. Baxter has returned from a sixty-day leave.

The following named enlisted men of Kelly Field have gone to Chanute Field, Ill., to take the course at the Air Corps Technical School: Pvts. E.H. Mooring, C.H. Williams, W.K. Kiltner, and A.E. Pfinhinger.

Sgt. Fred A. Lindsey, a member of the Air Corps Training Center Band, left Kelly Field for foreign service at Panama.

Congratulations of the entire 40th School Squadron go to Staff Sgt. Albert B. Burt who was married Oct. 21st.

Pvt. Lawrence E. Todd, 41st School Squadron, returned to Kelly Field from Chanute Field, Ill., where he took a course at the Air Corps Technical School.

A Halloween dance for enlisted men was held at the Kelly Field hostess house on the night of Oct. 30th.

Fort Crockett, Texas, Oct. 15th:

The Ft. Crockett football team, 8th Corps Area champs for 1929, played two more games. The second game of the season was with the strong Beaumont Toggery team and ended in a 6-6 tie. The third game of the season was with the Brooks Field eleven and resulted in a 7-7 tie. Both teams were unable to open up on account of a sticky, muddy field. Although the Crockett eleven used a defensive policy throughout the game, in an attempt to wear their opponents down, they were not outplayed in a single quarter. Everything points toward another successful season for the Ft. Crockett team.

Six planes of the Third Attack Group, led by Maj. Davenport Johnson, flew to Aberdeen, Md., recently, where they participated in the Ordnance Day Exercises held there Oct. 9, 10 and 11.

The Third Attack Group is receiving six new officers, recent graduates from Kelly Field. They are: 2nd Lieuts. Robert A. Bolyard, Roscoe R. Burley, Charles E. Causer, Walter C. Kent, Samuel S. Nuckols and John M. Schweizer, Air Corps Reserve.

Fort Crockett, Texas, Nov. 1st:

The Ft. Crockett football team suffered some severe beatings in their last two games. On Oct. 19th they met the Little Hurricanes in the first game for the city championship and were swamped to the tune of 15-0. They were favorites to win by a twelve point lead before the game. On Oct. 26th they lost to the Houston Sporting Goods eleven by a score of 7-6. The Flyers appear to have lost all spirit and interest but, nevertheless, they are working hard and may snap out of it by the time the tournament starts at Ft. Sam Houston. The line has been strengthened with the addition of Walter C. Kent, 2d Lt., A.C.R., who arrived from Kelly Field a short time ago. He is coaching the line now and his excellent work is showing results.

The distinctive charm of simple elegance prevailed in the bridal setting of Mr. and Mrs. Thomas R. Hancock's handsome home on Wednesday evening, Oct. 29th, for the wedding of their daughter, Lucille Winnifred, whose marriage to Lieut. Robert K. Taylor, 3d Attack Group, was solemnized at 7:30 P.M. Among those in attendance were Lieut. Dick Reeves, best man; Lieuts. Dave Ramsey, Oscar Beal, Frank Everest and Ralph Stearly.

San Antonio Air Depot, Duncan Field, Texas, Oct. 27th:

During their recent visit of inspection of the Air Corps Training Center at San Antonio, Brig.-General Benjamin D. Kulois, Asst. Chief of the Air Corps,

and Major W.G. Kilner, Executive, Office of the Chief of the Air Corps, were guests of Brig.-General Charles H. Danforth, Commanding General of the Air Corps Training Center, and Major A.W. Robbins, Commanding Officer of this Depot, respectively, and were also guests at a luncheon given at the Depot on October 7th, in connection with the regular monthly conference held at this Depot on supply and maintenance in this Area.

On Oct. 13th the Depot received the honor of a visit from Lieut.-General von Blomberg and Col. Kuehlenthal, of the General Staff of the German Army, who were interested in viewing the activities of the Engineering Shops of this Depot while on their recent formal visit to Ft. Sam Houston and the Air Corps Training Center.

Maj. M.F. Davis and 1st Lieut. L.P. Whitten of the Office of the Chief of the Air Corps, visited this Depot on Sept. 29th and Oct. 6th, respectively, ferrying O-11 airplanes to this Depot from the Boston Airport, Boston, Mass., and leaving here by rail for the Douglas Airplane Co.'s factory at Santa Monica, Cal.

Maj. Charles M. Roberts, Commanding Officer of the San Antonio Arsenal, and 1st Lieut. J.L. Holman, of that establishment, were informal visitors at this Depot on Oct. 10th, being desirous of examining certain technical operations in our Engineering Shops.

Maj. Robert W. Grow, 12th Cavalry, Mrs. Grow and their young son, Robert M. of Ft. Brown, Texas, spent the week-end of Oct. 18-19 as guests of Capt. Warner B. Gates and family at this Depot.

Capt. Victor H. Strahm and 2nd Lieut. Thayer S. Olds, A.C., were visitors at this Depot on Sept. 26th, from Selfridge Field, Mich., ferrying in two P-1B planes, and leaving here by rail for the Boeing Aircraft Co.'s plant at Seattle, Wash.

Capt. D.P. Muse of Maxwell Field, Ala., en route on cross-country from that station to March Field, Calif., stopped over at this Depot, Oct. 16th to 19th for engine repairs.

1st Lieut. Wm.N. Amis of the Air Corps Materiel Division Headquarters, Wright Field, Ohio, visited this Depot, Oct. 15th and 16th on cross-country and conferred with officers of the Depot on airplane and engine overhaul matters, leaving here Oct. 17th for Ft. Crockett, Texas.

Capt. Walter H. Reid, A.C., Instructor with the 36th Division Aviation, Texas National Guard, Houston, ferried a BT-1 plane of that organization to this Depot, for repairs, on Oct. 21st.

2d Lieut. Charles K. Moore, Ft. Sill, Okla., was on temporary duty at this Depot Sept. 22d to 30th, conferring on and studying Air Corps supply matters.

Lieut. Charles H. Payne, Naval Air Reserve, accompanied by Capt. Floyd A. Wilson and James L. Giffin, Air Corps Reserve, on cross-country in a Pan-American Bellanca monoplane from Mexico City, stopped here Oct. 23d for emergency repairs to their equipment.

Congratulations are in order for Capt. Charles E. Branshaw, our Chief Engineer Officer, on his promotion from 1st Lieut., received on Oct. 6th.

1st Lieut. Thomas H. Chapman and family are a recent addition to this Depot's circle, having been welcomed back on Aug. 17th from a tour of foreign service in the Philippines. They are no strangers to this vicinity, as Lieut. Chapman was on duty at this Depot for over three years prior to his Philippine tour. While en route to this station, Lieut. and Mrs. Chapman were the recipients of congratulations upon the arrival of a little daughter, Olga Mary, born at San Francisco on Aug. 6th.

Capt. Joseph W. Timmons, Jr., our Quartermaster, returned to the Depot on Oct. 7th from a leave of absence of about two months on a visit to Montana.

Rockwell Field, Coronado, Calif., Oct. 15th:

General Fechet landed at Rockwell Field on Oct. 6th for a short conference with local officials. The General flew solo, ferrying one of the new BT2-B ships to the east coast.

An aerial review and demonstration by the 7th Bombardment Group was cancelled at his request. General Fechet left this station on the 7th continuing his flight east.

Rockwell Field officers were given the opportunity to observe bombing experiments conducted by the Navy on Oct. 8, 9 and 10th. Two de-commissioned destroyers were used as targets for light bombs and machine gun fire. Fifteen

officers were guests of the Navy each day on board the aircraft tender "Aroostook". The experiments were very successfully carried out and were highly educational to those who witnessed them.

On Oct. 7th, Lieut. William Groen, Jr., of Rockwell Field, took as his bride Miss Mabel Simmons of Whittier, Calif.

Lieut. Groen graduated from the Air Corps Flying School on Oct. 12, 1929, and was ordered to Rockwell Field, where he is on duty with the 11th Bombardment Squadron. Three members of his squadron, Lieuts. R.E. Selff, R.K. Urban and C.B. Davis, were in attendance at the wedding, lending somewhat of a military atmosphere.

Lieut. and Mrs. Groen are now at home to their many friends in their Coronado residence.

A dance in honor of Maj. and Mrs. Barton K. Yount was held at the Officers' Club on Oct. 10th. The Club was attractively decorated with potted palms, ferns and pepper boughs. A six-piece orchestra furnished music for the occasion.

This was the first dance held at the Club for some time, and all enjoyed themselves immensely. The entertainment committee is planning other lively affairs in the not-too-distant future.

Lieut. S.K. Robinson, tennis representative of the Post, is quite busy collecting a team to enter in the newly formed Bay City Tennis League.

Considerable interest has been shown in tennis by the Post Officers, and Rockwell will be creditably represented. Future matches are planned with teams from Crissy and March Fields.

The 95th Pursuit Squadron received seven of the new Boeing P-12C's. These ships have been painted with the squadron insignia and, in addition, the flights to which they have been assigned have them all decked out in flight colors. Ships that were assigned to flight and element leaders are rapidly being equipped with two-way radio sets.

"A" Flight of the 95th Pursuit Squadron has completed ground gunnery. Nine pilots fired both preliminary and record. The entire course was completed in nine flying days. Due to the short time allotted for practice and adverse gunnery weather, the scores made were not as high as could be expected.

Lieut. Joseph G. Hopkins, 95th Pursuit Squadron, Rockwell Field, received orders from the War Department, transferring him to Mather Field, Sacramento, for duty there. Lieut. Hopkins attended Columbia University for two years. He served on the Mexican Border in 1917, and in the 27th Division, A. E. F. in 1918. In 1925, he was graduated from the Air Corps Flying School and was sent to Selfridge Field, Mich. For the past two and one-half years Lieut. Hopkins has been at Rockwell Field. He was married to Miss Ernestine Hunker last December.

It is with deep regret that we bid "Hoppy" adieu and trust he will drop in to see the "old gang" often.

Fairfield Air Depot, Ohio, Nov. 1st:

Maj. A.L. Sneed departed Oct. 27th for Santa Monica, Calif., from which place he will ferry an airplane back to this station.

Capt. Edward Laughlin has been commanding the Post during Maj. Sneed's absence.

Lieut. Frederick M. Hopkins, Jr., A.C., and Lieut. Kenneth S. Stice, S.C., made a cross-country trip to Cleveland, on Oct. 28th for the purpose of visiting the meteorological station at the Municipal Airport.

Lieut. Hugh A. Bivins spent a fourteen-day leave of absence hunting in North Carolina.

Capt. John L. Corbett, Post Quartermaster, returned from Texas on Oct. 25th, where he has been recovering from hay fever and asthma.

2nd Lieut. Harvey C. Eads, Air Reserve, completed a two-weeks' tour of active duty on Oct. 30th.

Mrs. James Hunt gave an interesting talk on contract bridge at the Army Bridge Club which was held on Oct. 21st at Side Slip Inn.

The second dance of the season, a "Tacky" Hallowe'en dance, sponsored by the Wilbur Wright Officers' Club, was held at Side Slip Inn on Oct. 31st.

The Station Supply Officer, Lieut. John A. Austin, A.C., reports that the main Station Supply Stock Room located in the new Engineering Shops Building is now in operation. The Non-Expendible Record Section and the Receiving & Shipping Section are getting ready to move into their new quarters.

Following are a few of the visitors in the past two weeks:

Lieut. McConnell, Norton Field, flew in for some minor repairs on Oct. 30th.
Lieut. Downey with eight passengers in a C-7 airplane departed from this station for Bolling Field on a cross-country mission from Mitchel Field on the 30th.
Capt. Voss, Chanute Field, and Lieut. Asp., F.A.D., departed on a cross-country mission on Rogers Field on the 30th.

Lieut. Wright and Lieut. Meyer from Marshall Field, flew in to this station for major overhauls on PT-1 planes.

Lieut. Longfellow stopped en route from Scott Field to Bolling Field on the 11th of October.

Lieut. Hewitt, Little Rock, Ark., arrived for major overhaul on an O2-H airplane on Oct. 18th.

Lieut. Humphreys, Selfridge Field, flew to F.A.D. on Oct. 17th for a major overhaul on a P-10 airplane.

Lieut. Morrison with Pvt. Erard from Detroit, Mich., arrived October 17th on a cross-country mission.

Lieut. Griffith, Selfridge Field, arrived Oct. 27th at this station for a major overhaul on a C-9 airplane.

France Field, Panama Canal Zone, Oct. 11th:

Although the new Foreign Service Two-Year Policy threatened to decimate the post as far as enlisted personnel was concerned, local expectations were rather upset, inasmuch as the total strength of the Field continues more than that authorized. Each month finds France Field well represented at the Casual Camps, but the transports slated to carry men back also bring fairly large detachments of new men.

The commissioned personnel has proven an exception. Three Air Corps officers were reassigned to posts in the United States and only one replacement was entered on the Officers' Roster. Major Roy Brown was relieved from France Field and assigned to the 2d Corps Area, Governors' Island, N.Y. 1st Lieut. Malcolm Stewart was sent to Chanute Field, Ill., while 1st Lieut. E.E. Harmon will be located at Mitchel Field, N.Y. Maj. G.R. Tressel, the Field's Dental Officer was relieved and sent to Madison Barracks, N.Y.

1st Lieut. R.E. Nugent, formerly of the 20th Bombardment Squadron, Langley Field, Va., is the new Air Corps Officer to arrive. He was assigned to the 25th Bombardment Squadron. The Quartermaster Corps was supplemented by 1st Lieut. Charles F. Fletter, who comes to the field as Officer in Charge of new construction.

The baseball season is now well under way with the teams of various organizations battling for first place in the Inter-Squadron League. The opening game was an epic that qualified for a chapter in Post history. The 63d Service Squadron and the 25th Bombardment Squadron provided nines for the initial effort. The Affair was a ball game until the fourth inning when, with the bases full, Pvt. Bowman of the Service Team, knocked a high one into deep left and, incidentally, into the top of a Palm tree. The fielders, including right, were still looking for the ball when Bowman topped the home platter, bringing three men in before him. The ball is still in the tree and the Service men took the game 19-3.

1st Lieut. Robert T. Zane, formerly of the 25th Bombardment Squadron, was relieved from the squadron and placed on DOL as Aviation Advisor to Governor Burgess of the Panama Canal. Lieut. Zane is now stationed at Balboa.

The following changes took place among enlisted personnel:

7th Observation Squadron: St.Sgt. Peacock assigned to Ft. Crockett, Texas; St.Sgt. Thacker to Mitchel Field, N.Y.; Mr.Sgt. Butcher arrived from Bolling Field, Washington, D.C.

24th Pursuit Squadron: Mr.Sgt. Haney assigned to Langley Field, Va., St.Sgt. Maidel to Marshall Field, Kans.

25th Bombardment Squadron: St.Sgt. Adcock assigned to Maxwell Field, Ala.; St.Sgt. Rice to Selfridge Field, Mich.; St.Sgt. Parker from furlough in U.S. to Kelly Field, Texas.

63d Service Squadron: St.Sgt. Leonard assigned to Brooks Field, Texas; St.Sgt. Schuler to Bolling Field, D.C.; St.Sgt. Carroll arrived from Brooks Field, Texas; St.Sgt. Peterson from Bolling Field, Washington, D.C.

Mitchel Field, L.I., N.Y., Oct. 3d:

Report has it that the Major-Inspector, who dropped in to look us over last week, landed his Amphibian with the wheels up. The inspection, was, however, contrary to all expectations in view of the accident, very thorough. And so, partly in the spirit of revenge and mostly because we feel the honor richly deserved, we are polishing up our dumbbell for a trip to Washington.

The 1st Squadron spent twenty days, Oct. 10th to 30th, on gunnery and bombing at Aberdeen Proving Ground, Md. The Squadron, which had traveled partly by air and partly overland, concentrated at Aberdeen on the 10th and began work promptly next day. Three ranges were laid out far enough apart so that the front rear gun and bombing could be carried on at the same time. The unique feature of the plan was a range for the front guns on which the targets could be faced in any direction. This range was very difficult to construct, as the base-lines ran through swamp and forest, but once built it was well worth the trouble, as results show.

Although the weather was not always favorable, once the ranges were finished, not a day was lost.

Results so far, with the sock still to shoot: 100% Qualified: 7 Experts, 5 Sharpshooters, 1 Marksman. This same Squadron failed to qualify a single man last Spring.

The Parachute Department has grown weary of making gags for the Retreat Gun. The Post Dumbbell, they claim, is awarded for tricks often less dumb than shooting off a muzzle-cover. And they suggest that the next culprit be awarded a life-size muzzle-cover to be worn at all meals, say for one week.

Fairfield Air Depot, Fairfield, Ohio, Oct. 16th:

Lieut. George V. McPike, Depot Supply Officer, departed Oct. 13th by air on a tour of inspection of Schoen Field, Indianapolis, Ind.; Chicago, Ill.; St. Paul, Minn.; Kansas City, Mo.; Ft. Riley, and Ft. Leavenworth, Kans.

Lieut. and Mrs. Russell M. Greenslade were guests of Lieut. and Mrs. Melvin B. Asp for the past several days. Lieut. Greenslade formerly stationed at this Depot, was en route to his new station, Chanute Field.

Capt. and Mrs. John M. Clark, A.C., departed for their new station at Mather Field, Calif. Best wishes of the Post go with them.

Lieut. Melvin B. Asp returned Oct. 9th from Kelly Field, Texas. He ferried to that station an O-11 airplane, overhauled at this Depot.

Lieut. Gerald P. Young, Air-Res., served a two-weeks' tour of active duty at this Depot, being assigned to the Engineering Department.

Major A.L. Sneed, Commanding Officer, left Oct. 16th in a P-1C on a tour of inspection.

Capt. John L. Corbett, Q.M.C., our Quartermaster, is on sick leave at Ft. Normoyle, Texas. During his absence Capt. Geo. E. Thompson, Q.M.C., from the Philadelphia Quartermaster Depot, has been on temporary duty here.

The first formal "Get Together" Dance of the season sponsored by the Wilbur Wright Officers' Club was held at Wright Field on Oct. 3d. The dance is the first of a series of seven for the season.

Oct. 9th, a Golf Tournament was held between the officers living on the Post and those living in town. The "City Slickers" won the match from the "Home Boys" rather easily. After the tournament, the losers entertained the winners with a stag dinner at the Club. After the dinner, movies and various games were enjoyed.

The Ladies' Golf Club of the Depot lost a match at this station with the Ladies of the Dayton Country Club on Oct. 1st. A return game was played at the Dayton Country Club on Oct. 13th.

The first meeting of the Ladies' Bridge Club was held Oct. 7th at Side Slip Inn. New Officers were elected for the coming year.

Visitors at the Depot during the past two weeks were:

General James E. Fechet, Chief of the Air Corps, and Capt. Eaker on a cross-country flight from Washington in a BT2 airplane on Oct. 10th.

Major C.L. Tinker of Kelly Field, Texas, who returned there with an O-11 airplane overhauled at this station.

Lieut. Milo McCune, formerly of this Depot, now stationed at Langley Field, Va., arrived Oct. 11th, ferrying an A-3 airplane from Bolling Field.

Lieuts. L.H. Dunlap and C.W. O'Connor, from Langley Field, visited this

station on Oct. 4th in an A-3 airplane.

Lieut. Samuel C. Eaton, Jr., arrived Oct. 4th from Chicago returning to Pittsburgh, Pa., his home station.

Maj. Davenport Johnson of the 3d Attack Group, leading a flight of seven A-3's from Bolling Field, stopped Oct. 10th at this Depot en route to Ft. Crockett.

Nichols Field, P.I., Oct. 6th:

Headquarters Detachment, 4th Composite Group: The Inter-Squadron Baseball series is well under way and the Hq. team appears to have an easy time defeating the champions of the past year.

The sailing of the October transport will remove from the environs of Nichols Field and Manila two well known figures - St. Sgts. Craig and Gaspard. It is hoped they will enjoy the surroundings of their new homes.

28th Bombardment Squadron: During the past week the squadron was busy with landscape gardening plans. The work is progressing far beyond expectations.

Our losses this month included Capt. A.W. Brock, our former Commanding Officer, who is spending part of his leave in China and Japan before sailing for the States. Capt. Black, who replaced Capt. Brock, is in the unique position of commanding a Bombardment Squadron entirely equipped with P-9's and one P-12.

2d Observation Squadron: Capt. A.E. Easterbrook, Squadron Commander, returned to duty from a trip to China and Japan.

A hot-water system is being installed in the Squadron Barracks and is expected to be ready for use soon. Goodbye, dobie itch and prickly heat.

The October Transport will take another of the mainstays of the Squadron ball team in the person of Cpl. Sonik, one of the hardest-playing ball players ever to hit the islands and a big factor in the winning of championships of all athletic contests by the 2d Squadron. Expiration of tour of foreign service is gradually depleting the ranks of the Squadron athletics who have swept the field in all events for the last two years.

The major part of the flying during September consisted of tactical training, formation and cross-country flights to Del Carmen, San Miguel, Calamba and Clark Field.

In addition to our Observation planes, we have had temporary attached to the Squadron for the past two weeks one of the new Boeing P-12B's. Opportunity was given all pilots assigned to the squadron to fly this new plane, and the flights were greatly enjoyed by all participants.

Clark Field, Pampanga, P.I., Sept. 6th:

The 3d Pursuit Squadron is now completely equipped with new P-12 airplanes. Formation flights of full squadron strength are scheduled in preparation for a review by General King in October.

Ground school courses are nearing completion. The wet season is over and we are contemplating with pleasure a projected squadron flight to the Southern Islands.

Lieut. and Mrs. George L. Murray left on detached service to Baguio, after which they will sail for the United States on the October boat.

Lieut. and Mrs. Arthur L. Bump, Jr., will spend a month in China and catch the October boat at Ching-Wang-Tae.

We are losing two of our non-commissioned officers on the October Transport due to expiration of tours of duty, Tech. Sgt. Merrill, our Post Sgt.-Major and St. Sgt. Hymes, one of our crew chiefs. St. Sgt. Hymes is not only a good crew chief but has also proven to be a competent construction man, having completely installed two ten-thousand gallon gasoline tanks. The loss of these two non-commissioned officers will be keenly felt by this command. Our best wishes accompany them to their new station and duties.

On Sept. 10th the Ft. Stotsenburg Boxing Club staged an all star card for the benefit of the Philippine Leper Fund. "Red" Every, who aspires to the heavyweight crown of the Islands, took on Childers, of Corregidor, the heavyweight champion of the Philippine Department.

Ft. Sill, Okla., Oct. 31st:

The Secretary of War, Honorable Patrick J. Hurley, paid Ft. Sill a short informal visit during his recent trip to Oklahoma. This trip was made in a

Ford tri-motored plane, which was piloted by 1st Lieut. C.W. Cousland, formerly of this station.

General Bowley, Assistant Chief of Staff, was a visitor at Ft. Sill during the time that the Secretary of War was here. A plane from this station, piloted by 2nd Lieut. Joe C. Britton, met General Bowley in Oklahoma City and ferried him to this station.

Maj. Willis H. Hale, A.C., and Capt. Simpson R. Stribling, O.D., arrived here October 12th, in a Ford tri-motored plane, piloted by Maj. Hale. They remained at Ft. Sill ten days supervising the bombing tests carried out by the Air Corps and the Ordnance Department. Mr. Brockhurst (Fox Movie-Tone representative) was a member of this flight for the purpose of securing pictures of the bombing tests. Three Curtiss Condor Bombers were flown here from Rockwell Field, Calif., to conduct the bombing tests. 1st Lieuts. Charles H. Howard, William L. Scott, 2d Lieuts. Lloyd H. Watnee, Howard G. Bunker, Frank M. Crismon and Egbert C. Cook, A.C., Capt. Miles Kresge, O.D., and six enlisted men accompanied the Bombers.

A nine-ship formation was sent to Stillwater, Okla., as an escort to the Secretary of War when he officiated at an airport dedication there.

Lieut. Ennis in a Curtiss A-3 arrived here Oct. 12th, from Washington, D.C., to supervise the publicity of the bombing tests. He was accompanied by Mr. Peden, Fox Movie-Tone representative.

Cpts. Jervey and DeFord arrived from Kelly Field Oct. 20th in a Curtiss A-3. They remained one day to watch the bombing tests.

Lieut. W.R. Agee and Mr. Sgt. Wallace ferried two Keystone Bombers here from Kelly Field, each Bomber being loaded with ten 100-lb. bombs. They remained overnight.

Lieut. Clarence E. Shankle, Adjutant of the 88th Observation Squadron is enjoying a thirty-day leave of absence in Arizona.

Wright Field, Dayton, Ohio, Oct. 17th:

The following Officers of the Industrial College attended a course of Orientation held at Wright Field during the week of Sept. 4-11: Capt. Phillip Schneeberger, Lieuts. N.D. Brophy, D.R. Goodrich, R.S. Heald, L.W. Miller and C.L. Welsh.

A party of French bankers, making a visit of four cities of the United States, included Dayton and Wright Field in their itinerary, coming to the Field on Sept. 9th. Maj. Coleman greeted them, congratulating them upon the flight of their distinguished countrymen, Coste and Bellonte, and their remarkable flight from Paris to New York. J.A. Roche, Airplane Branch; T. de Porte, Airplane Branch; and Doctor C.D. Barbulesco, Radio Unit, acted as escorts, and the guests had an opportunity to view hangars, torque stand, wind tunnel, propeller test rig, power plant laboratory, and main laboratory.

Lieut. Park Holland, reporting for duty from the Philippines, was assigned to the Purchase Branch.

Maj. O.P. Echols and C.L. Blackford, of the Flight Operations Office, took off on Sept. 5th for Seattle, Wash., for temporary duty with the Boeing Airplane Co., returning to Wright Field on Sept. 18th. To Blackford, who keeps endless schedules of the flights of others, but who had never been on a long cross-country flight himself, the trip was a great pleasure as well as duty.

Majors O.P. Echols and C.W. Howard, and F.H. Coleman, and Lieuts. A.W. Marstenstein and A.W. Vanaman left by train for Washington on the 18th to attend a meeting of the Procurement Planning Board.

Lieut. Bayard Johnson recently returned to Wright Field, after two years in the Philippine Islands. He is one of the Field's veterans, having been connected with the Power Plant Branch at McCook Field since 1918. There at various times he was in charge of the cooling systems branch and the installations group, including supervision of fuel systems, and cooling systems. He administered power plant contracts, passed on engine designs submitted by the industry, and acted as Chief of the Power Plant Branch. He graduated from the Air Corps Engineering School, Class of 1923, and returns to work in the Power Plant Branch, where his long experience makes him a valuable member of the organization.

Lieuts. F.O. Carroll, C.H. Ridenour, J.A. Woodruff, H.P. Rush, D.L. Bruner, L.M. Wolfe and S.R. Harris, Jr., took off for Dearborn, Mich., and Mitchel Field, N.Y., on Oct. 13th to inspect mock-ups of the proposed XB-906 at Dearborn and the XO-911 (Curtiss) at Mitchel Field. They returned to Wright Field on Oct. 15th.

General H.C. Pratt, Chief of Materiel Division, Majors Howard, Echols and Lieut. Martenstein left for Washington on Oct. 13th for a conference with the Chief of the Air Corps.

Major-General J.E. Fechet, landed at Fairfield on Oct. 9th and visited Wright Field. He was ferrying a BT-2 from the west coast to Washington.

Lieut. A.J. Lyon left for Washington on Oct. 11th to attend a meeting of the N.A.C.A..

Ralph Lockwood, former test pilot of McCook Field, at present with the Aviation Corporation, New York City, visited the Field on Oct. 9th.

H.R. Fedden, Chief Engineer of the Bristol Aeroplane Co., Bristol, England, was a recent visitor at the Field.

Secretary of War, P.J. Hurley and Lieut. C.W. Cousland stopped at the Field on Sept. 8th en route from St. Louis to Washington.

Lt.-Col. Irving J. Philipson, of the Budget Commission, and Major D.B. Netherwood, O.C.A.C., spent several days at the Field recently.

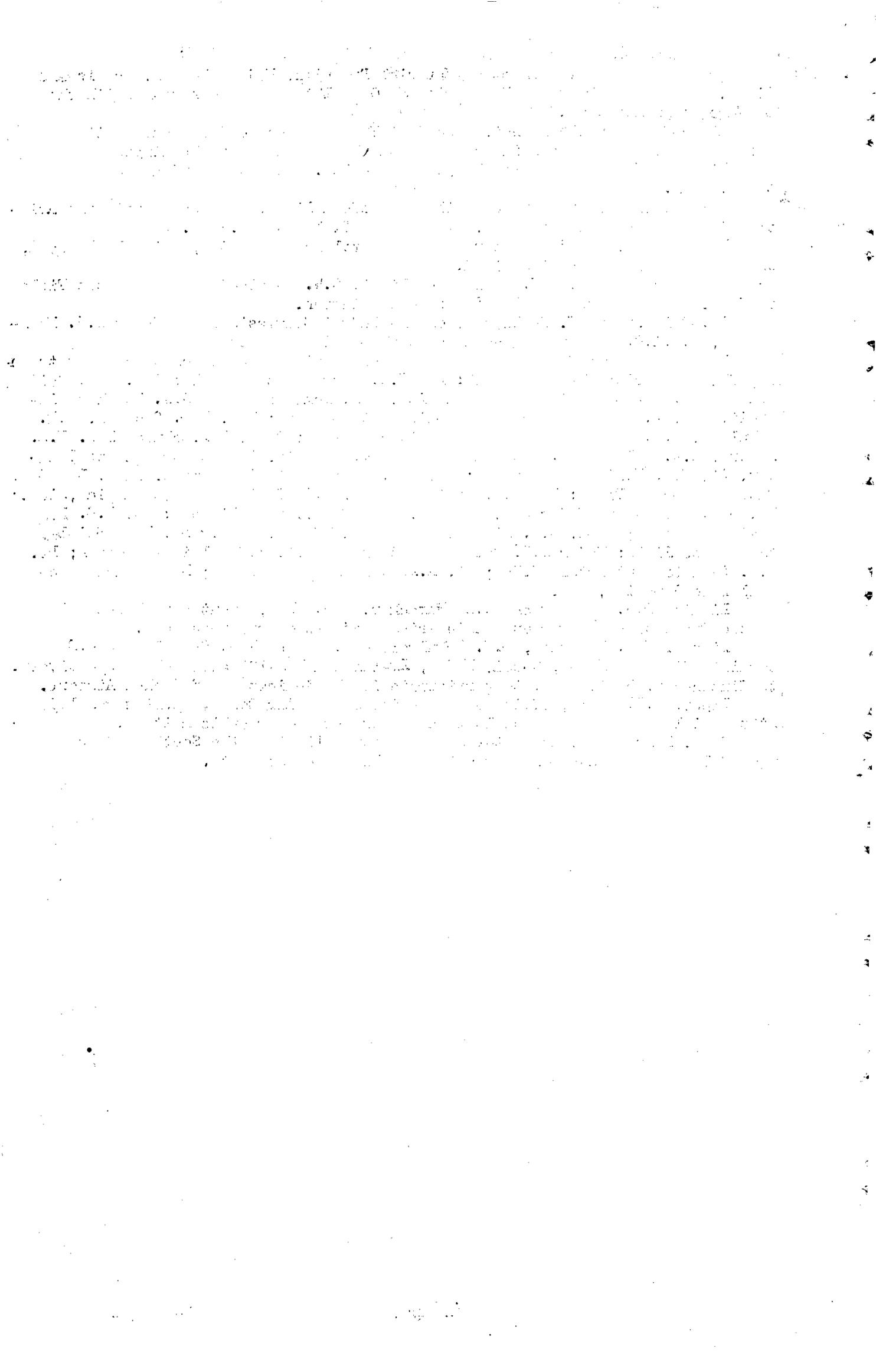
The following officers were among those participating in cross-country training flights during the past month: Lt. J.D. Corkille to Buffalo; Lts. G.H. Caldwell and D.W. Watkins to Washington; Lts. C.D. McAllister and A.F. Foulk to Detroit; Lts. A.R. Crawford and B.W. Chidlaw to Dhamute; Lts. H.G. Crocker, G.F. Schulgen, C.A. Ross and H.G. Woodward to Selfridge; Capt. M.E. McHugo, Lts. E.M. Powers, H.R. Wells, A.W. Vanaman and Major M.G. Healy, Flight Surgeon, to Langley; Lt. K.B. Wolfe to Nashville; Lt. R.P. Williams to Logansport, Ind.; Lt. C.S. Thorpe to Scott Field; Lt. R.J. Minty and Sgt. E.L. Jarles to Grand Rapids, Mich.; Lt. S.R. Harris and Major J.L. Hatcher, Ord. Dept., to Baltimore; Lt. E.C. Langmead to Chicago; Capt. O.O. Niergarth to Battle Creek, Mich.; Lt. H.K. Baisley to Burgess Field; Major F.H. Coleman to Aberdeen; Lt. F.D. Klein to Boston; Lt. A.J. Lyon to Huntington, W.Va.; Lt. R.L. Williamson to Akron; Lt. Clements McMullen to Superior, Wis.

Lieuts. D.S. Fahrney and W.H. Buracker, U.S. Navy, spent a week recently at the Field to study various engineering projects in progress here.

Lieuts. J.A. Woodruff, G.F. Schulgen, S.P. Mills, F.O. Carroll and J.D. Corkille flew the XLB-8, O-25A, XPT-8, XP-13A and X P-12B airplanes respectively, to Cincinnati, Sept. 26th, to participate in the dedication of Lunken Airport.

Lieut. A.I. Ennis, Office of the Chief of the Air Corps, spent several days at the Field recently in consultation concerning photographic matters.

Capt. Harry Lyon, navigator on the famous flight of the Southern Cross from California to Australia, visited the Field on Oct. 10th.



Serial No. 299. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
OCT. 21TH - NOV. 12TH INCL.

Available for loan to Air Corps Organizations only; upon request to
The Air Corps Library, Munitions Building, Washington, D. C.

DOCUMENTS

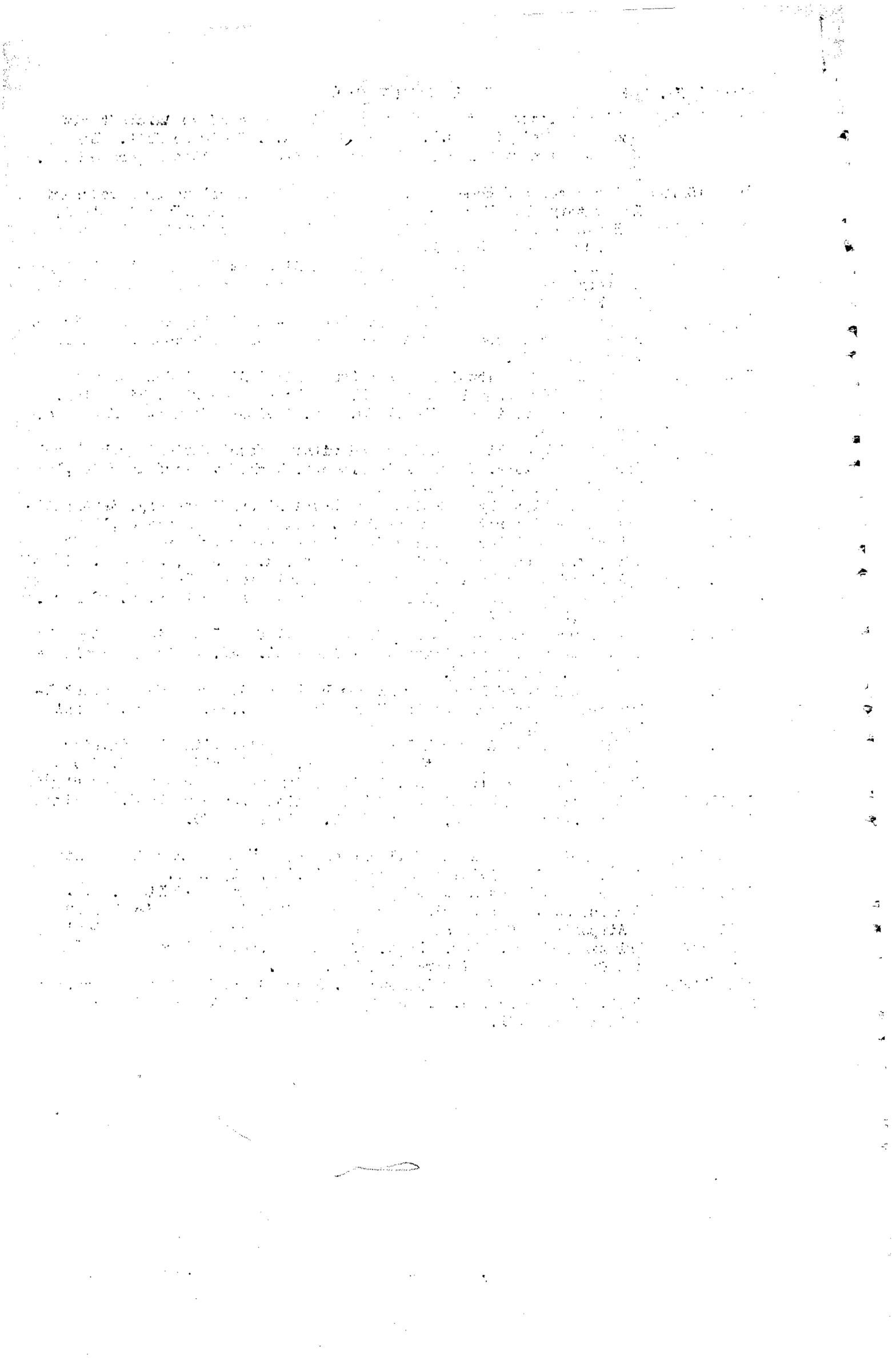
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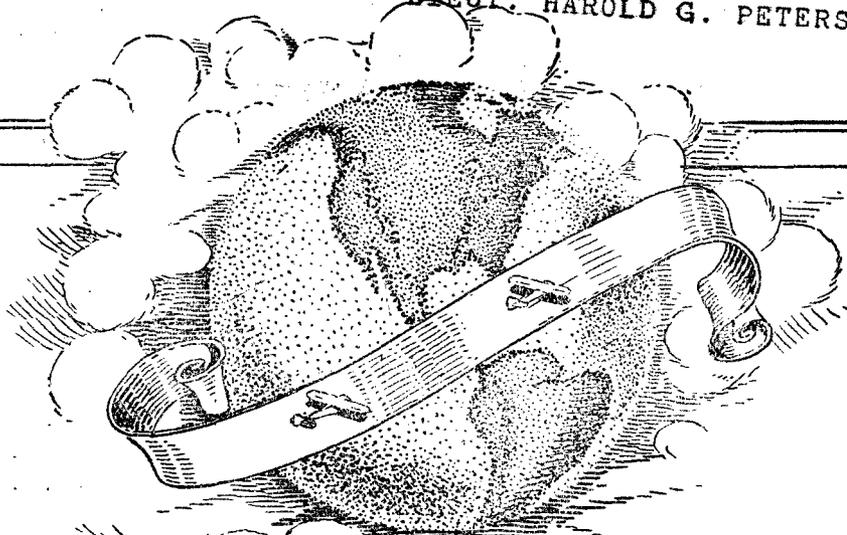
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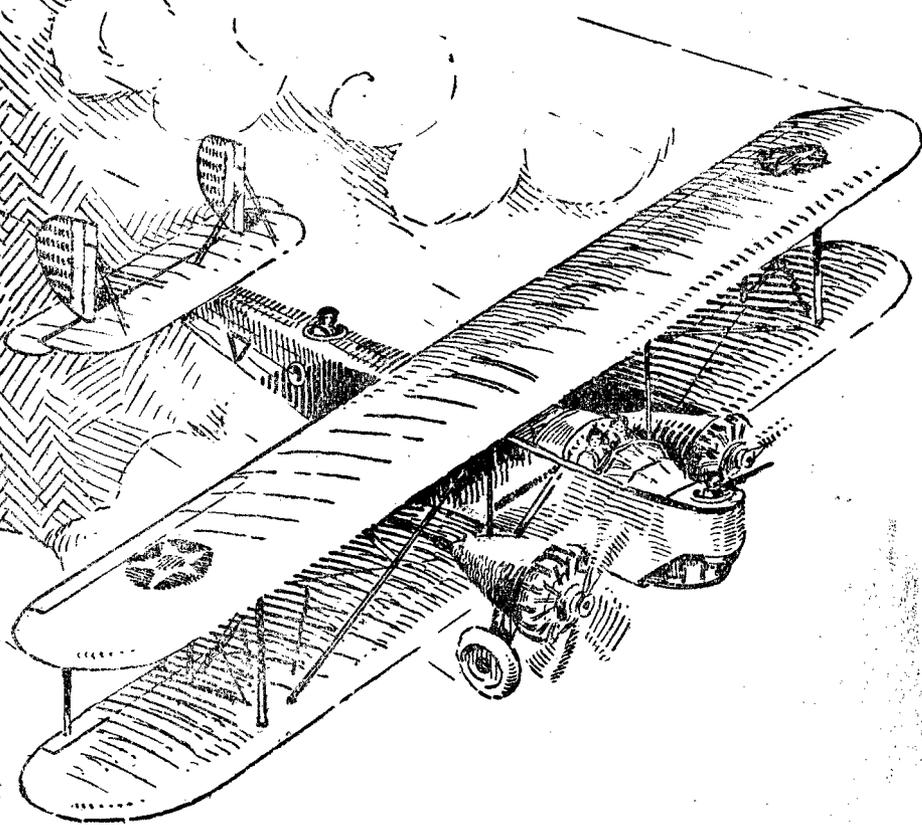
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LIEUT. HAROLD G. PETERSON.



AIR CORPS NEWS LETTER



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WAR DEPARTMENT
WASHINGTON

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Information Division
Air Corps

December 8, 1930.

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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FLYING LABORATORY TO BE DISMANTLED

By A.M. Jacobs

The "Flying Laboratory" having seen honorable and constant service since early in the fall of 1927 is, we are told, about to be surveyed for dismantling. This plane, used as an air testing laboratory for all airplane radio equipment and many instruments, is a Fokker C-2 Transport, sister plane to the one which was flown by Lieuts. Hegenberger and Maitland to Hawaii. During the past three years the "Flying Laboratory" was flown over the greater portion of the United States, mountainous as well as flat country, in fair weather and storms, on night and day flights, without ever having been in a crash and only once having been put to the slighter humiliation of a forced landing.

When, because of the roominess of its cabin, the passenger seats were torn out to convert it into a laboratory, with the then current interphone, transmitting and receiving sets installed, and with the long shelving to the rear for the experimental or "breadboard" radio models, it was the only flying radio laboratory in existence. Based upon its usefulness and efficiency, there are now at least ten other planes which have been converted to like uses by various commercial and government radio organizations, for all of which this original has served as a model.

Many of the important radio air developments of the last three years have taken place within its confines. Radio shielding has been greatly improved owing to tests carried on there. The double voltage generator, which eliminates the necessity of a dynamotor when used with the transmitter and accomplishes such a decided reduction in weight over the old time generator sets, was developed in it. Experiments in the propagation of high frequency waves have proved fruitful. The preliminary data for the Army Command Set, by which the leader of a flight makes his orders known to the other planes of the formation, were gathered there. Other developments fostered in the flying laboratory are the two-way communication plane to ground sets, visual indicators for the radio beacon, loud speaker communication from plane to ground, and the dial system for the transmission and reception of code messages. All new radio sets received by the Signal Corps were given initial checking, and many new and experimental types of instruments were tried out in this plane.

This radio plane also was used at times as a flying class room for radio instruction and demonstration. At Fort Monmouth, N.J., in 1928, it carried 120 radio students on such flights.

A new and higher-powered cargo plane will soon be selected to succeed it, for the need of such a laboratory has been established beyond question.

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CHEMISTRY IN MILITARY AVIATION

In touching on the above subject, we must assume that due recognition has been given the Industrial Chemist and all his endeavors for the part he has played in the industrial advance of the civilized world. Aviation, or more properly, aeronautics, is just one of the many activities or industries of today which benefit by the work, both past and current, carried on in chemical laboratories all over the world. Like other industries and activities, aeronautics cannot stand alone. It is part of the world-wide scheme of things, and where the other industries benefit, by advances in chemical knowledge or application, so will aeronautics in a like measure.

How Chemistry affects the world of aeronautics, however, is more clearly understood by considering those laboratory reagents and shop chemicals that might be called the "Aviation Chemicals." The Army Air Corps, in its most recent catalogue on the subject, indicates that over 90 chemicals are necessary to the successful carrying on of its manufacturing, repair and operating activities.

When one considers that manufacture is only carried on in a minor way by the Air Corps and that aircraft manufacturers must certainly use many chemicals not carried as standard by the Air Corps, it will be seen what part Chemistry plays in aeronautics.

As to the Aviation Chemicals listed by the Air Corps, many of these are for use in aerial photography, which plays no mean part in military aviation. Some of these chemicals and the uses to which they are put are as follows:

Aerial Photography	Sodium carbonate, sodium theosulphate, hydroquinone.
Welding	Boric Acid.
Metal Etching	Nitric Acid, sodium hydroxide.
Plating	Aluminium sulphate, copper sulphate.
Cleaning	Ammonia Hydroxide.
Fuel Testing	Aniline, Yellow and Lead Oxide.
Hardening	Granulated Raw Bone, Potassium Cyanide.
Generation of Oxygen	Caustic Soda.
Fire Extinguishers	Carbon Tetrachloride.
Storage of Flying Clothes	Naphthalene.
Sealing Porous Castings	Sodium Silicate.
Electrolyte for Storage Batteries	Lead Batteries - sulphuric acid. Edison Batteries - Potassium and lithium hydrates.

In addition, there must not be neglected the subject of Chemical Warfare as related to Aerial Warfare. Smoke screens, which are not uncommon in aerial tactics, are made chemically by the spraying of Titanium Tetrachloride from a tank carried on the airplane, the chemical reacting with the water vapor present in the atmosphere to form the hydrate $TiCl_4 \cdot 5 H_2O$, which upon further reaction with moisture breaks up into Titanium Hydroxide and Hydrochloric Acid, the smoke occurring throughout the complete reaction.

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SAFE REFUSES TO OPEN UP

The Amateur Cracksman would have had a tough time of it had he chosen to tackle the safe in the Scott Field Post Exchange. When Colonel William T. Burt and Major Ernest J. Carr, of the Inspector General's Department, arrived on November 14th to conduct the annual inspection of the post, one rather embarrassing incident occurred in connection with the inspection of the Post Exchange. When the Post Exchange Officer, 1st Lieut. Orin J. Bushey, came to open the big safe, the outer doors functioned properly, but the door to the inner compartment refused to open. All sorts of expedients were tried, such as turning the safe in different positions, which required the efforts of about 15 soldiers, but nothing seemed to help. The tumblers of the lock seemed to be functioning, but the bolt would not move, even though a crow-bar was used as a lever.

The safe is of modern construction and cannot be opened except by repeated heat treatments to take the temper out of the drill proof steel sheets which completely surround it. An expert safe man was called in from St. Louis, and telegrams were sent to the manufacturer of the safe, asking for advice. After 48 hours of continuous work, with the safe again being placed in all possible positions, the bolts apparently gave a little and then with the application of still greater force the bolts slowly pulled back.

The cause of the trouble was discovered to be the door to the time lock mechanism. This had come open and on the first attempt to open the safe the bolt mechanism on the inside of the door had jammed against the time lock door. This had jammed the door on its hinges and it remained in this position regardless of which way the safe was turned. Continual working on the bolts finally loosened the heavy glass in the time lock door and it dropped out, and then the application of pressure had bent the frame of the door enough to allow the bolts to release. The opening of the safe occurred about three hours before the inspectors were scheduled to leave, and barely in time for them to complete the inspection of the Post Exchange records.

Referring to the inspection, the News Letter Correspondent states that thus far everything appears to have gone nicely but, of course, you can never tell until the official report is received.

SACRAMENTO A REAL ARMY TOWN

An "Army Town" is not necessarily one near which large bodies of Uncle Sam's soldiers are stationed. Army folk, officers, enlisted men and their families, traveling about as they do, have no set homes, but this does not mean they lack a home sense. They all appreciate a neighborly spirit. No greater tribute could be paid to any village, town or city neighboring an Army post than to have one military man (or woman) say to another - "-----fine people; a real Army town."

The following letter received by Major-General James E. Fechet, Chief of the Air Corps, from the Sacramento, Calif., Chambers of Commerce stamps Sacramento as an Army town of the first order.

"My dear General Fechet:

Your fine letter of the 23rd, listing the officers ordered to duty at Mather Field, is sincerely appreciated, and I will be glad to have you keep us informed regarding any developments which are to take place at Mather Field which will enable us to make the officers and men feel as nearly at home as possible.

You will be interested to know that the Del Paso Country Club has given all privileges of the golf course and club to the officers who are to be stationed here. Other clubs and organizations will do likewise. In other words, the same courtesies which existed during the Air Corps Maneuvers in April will be continued.

Please have no hesitancy in calling upon us for any assistance that we can give to the end that your work at Mather Field may be outstanding in its success.

With best regards, I am

Yours very truly,

A.S. Dudley,

Secretary-Manager."

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FIELD SERVICE SECTION REPRESENTATIVE TOURS WORLD

Mr. C.H. Calder of the Field Service Section, Wright Field, Dayton, Ohio, returned recently from a round the world journey of approximately one year's duration. The trip was undertaken partly in the interests of the Government and partly as a personal travel venture.

Mr. Calder left Wright Field the latter part of November, sailing on a Government Transport from New York City for Panama, where he spent three weeks installing a new supply system at the Air Corps station. From Panama he proceeded to Hawaii and the Philippine Islands on the same Air Corps business. His duty completed in the Philippine Islands, Calder, having obtained an extended leave of absence from his Wright Field post, crossed to China, spending approximately two months in the vicinity of Peking. Japan was next in his itinerary, and the Trans-Siberian railway journey, taking twelve days to Moscow, followed.

Some time was spent in Berlin. At Heidelberg, Calder joined friends and traveled by motor through Switzerland; across the north of Italy to Genoa; along the Riviera, spending a week at Nice; to Barcelona; through the Pyrenees to Paris; across the Channel by ferry to Folkstone; through the south of England to London, where he had spent a year during the War. He sailed from Liverpool for New York at the end of September.

Loitering through many countries of the most varied customs and civilizations, with wide opportunities for intimate observation, the journey could not be but a colorful one. The Chinese, comfortable with their age-old customs, resenting the intrusion of Occidentals and Occidental modernism into their lives, honest, pleasant, and finding life good as it had been in China for centuries, he found presented an interesting problem in modern civilization. Progress, it seemed to him, would not be swiftly, if ever, successful in permeating this lethargy.

In decided contrast was Moscow, where a vast experiment in ultra-modernism is in progress. Like other travelers not especial guests of the Soviet officials, Calder found himself hungry the majority of his stay in Russia. His impression during a too-short stay was of a people awake and alive, but naively ignorant of any world outside their own, and hardened through an utter contempt of sentiment in any form, carefully nurtured through propoganda and by the

bitterness of poverty.

Especially interested in aviation, Calder was impressed by the commercial activity in Europe, and in Germany in particular. In China he found virtually no airplanes or military activity. In Japan there was comparatively much greater progress shown.

Calder has been associated with the Air Corps since the War. He came to McCook Field in 1921, and has been a resident of Dayton ever since. Recently he delivered a lecture on his travels before the Masonic Club at Wright Field.

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BOLLING FIELD ENTERTAINS CUBAN FOOTBALL TEAM

Bolling Field, on November 24th, had the pleasure of entertaining the football team of the West Pointers of Cuba. Of course, they were all given an airplane ride, although it was in a downpour of rain. Lieut. Stranathan flew half of them in the C-9, and Lieut. Pugh flew the others in the C-4, - our "sacred cow," as he terms it. The visitors were also given the opportunity of seeing how an ideal Air Corps post operates. They were escorted around the various departments with the aid of 1st Lieuts. Myers and Hicks.

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FLYING CHIEFS

While the duties of an Army General require that he spend many arduous hours within the confines of an office, two such military leaders have not allowed their responsibilities to interfere with their skill in the weapon of their arm. They are Major-General James E. Fechet, Chief of the Air Corps, and Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, both stationed in Washington, D.C.

Accompanied by Captain Ira C. Eaker, General Fechet recently completed an inspection trip of various Air Corps activities throughout the country, the tour terminating at Santa Monica, Calif. At this point each officer took the delivery of a new Basic Training airplane from the Douglas Aircraft factory. Piloting his own airplane, and leading the younger Army flyer, who was in another airplane, General Fechet flew across the country to Bolling Field, Washington, D.C., rolled his airplane up to the flying line and turned it over to the Engineer Officer, which happened to be Captain Eaker himself, now that he had returned to his home station.

While General Fechet was making his flight across the continent, his assistant, General Foulois, one of the Army's first airplane pilots, was also making a flight inspection. Older but no less able at the controls than he was 22 years ago, when he first flew the old Wright Army biplane, he topped off his flight from Washington to the West Coast by leading the four-ship formation from the Pacific Coast back to Bolling Field, piloting his own airplane the entire distance.

At Marfa, Texas, a short distance by air from El Paso, General Foulois was required to land in a hurry, with a storm approaching and with a full load of baggage and almost a full load of gas. This, together with the fact that the airport at Marfa is a mile high and that he made the usual three-point landing on the field, attested to the Flying General's skill.

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ENLISTED STRENGTH OF THE AIR CORPS

Reports of the enlisted strength of the Air Corps as of October 31, 1930, just compiled, show 11,864 enlisted men, including 334 Flying Cadets. This is an increase over the previous month, but it is principally due to the new class of Flying Cadets entering the two Primary Flying Schools on October 15th.

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Two Bellanca airplanes were christened at Bolling Field on November 26th, just previous to their being taken off on a scientific flight through the wilds of South America. One was named the "Washington," and the other the "Lima."

HIGH ALTITUDE FORMATION FLYING

The 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., is particularly interested to note that the 94th Pursuit Squadron of Selfridge Field, Mich., recently made an altitude flight in formation to 25,000 feet.

"It is interesting to observe another organization's endeavors in this phase of work," says the Rockwell Field Correspondent, "as the 95th has for a long time conducted innumerable flights at high altitudes and is considered the pioneer organization in this work. The 95th demonstrated the feasibility of high altitude formation at the Air Corps Maneuvers held at Mather Field this year. At that time, Captain H.M. Elmendorf led his Squadron to its zenith, his altimeter registering 33,000 feet. However, the service type altimeter is probably inaccurate by several thousand feet at this altitude, so the Squadron was credited with a record of 30,000 feet. During the maneuvers it was also determined that 26,000 feet was the maximum efficient ceiling of a Pursuit Squadron in formation, using Boeing P-12B airplanes.

During the current training season, the 95th is using the 26,000-foot basis as the service ceiling for its operations, although on engineering and radio flights the ships are pushed on to their maximum altitude.

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NIGHT FLYING AT BROOKS FIELD

Each night the landing areas at Brooks Field are brilliantly lighted and much activity is evidenced. Permanent officers of the Field are complying with the recent ruling of the Chief of the Air Corps, requiring all permanent officers of the Air Corps to have at least two hours' night flying each calendar year and at least ten hours of blind flying a year.

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GERMAN OFFICER MAKING GOOD AS STUDENT AT PRIMARY FLYING SCHOOL

In the matriculation of Captain Gerd von Massow, the first German officer to undergo flying training at the Primary Flying School, Brooks Field, Texas, the School has admittedly not only a seasoned veteran of the War, but a veteran who possesses perhaps every decoration which his country could bestow for bravery and wounds received in battle. At the outbreak of the War, Captain von Massow was a student in the military academy in Germany. He was graduated and then plunged directly into the trenches where he served four years. Just before the outbreak of the War, Captain von Massow was in training for the purpose of becoming an airplane pilot. He has now chosen to finish this training in a Flying School of the United States and, according to the Brooks Field Correspondent, is proving an exceptional student.

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WORK OF THE SAN ANTONIO AIR DEPOT, DUNCAN FIELD.

During the month of October, the Engineering Department of the San Antonio Air Depot overhauled a total of 28 airplanes, 67 engines, and repaired 20 airplanes and 43 engines. Planes overhauled were 2 A-3, 1 B-5A, 1 Douglas W.C., 2 DH-4M-1T, 1 DH-4M-2T, 4 O2-H, 1 O-11, 1 P-1A, 1 P1-D, 1 PW-9A, 1 PW-9C, 3 BT-1, 2 PT-3, 6 PT-3A, 1 XPT-2, total 28. Planes repaired were: 2 A-3B, 1 B-5, 1 O-2C-1, 2 O2-H, 1 O-11, 1 O-19B, 1 O-22, 2 O-25A, 1 P1-B, 2 PW-9C, 1 BT-1, 1 BT-2, 1 PT-3, 3 PT-3A, total 20.

Engines overhauled: 28 Curtiss D-12, 23 Wright J-5, 3 Wright J-6, 13 Pratt & Whitney, total 67; repaired, 41 Liberty, 1 Curtiss D-12, 1 Wright J-5, total 43.

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BOXING EXCESS SUPPLIES AT THE FAIRFIELD AIR DEPOT

Work is being concentrated on boxing excess supplies at the Fairfield, O., Air Depot, in order to facilitate future inventories. Wooden boxes made of 1 x 6 T & G lumber were constructed of four sizes, viz: 12" x 12" x 24", 18" x 18" x 30", 24" x 24" x 36", and 24" x 36" x 36".

One year's supply of standard items is being maintained in the storeroom, V-6095, A.C.

and the excessive quantities are being boxed and placed in the surplus storage section. A bin card is tacked on the outside of the box listing the quantity, unit, part number and nomenclature of the material. If this container shows no evidence of having been tampered with since it was placed in surplus storage, the figures will be accepted at time of inventory, without recount. These boxes are constructed sufficiently strong so as to require no additional bracing or crating in order to prepare them for shipment. All that is required is to stencil the name of the consignee on the box and load same in a car.

A Time Routing Sheet has been inaugurated in the Depot Supply Department which is attached to incoming manifests and requisitions showing the length of time the paper work is retained in the various sub-departments at this Depot, as follows: to the Depot Supply Officer; Requisition Clerk; Supervisor; Book-keeping machine operator; Storekeeper; Inspector and Shipping Department. This form readily indicates any delay that might have occurred in handling a particular shipment, while channeling through the warehouse. From these Routing Sheets the average time can be determined to prepare and complete shipments from this Depot. The average time to fill a requisition for the month of September was $2\frac{1}{2}$ days.

Work is in progress of disposing of the majority of the Liberty Production Tools held in storage at the Fairfield Air Depot since the War, through the medium of an I. & I. Report. A Manifest Sale was received from the Materiel Division, directing the shipment of 83 Liberty engines to the Coast Guard, Cape May, N.J.

Shipping instructions were also received for the shipment of 7,000 gallons of reclaimed oil in a tank car to the San Antonio Air Depot. At the present time, this oil is stored in 50-gallon drums, and a novel scheme was inaugurated of emptying the oil from the drums to the tank car. This is accomplished as follows: The drums are loaded on a flat car and pulled up the coal incline to a point opposite the tank car situated on the main track. This oil is raised by a revolvator to a temporary platform where it is emptied into a 110-gallon metal drum. A 3-inch pipe line is attached to the bottom of the drum and extends to the opening of the tank car.

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LIEUT. MILLS LEAVES WRIGHT FIELD

Lieut. Samuel P. Mills, who for two years has served as Chief of the Technical Data Branch, Materiel Division, Wright Field, Dayton, Ohio, recently left for New York City, where he was assigned as Instructor of the Reserve Officers Training Corps Unit attached to the New York University. A native of Vermont, Lieut. Mills was connected with McCook and Wright Fields for many years. In 1915 he was graduated from the University of Vermont, entering the Air Corps in 1917.

In 1920-21 he studied at the Massachusetts Institute of Technology, graduating from the Aeronautical course. In 1922 he graduated from the Air Corps Engineering School at McCook Field. From 1922 to 1924, Lieut. Mills served as Officer in Charge of Instruction of the Engineering School. This was followed by a period of foreign service in the Philippines, from which he returned via the Orient and Europe to Wright Field in 1927.

For a time after his return, Lieut. Mills served in the Power Plant Branch, where he was especially interested in the flight testing of planes in which ethylene glycol for engine cooling was being used experimentally. In January, 1928, he became Chief of the Technical Data Branch, and during his incumbency of that office was very much in demand for lectures on aeronautical subjects and for articles on various aeronautical topics.

Lieut. H.R. Wells, who succeeded Lieut. Mills as Chief of the Technical Data Branch, is also a graduate of the Engineering School, Class of 1924. For a time in 1925 he was one of the test pilots at McCook Field. In the following year he graduated from the Massachusetts Institute of Technology in the Aeronautical Engineering course, receiving the degree of Master of Science in Aeronautical Engineering.

After a tour of duty in the Philippine Islands, Lieut. Wells was assigned to Wright Field, being on duty with the Equipment Branch prior to his transfer to the Technical Data Branch.

LIEUT. VAUPRE WINS THE MITCHELL TROPHY RACE

By the News Letter Correspondent

Lieut. Louis A. Vaupre was declared winner of the famous Mitchell Trophy Race on November 22nd at Selfridge Field, Mt. Clemens, Mich., before an estimated crowd of 20,000 people.

This year, for the first time since 1922, the Mitchell Trophy Race was held at Selfridge Field. Previously, this event had been held in connection with the National Air Races, but, due to the fact that these races have always been entirely too crowded, it was decided to hold the Mitchell event at a different time and place than that of the National Races.

It was first planned that the Race be held on November 11th (Armistice Day), but it became necessary to change the date to November 22nd, because the 94th Squadron was unexpectedly ordered to Washington. Of course, this date was rather late in the season, and it was very difficult to determine just what kind of weather would be handed out to us by the Meteorological Department, but they were good to us this time, and the weather was not bad. There was a chill wind blowing, and the sky was overcast, but it seems that it takes more than a chill wind to keep the populace away from one of these events.

Major George H. Brett, Post Commander, and Major Gerald E. Brower, commanding the 1st Pursuit Group, were in charge of the entire program for the contest, and several weeks previous to the date thereof they started laying the foundation for the event itself. Rather a complete organization was formed with the various squadron commanders in charge of different departments, such as invitations, advertising, concessions, policing, etc. These officers organized their individual squadrons in such a manner that almost everyone on the field had some job to do regarding the program of events, and in this manner everything seemed to run off smoothly.

During the afternoon of the Mitchell Trophy Race, the following program was had commencing at 1:30 and finishing at 5:30 p.m.:

Group Formation and Review:	30 minutes.
17th Pursuit Squadron Formation over field:	10 minutes.
94th Pursuit Squadron chain and diving:	10 "
Two-plane acrobatics and balloon bursting:	15 "
Dog fights, 2 elements (94th and 17th Sqdns.)	15 "
Free for all Race (57th Service Squadron):	25 "
Acrobatic element (17th Pursuit Squadron)	20 "
Composite Squadron formation:	25 "
Mitchell Trophy Race:	1 Hour
Smoke Screen (P-1):	10 Minutes

In order to have approximately eighteen entries in the Mitchell Trophy Race (maximum), and because of the impracticability of holding elimination races within the Squadrons, an arbitrary ruling was made, limiting entries to Regular Army officers assigned to the First Pursuit Group for one year or more, who had not previously entered a Mitchell Trophy Race. This resulted in just eighteen officers present for duty being eligible, all of whom entered.

Because of the limitation on flying the SR-1340 engines full throttle at sea level, only P-6 and P-1 types of airplanes were entered. Eight P-6 airplanes (all water-cooled) were available. The remaining ten were all P-1-C airplanes. High compression D-12 engines were barred.

The standing start was used, all airplanes being lined up at the East side of the field about 100 feet apart, heading West toward the first pylon. The P-1-C's started at a flag signal at 4:00 p.m., and the P-6's were started with another signal six minutes and 45 seconds later. The handicap was set, using the published high speeds of the two types, checked by a comparison of actual times around one lap by one average P-1-C and one average P-6. One scattering lap of 31.3 miles (first pylon being Northwest corner of hangar at Packard Proving Ground, other pylons same as other laps) then six laps of 15 miles each (turns at pylon on field, water tower on Lake Shore Golf Course, and flag on point of land just east of Field), with finish at home pylon, were flown, making total course 121.3 miles.

In the first event Major Brower led the entire Group, consisting of 54 ships, past the spectators several times in different formations; the first of these was squadrons in line passing in review; second, one large echelon of elements led by Headquarters and followed by the 27th, 94th and 17th Squadrons in order. After this the Group formed a large "V" with Headquarters element at the point of the "V" and with the other squadrons echeloned back on either side

in elements. All the different maneuvers by the Group as a whole were performed upon signals from the Group Commander's ship. A large "V" formed by the Group was one of the most impressive events of the day and brought many favorable comments from the spectators on the ground.

Another of the prominent events on the day's program was the stunt flying and balloon bursting of Lieuts. J.S. Griffith and Stuart P. Wright, individually, and of Lieuts. Warburton, Burns and Van Auken in a 3-ship element. These latter three did some very accurate flying in close formation, Immelman turns, loops and slow rolls as an element.

It was interesting to watch the free-for-all race, which was a mixed event containing a tri-motored Ford, an A-3, P-3, and a PT-3. Of course, the different ships were given handicaps according to their rated speeds, and it was planned in this way to give each of the pilots an even chance to win. The spectators, of course, not realizing everything about this handicap, seemed to get quite a laugh out of seeing the different types of ships all in the same race. As a matter of fact, it did look most peculiar to see the P-3 come zipping past and then the P-T come sailing by in what seemed like a slow glide in comparison. Then, too, the big Ford came by with such a roar that a person would think it was moving twice as fast as it really was. This event was won by Lieut. Culbertson in the P-3 by virtue of his clever pylon turns.

The Mitchell Trophy Race, which was the feature of the day, was started on scheduled time; the ten P-1's taking off first, and then eight P-6's just 6 minutes and 45 seconds later. There was a speculation among the pilots on the field as to just how long the new P-6's would hold up under the strain of continued high speed required in the race. They seemed to do their stuff pretty well, however, but were unable to overcome the handicap that were given them in most cases. The only mishaps occurring during the Races were two forced landings, damage being minor and repairable at the field.

The races were officially timed by Mr. Laevell and Mr. Ray Cooper, of Detroit. Their work was very efficient, even though a cold wind was blowing across the backs of their necks while they stood on top of the timing stand.

The program was not scheduled to start until 1:30, but by 12:30 the roads for several miles around the Post were jammed with car-loads of people on their way to the field. Ticket sellers were stationed at vantage points on the main highways, but even this precaution did not prevent continued traffic jams until long after the program was started.

Captain Ott, who was in charge of the concessions, arranged for spectators to satisfy the gnawing hunger in their stomachs at various times during the afternoon. The only thing that was necessary for these above mentioned hungry people to do was to stop at Hangar 12, hand over a bit of cold cash and ask for a hot dog and a cup of coffee.

Among the invited guests present during the afternoon were Brigadier-General Henry Conger Pratt, Chief of the Materiel Division at Wright Field, and Mr. and Mrs. Cook of Detroit, Mrs. Cook being a sister of General Fechet, Chief of the Air Corps.

It is agreed by all concerned that the complete cooperation of the various newspapers in and around Detroit, and also the news-reels, was one of the contributing factors for a successful program. The papers all carried considerable Mitchell Trophy news, and several of them went so far as to carry large 8-column pictures.

Side Lights on the Mitchell Trophy Speed Contest

The 17th Pursuit Squadron had six participants in the Mitchell Trophy Race, namely, Lieuts. Coleman, Theisen, Ryan, Van Auken, Burns and Slight. Lieuts. Ryan and Slight flew P-1's and the others the P-6's. From all reports it seems that Lieut. Coleman would have won the race had he not been unfortunate in having motor trouble which forced him out in the sixth lap. He made his forced landing all right, but the field was too short and he crashed into a tree at the end which took off one of the wings. Otherwise, the ship was not damaged at all. Lieuts. Burns and Van Auken placed ninth and tenth, respectively. The pilots participating all decided that the P-1's were given too much of a handicap because there didn't seem to be a chance for a P-6 to win the race.

The 17th Squadron furnished three pilots to oppose three 94th officers in a dog fight for part of the show preceding the Mitchell Race. Lieuts.

Theisen, Ryan and Reed, M.W., made up the team from the 17th and they did themselves proud. The crowd thrilled at the way in which they twisted and turned and then pounced upon their opponents.

The most spectacular flying of the circus was performed by a three-ship element of P-120's, flown by Lieuts. Warburton, Burns and Van Auken, all of the 17th Squadron. These officers provided the prettiest bit of formation stunting it has ever been the good fortune of the News Letter Correspondent to watch, not excepting the Three Musketeers, the Nav 's Air Race team or the Marine team. The most thrilling of the stunts was a slow roll with overlapped wing tips, the ships never being over five feet apart. An Immelmann turn was performed in the same manner. It is believed that these two stunts were never before successfully attempted in close formation. Selfridge Field pilots are unanimous in conceding these officers the All-American Acrobatic title.

The 27th Pursuit Squadron took an active part in the Air Meet and the Mitchell Trophy Race. The 27th's ships came out in first, second and third places; Lieut. Vaupre winning first place, Lieut. Smith, second, and Lieut. Bolen, third. Lieut. Yost, leading the Race by over a mile when his motor threw a connecting rod, was forced down. He landed on the Willow Gun Club Ranges without injury to himself or his ship. Sergeant Harry Brown gave one of the most practical smoke screen demonstrations just before the Race was completed. It is believed the Race Committee and the timers can verify this statement. The PT-3A assigned to this Squadron, piloted by Lieut. Rhudy, came out second in the Free-for-All Race.

Members of the First Pursuit Group who participated in the contest for the Mitchell Trophy are enumerated below, as follows:

1st Lt. Marion L. Elliott, New York City	L.O. Ryan,	Elk Point, S.D.
2nd Lt. Bryant L. Boatner, New Orleans, La.	M.F. Slaght,	Mt. Vernon, Iowa.
Theodore M. Bolen Minot, N.D.	Geo.F. Smith,	Bath, N.Y.
Robert W. Burns, Eau Claire, Wis.	H.H. VanAuken,	Bergenfield, N.J.
Frank J. Coleman, Bethesda, Md.	E.H. Tellman,	New Salem, N.D.
Clarence F. Hegy Hartford, Conn.	Carl F. Theisen	Meridian, Conn.
Curtis E. LeMay Columbus, Ohio.	L.A. Vaupre	Kalamazoo, Mich.
Wm. R. Morgan Hinton, Okla.	S.P. Wright	Dallas, Texas.
Roger M. Ramey, Denton, Texas.	Emmett F. Yost	Downs, Kansas.

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LIEUT. WESTLEY WINS MASON M. PATRICK TROPHY RACE

Through just one of those coincidents, the Mason M. Patrick Trophy Race, limited to members of the Third Attack Group, was held on November 22nd at Fort Crockett, Galveston, Texas, on the same day the Mitchell Trophy Race was held at Selfridge Field. Lieut. L.C. Westley, with an average speed of 149.2 miles per hour over a 60-mile course, won the contest, but he was closely pressed by Lieuts. C.F. Recknagel and T.W. Imlay, who averaged 148.9 and 148.8 miles per hour, respectively.

The racers dashed over a big triangular course, ten miles around, which was set off by pylons, two of which were at the edge of the Gulf. The Attackers, it appeared, flew at an altitude of hardly more than 30 feet, and as they rounded the pylons seemed to miss them by very close margins. Of the nineteen contestants who participated in the race, two failed to finish. The motor of Lieut. J.H. Catching's plane caught fire and he was forced to land. Neither the pilot nor the plane suffered injury. Lieut. H.C. West was disqualified for cutting a pylon.

No official report covering the race has thus far been received, but a communication received from the News Letter Correspondent just prior to the date of the event gave some of the details covering the preparations made therefor. It was stated that in order to relieve excessive strain and wear on the engines, the Race Committee, composed of Captain Virgil Hine, commanding the 90th Attack Squadron; Captain Lotha A. Smith, commanding the 8th Attack, 1st Lieut. Ralph F. Stearley, commanding the 13th Attack Squadron; 1st Lieut. John F. Whitely, Commanding the 60th Service Squadron, and 1st Lieut. Oscar L. Beal, 90th Attack Squadron, decided to reduce the total distance to be flown to 60 miles. A ten-mile course had been marked off, and carpenters were busy constructing three pylons.

With the erection of the pylons, it was planned for each Squadron to hold a series of elimination tests in order to choose the pilots for the Race. Each Squadron was to enter five pilots, except the Service Squadron, which was

limited to two entries, the order of starting to be determined by lot. The start of the race was to be made from a Dufberry Circle, with approximately one-half mile separating each plane as the dive was made across the starting line.

The Major-General Mason M. Patrick Trophy is a beautiful bronze plaque, 18 inches wide and 24 inches long. It is mounted on a piece of ebony. The upper half of the Trophy depicts a scene from the race. Planes are shown approaching, from the right, and a pylon at the extreme left. The lower half of the Trophy has been reserved for the purpose of recording the names of the winners from year to year. Seventeen pairs of wings are divided into five columns; the two outer columns have four wings each, while the three inner columns have three wings each. The columns are separated from each other by lighted torches. Each year the winner's name is engraved above one of the wings. At the base of the plaque is the following inscription:

Major General M.M. Patrick
Trophy
For the Third Attack Group Race
Presented by F. Trubee Davison.

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HONORS TO JIMMY DOOLITTLE

At about the same time that Captain Eddie Rickenbacker, American "Ace" of Aces, was awarded the Medal of Honor, another ex-Army flyer of international fame, Lieut. (now Major) James H. Doolittle, was awarded a decoration, which in name stands as the most appropriate ever given by an appreciative government to a flyer for exploits of valor and skill. This was the Order of "Condor of the Andes," awarded by the Bolivian government to Doolittle for his deeds in South America while on leave status on a commercial mission to Latin America.

In 1926, Doolittle, representing a prominent American manufacturer of military airplanes, was demonstrating this company's products to the governments of the Southern continent. His actions read like a page torn from the wildest of fiction. When one European demonstrator took the air in competition with him, Doolittle took off also and rode his competitor down to the ground. Later on, the tibia of both legs broken by an accidental fall, Doolittle took off, his crutches beside him in the cockpit, and flew over the Andes from Santiago, Chili, to LaPaz, Bolivia. Army aviation of the United States flew high in the esteem of the people of South America as a result of Doolittle's actions.

Appreciative of his incomparable flying skill, Bolivia turned over to him the Decoration of "Officer of the National Order of Condor of the Andes." As he is a Reserve officer at the present time, having resigned last year from the Regular Service, Doolittle is authorized to accept this foreign decoration without first obtaining the consent of Congress.

While on the subject of Major Doolittle, it may be appropriate to quote the following editorial which appeared in a recent issue of the Seattle TIMES:

"If the question were put to the American people, it is likely they would say the outstanding aviator of the world was Lindbergh or Byrd. However, the airmen themselves have a different opinion; in a recent poll they awarded that honor to James Doolittle, former lieutenant and crack test pilot of the American Army Air Service. He is credited with contributing more to the progress and development of aviation than any other man.

It is a little startling to learn that the men who actually pilot airplanes should set Lieutenant Doolittle above such men as Lindbergh, Byrd, Chamberlin, Hawks, and a half dozen others who have commanded public consideration for outstanding accomplishments. The public, which cannot remember from year to year the names of ocean-hopping pilots, hardly could be expected to keep Lieutenant Doolittle's name in mind or remember his record of achievement. Some will recall that five years ago he won the International Schneider Cup race for fast flying, but with his service in flying blindly through opaque fogs, in determining how much strain the human consciousness and planes could stand, in selling planes abroad, and in the preparation of technical books on flying, few are acquainted. He tested plane wings until they cracked and demonstrated the extreme limit of body pressure.

The current number of The American Magazine pays well-deserved tribute to

Lieutenant Deolittle. As a result of his fortitude and daring, aviators have a fair idea of what their planes will do under any conditions. Flying men evidently hold him in higher esteem than the pilots who perform spectacular feats of no special benefit to our newest means of transportation."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Thomas D. White from duty as student in Chinese Language, Peiping, China, to March Field, Calif.

1st Lieut. Burnie R. Dallas, Letterman General Hospital, San Francisco, Calif., to appear before Retiring Board.

Captain Thomas Boland, March Field, to Mather Field, Sacramento, Calif.

2nd Lieut. John H. McCormick, Langley Field, to the Philippines, sailing from New York about January 13, 1931.

Captain Edgar P. Sorenson, 2nd Lieuts. Dale D. Fisher and Elwell A. Sanborn, March Field, to Philippines, sailing from San Francisco about Feb. 4, 1931.

Upon completion of tour of duty in Philippines, 1st Lieuts. John M. McDonnell to Mitchel Field, N.Y.; Joseph Smith to Air Corps Training Center, Duncan Field, Texas; George A. Whatley to Mather Field, Calif.; Hobart R. Yeager to Bolling Field, D.C.

2nd Lieut. Robert L. Easton, Panama, to Air Corps Training Center, Texas.

2nd Lieut. Edgar M. Scattergood, Reserve, Selfridge Field, to Dodd Field, Texas, and to be relieved from active duty June 30, 1930.

Relieved from Detail to the Air Corps: 2nd Lieut. Mahlon S. Davis to the 18th Field Artillery, Fort Riley, Kansas; 2nd Lieuts. Claude E. Journey, Theodore F. Bogart to Infantry, 2nd Division, Fort Sam Houston, Texas; 1st Lieut. Lester M. Rouch to 76th Field Artillery, Presidio of Monterey, Calif.

Reserve Officers detailed to extended active duty: 2nd Lieuts. Ross N. Huguet, Centerville, Texas; Hernan C. West, Hamilton, Texas, to Fort Crockett, Texas, January 2 to June 30, 1931; John S. Blanchard, Inglewood, Calif., to France Field, Panama, same period; Mitchell P. Borden, New Orleans, La., to Maxwell Field, Ala., same period; James D. Pendleton, Charlotte, N.C., to Pope Field, N.C., December 4 to June 2, 1931; John Leighton Ames, Jr., Live Oak, Calif., to Rockwell Field, Calif., December 1 to June 30, 1931; Joel G. Pitts, Oklahoma City, Okla., to Post Field, Okla., Jan. 16 to June 30, 1931; William C. Bryan, Jr., Fort Worth, Texas, to Post Field, Okla., Jan. 2 to June 30, 1931.

Extended active duty tours of 2nd Lieuts. Lane W. Sharman, V.L. Brown, Louis W. Strieber, John C. Crain, Edward D. Hoffman, William A. Cocke, Jr., and Harry D. Clapper, further extended to June 30, 1931.

Promotion: to grade of Captain - 1st Lieuts. Robert V. Ignico from Nov. 11; Leland R. Hewitt from November 20th; Clifford C. Nutt from November 26th.

Resignation: 2nd Lieut. Harry Whitfield Howze.

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LIEUT. JOHNSON MAKES VERY LOW PARACHUTE JUMP

The Selfridge Field Correspondent states that it has been brought to his attention that 1st Lieut. Harry A. Johnson, commanding the 94th Pursuit Squadron, has now the record of the lowest parachute jump in the history of the Air Corps. It seems that the "Skipper", while he was in Washington with his Squadron attending the Rickenbacker ceremonies, became imbued with an uncontrollable desire to get hold of his parachute "right now;" in other words, immediately. In doing so, he grabbed the "handle" which is placed in such a peculiarly handy position, and pulled with a mighty heave. Of course, it is not necessary to explain to loyal members of the good old Air Corps just what happened at the next juncture. Suffice it to say that "Skipper" unquestionably holds the record.

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ARRIVAL OF THE P-6 PURSUIT AIRPLANE

The eyes of Selfridge Field personnel were recently attracted skyward by the mighty roar that heralded the arrival of the first P-6's at that field. They were ferried by Lieuts. Elliott, Olsen and Vaupre, all three officers agreeing that a P-6 was by far the best airplane they had ever flown. In addition to claiming them Selfridge Field's speediest ship, Lieut. Olsen also stated that it could easily out-manuever any airplane yet built.

RESERVES ENJOY PROFITABLE TWO WEEKS TRAINING AT SCOTT FIELD

Reserve training was given the front rank of importance at Scott Field, Belleville, Ill., during the first two weeks of November. While this training is usually confined to the summer months, it was recently found that enough money was available for a limited number of officers in the Corps Area to be given a tour of active duty for 14 days, and as a result fifteen heavier-than-air pilots were ordered for duty from November 2nd to 15th. Thirteen of the officers reported and were attached to the 15th Observation Squadron for their training, Capt. Wolcott P. Hayes, commanding.

Under the direction of Captain Hayes and 1st Lieut. F.A. Johnson, the Squadron Operations Officer, the training period went through without a hitch, and at its conclusion the Reserve officers were unanimous in expressing their opinion that it was the best camp they had ever attended. The regular service equipment of the Squadron was augmented by the addition of four PT's from the Fairfield Air Depot and one P-3A from Selfridge Field, Mich. The Reserve officers proved to be exceptionally well qualified pilots, and it was possible to put most of them on service type planes almost immediately. Every possible minute was devoted to their flying training, while the class room lectures and various demonstrations of service equipment were held during inclement weather. The weather kindly accommodated itself to the schedule, and it was possible to complete all of the training that had been listed.

On the evening before their getaway day, the officers of the post gave a dance in honor of the Reserve officers and then as a climax to all the good feeling that had been expressed on both sides, Major Robert D. Bedinger, the senior officer of the Reserves, presented the Officers' Club with a large painting of "The Guardsman." Lieut.-Col. John A. Paegelow, the Post Commander, accepted on behalf of the Club and expressed his appreciation of the fine spirit which had been shown during the camp.

One of the noteworthy features of the training period was that there was not a single accident of any sort or description, and in no instance did a plane have to be put out of commission because of and damage caused thru their operation by the Reserve officers.

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BOMBING OF OBSOLETE AIRPLANES AT CAMP STANLEY

Pilots of the 8th and 90th Attack Squadrons, 3rd Attack Group, Fort Crockett, Galveston, Texas, returned from Camp Stanley, Texas, much enthused with the results of the realistic bombing staged there. The Group planes made three attacks on two rows of condemned planes arranged to simulate an enemy airdrome. The first two attacks were made, using small fragmentation bombs from an altitude of about 400 feet. Practically all the planes were damaged. Three were burned by direct hits, and tail surfaces were blown from others.

An attack was then made on the remaining planes with 100-pound demolition bombs, flights of three planes dropping four 100-pound bombs simultaneously. Turmoil reigned supreme. Planes were blown into the air, while others were turned over and burned. Holes were blasted in the ground large enough to bury an automobile.

Many of the Attack planes were hit by fragments from their own bombs, as holes in the fabric showed. Lieut. F.E. Calhoun's plane was put out of commission by a fragment that went through the oil tank. Although oil covered his goggles and clothing, he was able to land at the Camp Stanley airdrome before the oil had all leaked out.

News reel cameramen with sound machines recorded the exhibition.

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NATIONAL GUARD AIRMEN MAKE LONG CROSS-COUNTRY

Lieuts. Robinson and Wallen, of the 40th Division, Aviation, California National Guard, and Lieut. Carroll, Unit Instructor, recently returned from the longest cross-country flight ever undertaken by a National Guard Squadron. In three weeks time the three ships covered some 7,000 miles - Los Angeles to Boston and return. The trip was for the purpose of transporting personnel to the National Guard Annual Convention at Boston, and also included a few days stay-over for the American Legion National Convention at that place. The route taken was via Boeing Air Transport to Chicago, thence on direct line to Boston and return via the Southern route. The flight reports warm receptions and efficient cooperation from all stations visited.

A GET-TOGETHER OF ORDNANCE AND AIR CORPS OFFICERS

At a dinner given by the Washington post of the Army Ordnance Association on November 21st at the Army, Navy and Marine Corps Country Club, about 30 Air Corps officers, stationed in the Office of the Chief of the Air Corps and Bolling Field, were the guests to listen to Assistant Secretary of War Frederick H. Payne; Colonel E.A. Deeds, of Dayton, Ohio, Major-General James E. Fechet, Chief of the Air Corps; and last, but not least, Lieut.-Colonel C.G. Mettler, President of the Washington Chapter of the Army Ordnance Association, speak of Industry and the Ordnance and the Air Corps.

In his opening remarks, Col. Mettler called attention to the fact that two of the Army's first anti-aircraft experimenters were present at the luncheon that day, Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, and himself. In 1903 and 1909, they were stationed at Sandy Hook, N.J., where Colonel Mettler shot at a 30-foot balloon maneuvered from the ground by General Foulois. He stated that he thought he hit it once in the months of practice, but believed that that particular shot was an accident.

General Fechet was then introduced and spoke briefly. "We of the Air Corps," he stated, "are dependent upon the Ordnance for our munitions. Without them our Pursuit and Attack planes would be useless, for airplanes would have no means of striking blows at the enemy, and no means of defending themselves from the aerial attack of enemy aircraft."

Colonel Deeds, the next speaker, sketched the development of the Air Corps from the war (when he served in it) to the present time. He pointed out how little aircraft ordnance we had when we entered the air; how little was known in industry about the requirements of the Air Service for ordnance and armament; that he nearly entered the Ordnance Department, but by circumstances got into the Air Service instead.

"It is hard for persons in the industrial world to appreciate Army Industrial problems," Col. Deeds stated. "Fortunately, Assistant Secretary of War Payne, who is charged with procurement, knows the problems confronting the Army and those of the outside industries and is able to coordinate intelligently the efforts of both spheres."

The Army Ordnance Association also does a wonderful work, with its members in and out of the service coordinating their efforts to give the Army better Ordnance supplies. It is surprising how much interest is taken by outsiders in what Ordnance the Army gets and uses, an intelligent interest born of the desire that the Army receive the best that money affords.

It was striking to those of us who came into the Army in 1917 to note the unpreparedness of the country for war. Europe had been on fire for three years, yet in 1917 no one in the United States knew what it was all about except those in the Army, who knew what it was about but could not do anything because of the lack of appropriations of past years which prevented them from developing anything of their own.

To say that there will not be another war is foolish. War may be lessened in its occurrence by the shrinking of the world, caused by rapid means of travel and communication and development of world trade, but when it does come it will come quicker than it has heretofore.

You cannot buy TIME. It takes time to get prepared. A sudden flow of appropriations will not entirely solve the problem. For ages it has taken three weeks to hatch an egg, and you can't improve on that. It takes constant preparation for preparedness. That's the best preparedness and the cheapest by far. The appropriations for development for the Air Corps and the Ordnance should be several times what it is now.

No sensible person should wish appropriations to go way down because the country is going through a period of depression. The country will perk up soon. That is bound to happen. If interest in the Army on the part of the people slumps because there may be a temporary depression, then the efficiency of the Army will slump. The Army personnel may be highly efficient, but they cannot do much on starvation appropriations.

There would be no commercial aviation without the service aviation. The latter is the steadying influence in these times of depression that helps the industry and the operating services pull through the low places."

In closing, Colonel Deeds stated that "it is refreshing to get into the atmosphere of stability that you encounter in the Army. The Army, like the country, goes on. That is the spirit, believe me, that makes it so refreshing

for me to leave Wall Street and its pessimism and be with you here today."

"I can only echo the sentiments of Colonel Deeds," said Assistant Secretary of War Payne, the next speaker. "I think Will Rogers hit it right on the head when he called attention to the disorder in China, the starvation in Russia, the near upset of the German government, conditions in other European governments and the revolutions in South America, and then called attention to the fact that we in the United States weren't so bad off after all."

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THE MITCHEL FIELD DUMBELL CLUB

The Mitchel Field Correspondent, under date of November 17th, sent in the following:

In order that knowledge of such deeds of valor are not lost to posterity, the Mitchel Field Flying Dumbell Club, in executive session, has conferred upon Major -- Overhaul, Air Corps, the great and questionable honor of inscribing his name upon the Club's emblematic trophy and has selected him its first life member.

CITATION

"For exceptionally meritorious and distinguished conduct and extraordinary heroism in the Long Island sector. As commander and pilot of a strange O-A2 Keystone Amphibian airplane, Major -- Overhaul, Air Corps, operating between two and three thousand feet altitude, planned and executed a series of wing overs, power dives, chandelles and gliding turns, thereby demonstrating high attainments in flying. At the conclusion of these maneuvers for the instruction of the flying personnel of the Ninth Observation Group, Major Overhaul then demonstrated his brilliant command of skill and judgment and with conspicuous intrepidity above and beyond the call of duty and regardless of personal danger, brought his airplane to a perfect one point landing on Mitchel Field without lowering or making use of the landing wheels attached to the airplane for this purpose. This occurring on October 22nd, 1930."

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SCOTT FIELD OFFICERS SERVE TEMPORARY TOURS WITH OTHER ARMS OF SERVICE

In compliance with a policy put into effect by the Corps Area Commander, Major-General Frank Parker, four officers of the 15th Observation Squadron, Scott Field, Belleville, Ill., were on detached service for 10-day periods with other arms of the service, and seven officers from the other branches were on duty at Scott Field. On October 31st, 2nd Lieuts. John G. Fowler and William A. Schulgen were flown to Chicago for duty at Fort Sheridan, and on the following day the planes returned with 1st Lieuts. Alfred Vepsala, 3rd Field Artillery; John M. Bethel, 14th Cavalry; 2nd Lieuts. Ronald J. Pierce, 2nd Infantry, and Grant E. Hill, 61st Coast Artillery. Then on November 6th, 2nd Lieuts. Frederick A. Bacher and Stuart G. McLennan proceeded to Jefferson Barracks, and Scott Field was made the temporary 10-day home of Captain Sherman P. Walker, 1st Lieut. August E. Schanze and 2nd Lieut. Wilborn B. Griffiths, all of the 6th Infantry.

The return of the officers to Fort Sheridan was delayed three days due to inclement weather, but that did not worry them, as all of them expressed the desire to have an even longer detail. Lieuts. Vepsala and Hill made an official request for an extension of the detail but this was denied, it being stated that there would be a further chance for these officers to have duty with the Air Corps in the coming Spring.

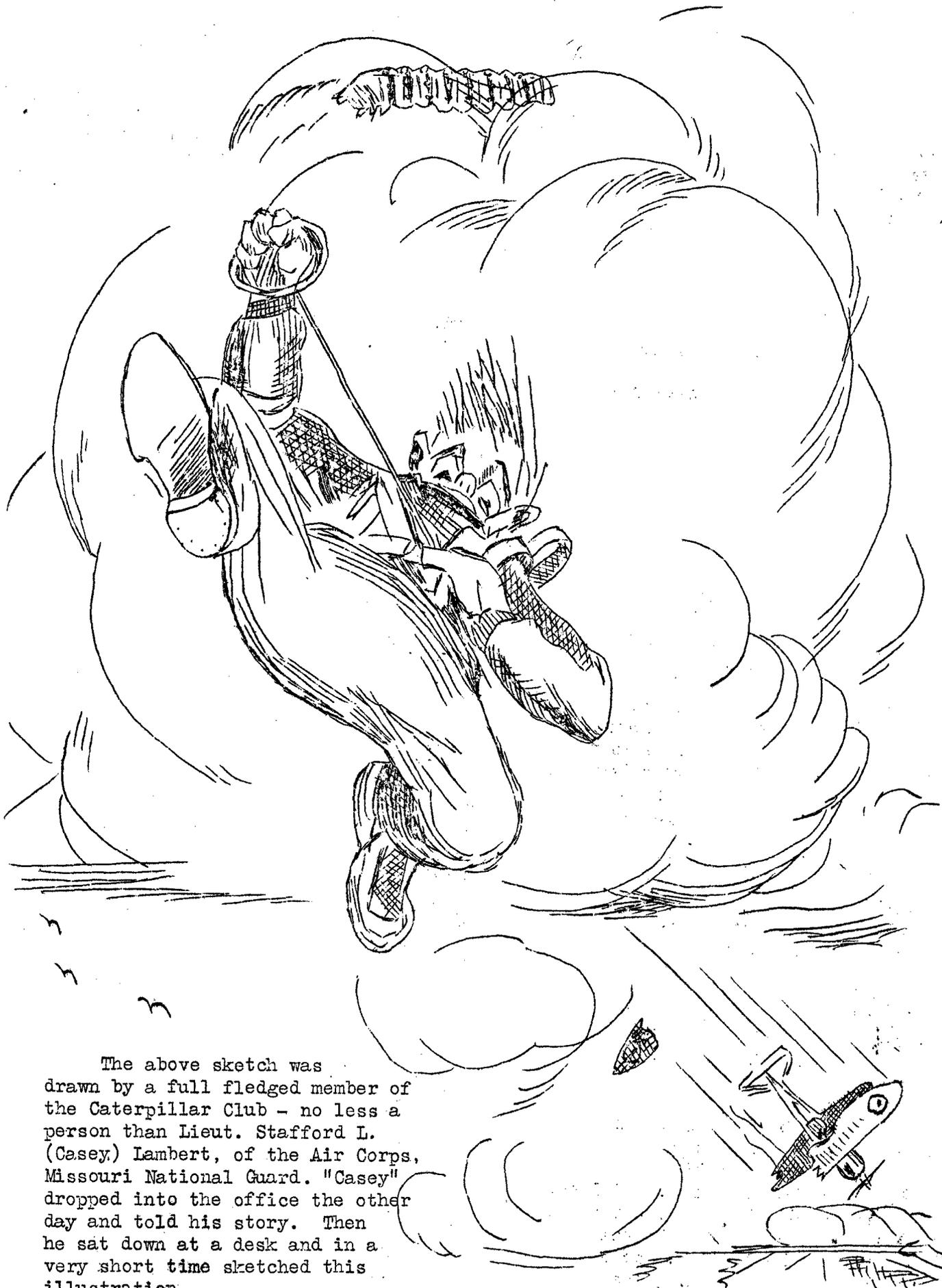
These visiting officers were given opportunities to fly in both heavier-than-air and lighter-than-air equipment, and attended many of the classes being conducted for the Reserve officers then on 14-day active duty tours at Scott Field. They also gave lectures to the Reserve officers covering their own branches of the service, and these were very instructive and helped everyone to appreciate the point of view of the "other fellow."

The officers from Scott Field reported their temporary duty tours as having been very instructive, and it is believed this interchange of officers will be of especial benefit in any general maneuvers for the troops of this Corps Area.

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On Tuesday, November 11th (Armistice Day) a formation of nine planes from Mitchel Field flew over New York City and circled the "Eternal Light" to honor the war heroes from this section of the country.

CATERPILLAR CLUB PASSES THE 300 MARK



The above sketch was drawn by a full fledged member of the Caterpillar Club - no less a person than Lieut. Stafford L. (Casey) Lambert, of the Air Corps, Missouri National Guard. "Casey" dropped into the office the other day and told his story. Then he sat down at a desk and in a very short time sketched this illustration.

Contrary to the general trend of the stock market these days, Caterpillar Club, Common, is still rising, and has suffered no relapse since it was placed on the big board. In the issue of the News Letter of August 29th, Caterpillar Club, Common, was quoted at 271. Since that time a gain of 55 points was made, so that the standing of the Mythical Brotherhood of Caterpillars at the present time is 326 lives saved and 338 jumps made, 12 being repeaters.

The historian of the Caterpillar Club is indebted to the Irving Air Chute Co. and the Russell Parachute Co. for data forwarded on parachute jumps made by civilian flyers. The Club standing is correct as far as the records go, but it is quite possible that other jumps may have been made by civilians and nothing is known of them either because the accounts thereon failed to appear in the papers or the jumpers failed to apply for the Caterpillar Club Pin.

The new additions to the Caterpillar Club are listed below, as follows:

<u>Date</u>		<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
1928				
August	17	George E.K. MacKinsey	Civilian	Bristol, Pa.
November	2	E. E. Parker	Lieut. U.S.N.	San Diego, Calif.
1929				
September	29	Capt. Lloyd Juelson	Air Mail Pilot	Cleveland, Ohio.
1930				
February	16	Roy O. Hunt	Civilian	San Francisco, Calif.
March	9	Robert Page Deuel	Civilian	Dallas, Texas.
April	4	C. Eugene Searle	Civilian	Detroit, Mich.
April	7	Stevens Bancroft	Ensign, U.S.N.	Pensacola, Fla.
April	12	Herbert Condie	Civilian	St. Louis, Mo.
April	12	Stafford L. Lambert	Lt. Natl. Guard	St. Louis, Mo.
April	22	Carroll Ward	Civilian	Dallas, Texas.
April	22	W.D. Phillips	Civilian	Dallas, Texas.
May	2	C.H. Pickup	Civilian	Pittsburgh, Pa.
May	2	D. Allen Dittman	Civilian	Pittsburgh, Pa.
May	8	J.O. Dockery	Civilian	Pine Bluff, Ark.
May	9	A.T. Frolich	Civilian	San Francisco, Calif.
May	11	T.T. Chapman	Civilian	Green Bay, Wis.
May	17	A.H. Billstrom	Civilian	Houston, Texas.
May	30	Clyde W. Wallace	Civilian	Tucson, Arizona.
June	9	LaVere Tremblay	Civilian	Dallas, Texas.
June	29	Harold Groves	Civilian	Portland, Oregon.
June	29	Emma Kingsmdre	Civilian	Bellingham, Wash.
July	7	Fred E. Andrick	Civilian	Albuquerque, N.M.
July	11	C.B. Smith	Civilian	St. Paul, Minn.
July	12	John Charleson	Civilian	Mineola, N.Y.
July	15	L.D. Miller	Civilian	Omaha, Neb.
July	17	Ray J. Solomon	Civilian	Los Angeles, Calif.
July	17	Ward Wells	Civilian	Los Angeles, Calif.
August	3	C.H.S. Weaver	Civilian	Buttonwoods, R.I.
August	5	Eric Wood	Civilian	Westbury, L.I., N.Y.
August	5	Leonard G. Roof	Civilian	Cleveland, Ohio.
August	10	E. B. Wells	Civilian	Glenview, Ill.
August	18	W. Edgar Leedy	Civilian	Youngstown, Ohio.
August	26	W.O. Gallery	Lieut. U.S.N.	Pensacola, Fla.
September	3	T. J. Marquis	A.P., U.S.N.	
September	5	Harry L. Clark	2d Lt. Air Corps	Fort Crockett, Texas.
September	5	Marvin May	Private, "	Fort Crockett, Texas.
September	10	Ted Wells	Civilian	Wichita, Kansas.
September	24	Marion G. McCollough	Civilian	Tulsa, Okla.
September	24	Harold S. Christenson	Civilian	Tulsa, Okla.
September	28	Wallace Franklin	Civilian	Ypsilanti, Mich.
October	1	James E. Parker	1st Lt. Air Corps	Wright Field, Ohio.
October	1	John M. Cross	Lt. A.C. Reserve	Kansas City, Mo.
October	2	Marion J. Simpson	C.A.P., U.S.N.	Cape Charles, Va.
October	3	Curtiss E. Smith, Jr.	2d Lt. A.C. Res.	Deatsville, Ala.
October	3	Laurence A. Duncan	2d Lt. A.C. Res.	Deatsville, Ala.
October	9	Patrick W. Timberlake	1st Lt. Air Corps	France Field, Panama.
October	9	Harry D. Hale	Lieut. US Navy	Pensacola, Fla.
October	10	W.V. Davis	Lieut. US Navy	Pensacola, Fla.
October	21	Joseph P. Adams	Lieut. VMCR	San Francisco, Calif.
October	27	F.L. Baker	Lieut. USN	Ocean, San Diego, Calif.
November	12	Dick Merrill	Air Mail Pilot	Shelby, N.C.
November	17	John L. Magden	Cadet, Air Corps	Kelly Field, Texas.
November	27	Gerald Nettleton	Civilian	Pine Valley Lodge, Calif.

It is impracticable to outline the details connected with the emergency parachute jumps made by the above-named personnel, for to do so it would require

the utilization of about ~~as much space as an entire issue~~ of the News Letter.

The initiation into the Caterpillar Club of Captain Lloyd L. Juelson was, to say the least, a most strenuous one. He was flight-testing an airplane which had previously cracked up and had been repaired. It was not long before he found it imperative to leave the ship. In struggling to get out of the cockpit, the ripcord caught on the fitting which holds the cockpit cover in place and released the chute in the cockpit. This was not noticed by Captain Juelson until he was standing with one foot on the wing and one foot in the cockpit.

"I reached around for my ripcord and was just about to jump," Captain Juelson stated, "when I discovered I did not have a ripcord. Glancing inside the cockpit I saw the chute fully opened. I then grabbed the chute in handfuls and streamed it out behind and at the last moment grabbed just an armful of the chute that was left inside the ship and jumped, releasing the armful after I had cleared the ship. The shroud lines became entangled around my leg and when the chute opened I was hanging down but landed safely without any serious injury."

In several of the reports received reciting the circumstances connected with emergency parachute jumps, statements appeared to the effect that the jumper had but a very hazy recollection of pulling the ripcord, which goes to prove that in an emergency of this kind, regarding which some Caterpillars have stated that there was no time to think, the necessary steps required to be taken to effect a successful initiation were performed more or less mechanically.

Another peculiar fact worthy of mention is that many of the "Silk Sailors" have stated in their reports that, after leaving the ship, they had no sensation of falling; that when the parachute jerked them upright they seemed to hang in the air, becoming conscious of descending only when within a short distance of the ground.

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A SKILLFUL TAKE-OFF AND LANDING

One of the prettiest exhibitions of flying seen on Nichols Field, P.I., in some time was given recently by 1st Lieut. T.D. White, who took off from the concrete runway in front of the hangars with his plane fully loaded with gasoline and cross-country supplies for a projected flight to Mindoro. When he had nearly reached flying speed, his plane swerved and the right wheel struck a pile of sand on the runway, crumpling the right landing gear strut. Lieut. White skillfully managed to avoid several automobiles which were parked slightly to the right of the runway and got his ship into the air with no further damage. After flying around the airdrome for about twenty minutes and trying ineffectually to dump his gas, he finally came in to as pretty a landing as was ever made on one wheel, ground looping less than 90 degrees at the end of his run.

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DISTINGUISHED FLYING CROSS PRESENTED TO LUKE FIELD FLYERS

The Distinguished Flying Cross, one of the highest honors which can be won by members of the Army Air Corps, was presented to each of three Luke Field officers on October 30th by Major-General William Lassiter, Commanding the Hawaiian Department, while troops and planes of the Fifth Composite Group assisted in honoring them. The officers decorated were Captain Ulysses G. Jones, 1st Lieut. Walter T. Meyer and 2nd Lieut. Edwin W. Rawlings, who last May endeavored to rescue three of their comrades from the sea near the Island of Maui.

General Lassiter made a short talk to the men who were presented their medals in the presence of the entire personnel of the Fifth Composite Group. The Department Commander complimented them on their bravery and presented citations from the War Department. The citations enumerate the events of the tragedy in which the Army Bomber fell 8,000 feet into the Pacific, and commends the men for disregarding their own safety in landing their amphibians in the stormy sea in a rescue attempt.

General Lassiter arrived at Luke Field, accompanied by Lieut.-Colonel D.Y. Beckham, Department Adjutant; Colonel L.W. Oliver, Chief of Staff, and his aide. When he presented the medals he was accompanied in the reviewing party also by Major Carlyle H. Wash, Acting Department Air Officer, and Major Maxwell Kirby, Commanding Officer of the Fifth Composite Group.

The occasion marked the first visit of General Lassiter to Luke Field since he arrived in Hawaii to take command of the Hawaiian Department, and he took

advantage of the opportunity to inspect troops and airplanes. Immediately following the aerial review, Major Kirby conducted him on a tour of inspection of the entire post.

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A VERY VERSATILE ORGANIZATION

The News Letter Correspondent from Luke Field, Hawaii, pours out a tale of woe, if it can be called such, on the hard life which has been the lot of the 72nd Bombardment Squadron. He goes on to say, as follows:

"On the hangar line the Squadron is the 'Orphan Annie' of the Air Corps. First we were a full fledged bombing outfit with some famous LB-5 planes. As time passed, taking with it these same planes, we were scheduled to be demobilized, but with the true fighting Seventy-Second spirit we existed for a short time on two DH planes. As these fell by the wayside, we became the only Bombardment squadron known to history equipped with Pursuit planes. Thanks to our neighbors from Wheeler Field, we had four of their best PW-9's.

As the tide turned and the O-19's came on, we had four of them, being a Bombardment Squadron equipped with Observation planes. With the ebbing of the tide we lost our Observation planes and once again, with many thanks to our neighbors on the hill, we find ourselves now the only Bombardment squadron known to be equipped with Attack planes, having just accepted four of their A-3's.

We are comparable to the trainers of a stable; we get the planes "green," gently break them in with the greatest of kindness, both in the air and on the ground, and then we turn them over to the 'jockies' of some other outfit to maltreat.

From our varied experiences in the air and on the ground with any and all types of planes and engines, our 'grease monkees' have become the best and most experienced in the Department, while our athletic prowess is rapidly allowing us to forge to the front as the 'Prides' of Luke Field. Backing up the above mentioned heroes is the best mess on the field, to which the fortitude, endurance, versatility and other attributes of the Squadron are directly due.

And now we will return to our barrack nestled amongst the palm and other tropical trees, where the musical tinkle of the falling water in the nearby fountain will make the afternoon siesta the more enjoyable."

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RESERVE SQUADRON ESTABLISHES A CLUB HOUSE

Reserve officers assigned and attached to the 309th Observation Squadron, Air Corps Reserve, at Schoen Field, Fort Benjamin Harrison, Indiana, are telling the military flying world that theirs is not, by any means, a "paper" organization.

At a recent meeting, the Officers' Club of the 309th Squadron was organized, with a club house at the Reserve flying field, the President of the Club being Major H. Weir Cook, wartime "Ace" and co-temporary of Colonel "Eddie" Rickenbacker. Captain R.E. Whitehead, Flight Surgeon, was elected Secretary-Treasurer. Captain Hunter and Lieuts. Jose and Nicholson were elected Members of the Executive Committee.

Members present at the organization of the Club were Major Cox, Captains Fauvre, Reagon, Lieuts. Friend, Genaro, Halstead, Johnson, Leith, Mathews, Noble, Pond, Smith, Sommer, William White, W.E. White, Winnings and Wolfe. The Squadron now has a complete roster of pilots and observers.

Air Corps Reserve officers, in their cross-country flights about the country, have too long been the guests of the Regular personnel stationed at Regular Army flying fields, say these flyers of the 309th; so they have taken the situation in hand and issued a general invitation for all Air Corps officers to stop at Schoen Field, so that the Reserves themselves may act as hosts. The comforts of a cozy club house are available, as well as that rare accommodation - good transportation to and from Indianapolis.

Lieut. Stanton A. Smith is the Regular Air Corps pilot recently detailed at Schoen Field to supervise Reserve flying activities there.

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Brooks Field will shortly receive 22 BT-2B airplanes from the Douglas Company, Santa Monica, Calif., these planes to be ferried to destination by pilots from Brooks and March Fields.

ANOTHER MEDAL OF HONOR MAN AMONG WAR-TIME FLYERS

It seems that a popular belief prevailed in Air Corps circles and elsewhere that the late Lieut. Frank Luke, generally referred to as the "Arizona Balloon Buster," was the only war-time flyer to be awarded the Congressional Medal of Honor posthumously. A statement to that effect in the last issue of the News Letter was found to be erroneous.

The revival of interest in the Congressional Medal of Honor, brought about through the recent presentation of this much coveted decoration by the President to Colonel Edward V. Rickenbacker, foremost American war-time flyer, led one of the members of the Information Division, Office of the Chief of the Air Corps, to scan through the official publication "Decorations, U.S. Army, 1862-1926," issued by the office of The Adjutant General.

It appears that the ancient saying "Seek and ye shall find," needs no vindication, and as a result of this latest check on the names of those American heroes whose deeds of valor in combat against an enemy won for them the highest recognition it is possible for this country to bestow upon them - the Congressional Medal of Honor - it was found that another American airman was awarded this decoration posthumously - 1st Lieut. Harold Ernest Goettler, pilot, 50th Squadron, Air Service. The Medal was given to the mother of the deceased officer in 1922, the citation accompanying the award reading as follows:

"Lieut. Goettler, with his observer, 2nd Lieut. Erwin R. Bleckley, 130th Field Artillery, left the airdrome late in the afternoon on their second trip to drop supplies to a battalion of the 77th Division, which had been cut off by the enemy in the Argonne Forest. Having been subjected on the first trip to a violent fire from the enemy, they attempted on the second trip to come still lower in order to get the packages even more precisely on the designated spot. In the course of this mission the plane was brought down by enemy rifle and machine-gun fire from the ground, resulting in the instant death of Lieut. Goettler. In attempting and performing this mission Lieutenant Goettler showed the highest possible contempt of personal danger, devotion to duty, courage and valor."

The flight mentioned in the citation took place near Binarville, France, October 6, 1918.

Lieut. Bleckley was also killed in the crash of the airplane, and the Medal of Honor was posthumously awarded in his case, being presented to his father, Mr. E.E. Bleckley.

As the reader may have surmised, the battalion of the 77th Division referred to in the citation was the famous "Lost Battalion," commanded by the late Lieut.-Colonel Whittlesey. Incidentally, the "Lost Battalion" was found by Lieut. Robert M. Anderson, Air Service, a member of the 50th Aero Squadron.

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RADIOING IN THE AIR CORPS

An unusual radio contact mission was carried out on November 18th by two members of Maxwell Field, Montgomery, Ala., flying in an Observation plane, in coordination with Radio Station WFSB, of Montgomery, Ala. A two-way telephone conversation was carried on from ship to ground and ground to ship, both conversations being re-broadcast over WFSB on their assigned frequency of 1410 Kilocycles. Using the standard transmitter of 50 watt power, the contact was begun on 500 kilocycles and advanced by 50 kilo stages until 800 was reached, and it was found that this was the most efficient.

The airmen in the plane broadcasted for the five-minute intervals and the ground the two-minute. The complete conversation was carried on successfully without a second's interruption or failure. This airplane broadcast was heard, as established from telegrams, from Terre Haute, Indiana to Orlando, Florida. The time of the broadcasting was from 3:00 to 4:20 p.m.

Such a mission demonstrates the efficacy of the coordination for use in time of fires, mobilization, etc., giving the observer from a plane a method of instantly giving his observations to personnel hundreds of miles away. The mission was under the supervision of the Public Relations Department.

The ever increasing importance of radio communication in the 95th Pursuit

Squadron was demonstrated in a flight made recently by Lieut. S.K. Robinson. Taking off from Rockwell Field, Lieut. Robinson reeled out his antenna and headed in the general direction of March Field. Two-way Communication between the ground station and the P-12B was maintained without interruption during the entire flight. When the plane was directly over March Field, the signals began to fade and, due to lack of gasoline and the heavy traffic of March Field, Lieut. Robinson was unable to continue with his mission.

The distance over which communication was maintained, however, approximately 85 miles, is a local record for Pursuit radio work, and all Rockwell Field personnel are enthusiastically looking forward to the breaking of this mark with improvements now in the process of development.

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BOMBING - AND HOW!

"Rockwell Field has a mighty fine bombing team," says the News Letter Correspondent, "and we want the Air Corps to know how proud we are to claim these two officers as our own.

The 11th Bombardment Squadron had started its record bombing when Lieut. H.W. Bowman, pilot, and Lieut. R.K. Urban, bomber, were sent aloft to drop their bombs for record score. And what a score they made! Lieut. Urban dropped a bomb for his sighting shot - it landed in the middle of the circle - bullseye. In five more approaches at the target the five record bombs were dropped with every one landing in the center of the target - score 500. Two bombs, spares, remained, so with two additional approaches two more bullseyes were scored. Officially credited with a perfect score of 500, Lieut. Urban set a super record when all eight bombs suspended in the racks of the 'Condor' found their mark with unerring accuracy."

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CONSTRUCTION OF BUILDINGS FOR TACTICAL SCHOOL

Work on the construction of the various buildings for the Air Corps Tactical School which will make its home at Maxwell Field, Montgomery, Ala., is going steadily forward, the steel work having almost reached completion on the School Building proper and excavation being under way on another new barracks building of the type already on the field. Clearing has begun on the additional landing field area and, as an abundance of labor is available, it will go through to speedy completion. Bids are being submitted at present on a group of double quarters for married noncommissioned officers.

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EASIER TO GET IN THAN TO GET OUT

On his way back from Langley Field, Va., the fog rolled in on Lieut. Lindsay Bawsell, Mitchel Field pilot. He had the choice of landing in the water or a two by four field directly beneath him. He chose the field, made a perfect landing and sat down to wait for the fog to lift. While waiting for the weather to clear up and come to his rescue, he decided to inspect his newly acquired air-drome. Imagine his embarrassment when he found it to be but half as large as it should be were he to make an endeavor to get out of it. At the time the Mitchel Field Correspondent submitted this piece of news he stated that Lieut. Bawsell was sitting in a little truck garden outside of Keyport, New Jersey, waiting patiently for the emergency truck from Mitchel Field to arrive, take his ship apart and give him a ride back home.

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RETIREMENT OF FIRST SERGEANT DEE O. MOORE

In Special Orders No. 25, Brooks Field, Texas, dated October 31, 1930, the retirement of First Sergeant Dee O. Moore, of the 52nd School Squadron, was noted, with the following commendatory remarks: "First Sergeant Moore represents the highest type of soldier. His untiring energy and zeal in the performance of his many and varied duties have been marked. It is with the greatest regret that this command bids First Sergeant Moore farewell, and he takes with him the wish that he shall see many years of prosperity and happiness."

LIEUT. BRIGGS RECEIVES UNEXPECTED SURF BATH

According to the Rockwell Field Correspondent, Lieut. James E. Briggs, debonair Operations Officer of the 95th Pursuit Squadron, is in a position to hold his own with any ground flying ace whom he may encounter. It happened thusly.

Lieut. Briggs was towing target for Lieut. J.J. Mulvey about 15 miles out over the Pacific Ocean. Lieut. Mulvey finished his practice, signalled Lieut. Briggs that his firing was completed, and headed for home, where he landed. Ten minutes passed - fifteen - and still no Briggs. Rumor was rife, so finally three ships of "A" flight took off on a search. Ah! Lieut. Bundy discovered a grease spot on the surface of the broad Pacific with a fishing boat nearby. Flying close to the boat, Lieut. Bundy discovered that Lieut. Briggs was on board, smoking an El Ropo in the absence of a Murad.

The facts were discovered to be: A motor that quit cold - impossible to reach shore - set the ship down to a normal landing on the water - due to the safety belt being unfastened, one pilot was thrown in an ungraceful dive about fifty feet from the ship. Thanks to one fully inflated G.I. life preserver, complete with handle, the only injury experienced by the pilot was a good ducking. The ship, P-12B 29-435, sank in 105 feet of water but was recovered later in the day by a Navy mine sweeper.

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MOUNTAINS PROVE A BARRIER TO AIRSHIP

Starting a long trip on the 13th of the month proved somewhat unlucky for Captain Karl S. Axtater and his crew from Langley Field. The Captain with Lieuts. Williams and Shively and a crew of three enlisted men flew the airship TC-6-241 to Scott Field, Ill., and departed on November 13th with the TC-10-252, which was being transferred to Langley Field. Everything went along fine on the homeward trip until the mountains were reached. A stop was made at Dayton for gasoline, and then with a tail wind the last leg of the flight was started.

On arriving near the mountains near Parkersburg, West Virginia, it became necessary to gain more altitude, but when an attempt was made to valve some gas, in order that the pressure on the airship bag would be lowered, it was discovered that the cable leading to the valve was broken and that no gas could be released. All attempts to climb above 2,000 feet proved futile, and, as this was only half the altitude needed to clear the mountains, there was nothing left to do but to turn around and come back. The arrival of the airship over Scott Field at about 4:10 a.m. on the 14th was a big surprise to the garrison. Due to the lightness of the ship, it was necessary to turn out both the 9th Airship Company and the 24th Service Company to handle the landing.

Inclement weather delayed the departure of the airship, after the necessary repairs had been made, until the morning of the 17th.

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LIEUT. THORNTON IS VICTIM OF PAINFUL ACCIDENT

Lieut. R.M. Thornton, of the 11th Bombardment Squadron, Rockwell Field, had a very unfortunate accident during the recent maneuvers at Burbank, Calif.

He was riding in the nacelle of one of the "Condor" Bombers enjoying the scenery and the intense aerial activity. The mission completed, truce was declared and the Bombers settled to terra firma at the United Airport. After landing, Lieut. Thornton climbed up on the nacelle and jumped to the ground, unaware of the fact that the ring on his left hand had become fastened in the scarf ring of the nacelle. The resultant jerk of the jump played havoc with the third finger of his left hand. First aid was administered, and Lieut. Thornton was rushed to the Rockwell Field hospital in one of the "Condors" piloted by Lieut. F.M. Crismon.

Amputation was necessary, but recovery was rapid and "we are very happy to report," says the News Letter Correspondent, "that Lieut. Thornton is back on the job with all of his usual pep and enthusiasm."

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Construction on two contracts for noncommissioned officers' quarters at Langley Field, Va., which were let so far, the first for 34 sets and the second for 26 sets, is about 70 and 20 percent, respectively, completed.

NOTES FROM AIR CORPS FIELDS

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Rockwell Field, Coronado, Calif., Nov. 5th:

Brigadier-General R.E. Mittelstaedt, Adjutant General of the State of California, accompanied by his Aide, Lieut.-Col. F.J. Sherburn, paid an official visit to Rockwell Field, Oct. 8th.

Lieut.-Colonel F.M. Andrews, Office, Chief of the Air Corps, arrived at Rockwell Field, Oct. 10th in a Northrup Alpha plane from the Northrup Aircraft Corp., Burbank, Calif.

Six officers recent graduates of the Advanced Flying School, were assigned to Rockwell Field for duty, viz., Lieuts. J.N. Stone, R.H. Brandt, F.H. Davidson, K. Watkins, D.J. Keirn and E.S. Wetzel.

A four-ship flight of P-12's proceeded to Crissy Field on Oct. 20th, for the purpose of flying at the funeral of the late William W. Caldwell, who was killed Oct. 15th while engaged in carrying out a diplomatic mission.

Lieut. A.F. Solter was in command of the flight, which included Lieuts. J.H. Bundy, E.W. Anderson and G.E. Price.

On Oct. 21st Major B.K. Yount, Commanding Officer of the Rockwell Air Depot and 1st Lieut. B.M. Giles, Chief Engineer Officer of the Depot, departed via air for the purpose of conferring with the Commanding Officers of Regular Army and National Guard stations at Salt Lake City, Utah; Spokane, Seattle and Vancouver, Washington; and San Francisco, Calif., regarding questions in the maintenance of equipment and supplies for discussion at the Engineering-Supply Conference to be held December 1st at the Materiel Division. These officers returned to Rockwell Field on Oct. 30th.

Major Carl Spatz, Commanding Officer of the 7th Bombardment Group, and 1st Lieut. E.C. Batten, left Rockwell Field Oct. 30th for Wright Field, Dayton, Ohio, to serve on a board convened Nov. 3rd, for the purpose of testing and making recommendations on Pursuit airplanes.

A hard-time dance was held at the Officers' Club on October 31st. The Club was decorated with baled hay, corn stalks, pumpkins and Halloween novelties in keeping with the occasion. A five-piece orchestra kept everyone moving during the evening. Old clothes were the order of the evening. Several novel stunts were exhibited along with a lot of ingenious torture devices installed by the committee. Pies, cider and apples comprised the refreshments.

Rockwell Field is receiving an increase of 82 men in its enlisted personnel. These men will be assigned to the 76th Service Squadron, now in the progress of organization, under the command of 1st Lieut. E.C. Batten. Of the 82 men assigned, 18 men are from Selfridge Field and 64 from Maxwell Field.

Rockwell Air Depot: A total of twenty airplanes and sixty of the various type engines were completely overhauled during the month of October.

5,491½ man hours were expended in the Engineering Shops of the Rockwell Air Depot for the manufacture and repair of Air Corps equipment other than airplanes and engines.

An additional test block just completed was built especially to take care of the R-790 engines. The engineering staff of the Air Depot report that this will greatly facilitate the work with this type engine.

During the month, 442,933 pounds of freight and express were received in the Depot Supply, and 33,526 pounds was shipped. Shipments received totalled 307 and the total number shipped was 281.

Rockwell Field, Coronado, Calif., Nov. 16th:

Some aerial pictures were made of a flight of P-12's the first part of the month. Besides the routine formation, all of the different variations of the Ninety-Fifth's drill was flown.

The pilots participating in the flight were Lieuts. I.A. Woodring, S.R. Brentnall, E.F. Kiessig, D.D. Graves, G.E. Price and A.F. Solter.

Four P-12's were ferried to Mather Field on November 10th. These four ships were the first to leave Rockwell Field for the northern post, and it is anticipated that several more will follow in the near future.

Lieuts. C.E. Duncan, V.W. Vaughan, A.S. Merrifield and E.F. Kiessig piloted the ships to their new station.

Several P-12C's and O-38's landed at Rockwell Field for mechanical check up preparatory to being ferried to Langley Field and numerous National Guard stations.

Maj. Carl Spatz, Commanding the 7th Bombardment Group, and 1st Lieut. E.C. Batten, A.C., returned to Rockwell Field on Nov. 15th at the conclusion of the Engineering Conference held at Wright Field for the purpose of making recommendations on future types of Pursuit and Bombardment airplanes.

Capt. J.L. Grisham, reported to this station for duty and was assigned to the 7th Bombardment Group as Operations Officer.

We welcome Capt. Grisham and hope that shortly he will be one of the mainstays in our Post Activities.

San Antonio Air Depot, Duncan Field, Texas, Nov. 12th:

Brig.-General Edwin D. Bricker, Assistant to the Chief of Ordnance, while on his recent tour of inspection of Ordnance Department activities in this vicinity, favored this Depot with a brief informal visit on Nov. 7th, viewing our Engineering Shops.

Maj. A.L. Sneed, Commanding Officer of the Fairfield, Ohio, Air Depot, returning from Rockwell Field, Calif., in a BT-2B plane, stopped over at this Depot Nov. 6th for a brief visit in this vicinity.

Capt. Edward Laughlin of the Fairfield Air Depot, dropped in for a visit on Nov. 7th, ferrying a P-1C plane for the Commanding General of the Air Corps Training Center. Capt. Laughlin's visit was welcome to his many old friends in this vicinity, as he was on duty at this Depot as Chief Engineer Officer some years ago.

Capt. John M. Clark, was an informal visitor at the Depot for a few days, motoring through from the Fairfield Air Depot on his transfer to Mather Field, Calif. Capt. Clark who was formerly on duty at this Depot and at Kelly Field, was greeted by his host of friends at the various fields here and in San Antonio, who took the occasion to wish him success at his new station.

Lieut. Donald F. Stace of the Air Corps Materiel Division at Wright Field, Ohio, paid an informal visit to the Depot on Nov. 3d while passing through this section of the country.

Capt. Walter H. Reid, Air Corps Instructor with the 36th Division Aviation, Texas National Guard, Houston, visited this Depot on Nov. 4th, ferrying in an O-2H of that organization for inspection and repair.

Lieut. Charles E. Thomas, Jr., of this Depot, made a rail trip to Richards Field, Kansas City, Mo., ferrying back an O-11 plane to the Depot.

Quite an extensive cross-country flight is scheduled for two of the officers of this Depot. Lieuts. Ames S. Albro and Edward V. Harbeck, Jr., left here by rail for the Boeing Airplane Company's plant at Seattle, Wash. From there they will ferry two P-12C airplanes, by way of Rockwell Field, Calif., Tucson, Ariz., and El Paso, Texas, to Langley Field, Va., and from there will bring back two P-1's for delivery to Kelly Field.

Capt. H.H. George and Lieut. L.E. Hunting of France Field, Canal Zone, were visitors at this Depot on Nov. 8th. Capt. George was in command of a flight of four O-2H planes, ferried from Panama to Kelly Field. These planes were turned over to this Depot on Nov. 10th.

The new club house of the Air Corps Golf Association, Duncan Field, comprising membership among the officers of the Headquarters of the Air Corps Training Center, this Depot, Kelly Field and Brooks Field, was opened on Sunday morning, Nov. 9th, with a breakfast given by Lieut. and Mrs. Lawrence B. Savage of Kelly Field. About eighty guests enjoyed the occasion.

Capt. Fred E. Hayes, Air Corps Reserve, is on a fourteen days' tour of active duty at this Depot, beginning Nov. 1st. Capt. Hayes is with the Civil Service in the Office of the Quartermaster, Eighth Corps Area, and was one of this Depot's personnel in its early days immediately after the War.

A group of some twenty students of the Brackenridge High School of San Antonio visited the Depot on Nov. 3d for the purpose of making a tour through our Engineering Shops.

Maxwell Field, Ala., Nov. 20th:

The Squadron Basketball team just completed its organization with ten men out for the regular cage lineup. As with the Baseball team, our outfit is to

be listed among the contestants in the Montgomery City Basketball League, and, with this competition to stimulate interest, the indoor game will be the principal athletic activity during the winter months.

Capt. Ira C. Eaker was a visitor at the Field during the week of November 10th, arriving in the new transport "Northrop Alpha", 6 passenger, low wing monoplane.

Adverse weather conditions forced five Langley Field officers to be our guests for several days, they having arrived, from the Boeing factory in Seattle, Wash., with five of the new P-120's.

A definite Polo Club organization has taken shape at the Field and an exhibition game was scheduled to be played Nov. 23d, between the Maxwell Field Club and a civilian team. With a string of 17 mounts in the stables, there is an opportunity for development of a very good polo outfit. The game is an innovation to this locality and seems to have excellent drawing power.

40th Division Aviation, Calif. National Guard, Los Angeles, Calif., Nov. 15th:

This Squadron has settled back into the yearly training schedule after the annual field training period in August. Drill periods are more interesting than in the past, and the personnel is busily engaged in carrying on toward greater efficiency, which will be necessary for a smooth cooperation with twice as many troops at next summer's camp. Special emphasis is being given to attaining a high degree of proficiency in Communications, the need for which appeared at the 1930 camp.

This unit welcomes its newest officer, Lieut. Wendell H. Sanford, from the 160th Infantry, 40th Division, Calif. National Guard. We also have back with us a former officer, 1st Lieut. Harry C. Claiborne, from Captain, National Guard Reserve.

Our flying equipment, which was pretty well strained through continuous use at camp, has now been returned to us after overhaul at Rockwell Field, with the exception of our two faithful PT-1's, which have gone the way of all obsolete equipment.

Sunday, November 2d, was given over to the Commanding Officer's Inspection, which appeared to be thorough and detailed. Already, several new recommendations and orders have resulted.

Fairfield Air Depot, Fairfield, Ohio, Nov. 14th:

Maj. A.L. Sneed, Commanding Officer of the Depot, departed on Oct. 27th for Santa Monica, Calif., for the purpose of ferrying a BT-2B airplane to Wright Field, and for coordination of Materiel Division Activities in the southern states. He visited Kelly Field, Texas; Little Rock, Ark.; Birmingham, Ala.; Montgomery, Ala.; Atlanta, Ga.; and Fort Bragg, N.C., and returned to the Depot on November 13th.

Capt. Edward Laughlin, Engineering Officer, departed on Nov. 5th, ferrying a P-1C airplane, which had been overhauled at this station, to Kelly Field, returning Nov. 11th.

Lieut. Frederick M. Hopkins, Jr., Post Adjutant, and Major Malcolm C. Grow, Flight Surgeon, departed on Nov. 1st on a cross-country mission to Pittsburgh, Pa., Wilmington, Del., and Mitchel Field, N.Y., returning on the 6th.

Lieut. George V. McPike, Depot Supply Officer, made a cross-country trip to Selfridge Field on Nov. 8th.

Lieut. Melvin B. Asp and Mr. Plymyer, of this Depot made a cross-country flight to Bowman Field on Nov. 3d for the purpose of transporting an engine.

Lieut. John A. Austin, Station Supply Officer, made a cross-country trip to Chanute Field on Nov. 1st, returning on the 2d.

A Post Book Club, for the benefit of the officers and their families, was established at the Depot. A similar Club was established last year and proved to be quite a success.

The hunting season at the Fairfield Air Depot Reservation, virtually opening on Nov. 15th, was awaited by the hunters of Wright Field and Fairfield. Major-General James E. Fechet, Chief of the Air Corps, is an expected guest of the field during the opening period of the season.

Many visitors were at the Fairfield Air Depot during the past two weeks.

Capt. Axtater, pilot, landed in an airship, en route from Langley Field to Scott Field, on Nov. 8th and returned with five passengers on the 13th.

Lieut. Goldsmith, Bowman Field, arrived on Nov. 11th for a major overhaul on PT-1 plane.

Lieut. Scott and Pvt. Binger, Chanute Field, stopped en route to Chanute from Cleveland on a cross-country mission on the 11th of November.

Capt. Galloway, Bowman Field, and Lieut. Mace, Roberts Field, flew to this Depot on Nov. 8th for major overhauls on their planes.

Capt. Cook and Lieut. Melvin, Schoen Field; Capt. Galloway and Lieut. Douglas, Bowman Field; Lieuts. Mears and Brunner, Lunken Airport, stopped en route Nov. 8th on cross-country missions.

Sgt. Nendell and Lieut. Baxter, Chanute Field, flew to this station on Nov. 7th.

Lieut. Anderson, Chanute Field, landed at the Depot, Nov. 7th on a cross-country mission.

Lieut. McGuire, Selfridge Field, flew a P-1C airplane to this Depot on Nov. 6th for a major overhaul.

Capt. Cook, Schoen Field; Lieuts. Sirmyer, Dunbar, Sailor, Wilgus, Scott Field; Lieut. Reid, Selfridge Field; Lieuts. Genaro, Roll, White and Peck, Schoen Field; Lieuts. Burgess and Schoenlein, Chanute Field were visitors on cross-country missions on the 6th of November.

Lieut. Morrison and Sgt. Robinson, Detroit, Mich., made a cross-country flight to this station on Nov. 5th.

Lieuts. Carter, Butler, Gann and Wagner arrived on Nov. 4th from Marshall Field and departed on Nov. 5th in O-25A airplanes which had been given major overhauls at this station.

Lieuts. Robinson, Mallory and Johnson departed this station on Nov. 5th to ferry two O-11's and one O-19 airplane to Kelly Field, Texas.

Lieuts. Messmore, Klese, Peck, Roll and Paul arrived Nov. 3d from Maxwell Field for planes which had been given major overhauls at this station.

Lieut. Selzer made a cross-country trip from Scott on Nov. 3d.

Capt. Duncan, pilot, General Parker, passenger from Chicago, Ill.; Lieut. McCune, Bolling Field; Lieut. Burrows, Rockwell Field; and Lieut. Reid, Selfridge Field, stopped Nov. 2d en route on cross-country missions.

Lieut. McConnell, Commanding Officer, Norton Field, made a cross-country flight to this Depot on Nov. 1st.

Nichols Field, P.I., Oct. 30th:

28th Bombardment Sq.: Capt. Edward C. Black, Squadron Commander, is at present hiding out in Siam with the United States Navy. Lieut. R.C. Zettel is handling the reins during his absence.

The administrative forces of the 28th are deep in the midst of preparations for the Squadron's second annual vacation excursion, a fifteen-day trip to Camp John Hay, Baguio. All indications point to a more successful time than last year's remarkable trip.

1st Lieut. George A. Whatley was assigned to the Squadron and took over the Engineering Department, relieving Lieut. E.M. Morris.

4th Composite Group Headquarters: Capt. Joseph H. Davidson who arrived on the October transport, assumed command of the Detachment, relieving Lieut. Francis B. Valentine who was assigned to the 2d Squadron.

66th Service Sq.: 1st Lieut. Joseph Smith is on leave of absence and is traveling in China and Japan.

1st Lt. James S. Stowell, who arrived on the October transport, was assigned to this organization and took over the duties of Squadron Adjutant, Mess Officer, Supply Officer, Squadron Athletic Officer and Custodian of the Funds.

The 66th won the inter-squadron baseball championship, winning seven straight games. A cup will be presented to the Squadron Commander by the E. & R. Officer at a later date.

Construction has started on the new barracks for the 66th.

Recent promotions effected some changes in commissioned personnel; First Lieut. Earl S. Hoag was promoted to Captain, Air Corps, and relieved from duty as Squadron Adjutant by Lieut. U.G. Ent, who arrived on the last transport. Capt. Hoag is availing himself of two months leave by traveling in the Straits Settlements, Indo-China, Siam, Malay Peninsula, Sumatra, Celebes and Borneo. 1st Lieut. Dache M. Reeves was promoted to Captain, Air Corps, and remains on duty as Assistant Air Officer.

Brig.Gen. King, Assistant Chief of Staff, made a tactical inspection of the 2d Squadron on Oct. 8th. Demonstrations were made employing aerial gunnery, bombing and communications.

The annual anti-aircraft season of the Coast Artillery at Ft. Mills began during the month. A total of over two hundred hours flying time is scheduled on these missions before December 24th.

Two cross-country flights were made to San Jose, Mindoro, during the month. Several flights were also made over the city of Baguio. This flight gives the personnel making it a marvelous view of mountain scenery and also cools them off, as it is necessary to climb 10,000 feet to avoid the mountains.

6th Photo Section: The Commanding Officer of the 6th, Lieut. J.M. McDonnell, is on leave, traveling through China and Japan. During his absence, Lieut. P.P. Hill is in charge.

Wright Field, Dayton, Ohio, Nov. 22d:

Lieuts. E.H. Schwartz, E.L. Blount and J.H. Harrington, Specialist Reserve officers of Dayton, Ohio, spent two weeks active duty at Wright Field, beginning Oct. 20th. Capt. Max O. Griffith, formerly of the Power Plant Branch, reported for two weeks active duty at the same time.

Capt. Lowell H. Smith arrived at the Field, Oct. 21st, ferrying a Bomber (B-3A) from the plant of the Keystone Company, Bristol, Pa.

Maj. E.G. Reinartz, Flight Surgeon, presented a paper on "Aviation Medicine" to the Clark County Medical Society at Springfield, Ohio, on Oct. 22d. Lt. A.F. Hegenberger flew Major Reinartz to Springfield for the meeting.

Lieuts. S.E. Prudhomme and A.J. Lyon left for California on Oct. 24th to ferry two BT-2B planes from the plant of the Douglas Company at Santa Monica to Wright Field. The round trip was made in a week.

Maj. H.H. Arnold and Lieut. D.F. Stace left for Santa Monica on Oct. 25th to ferry two BT-2B airplanes to Wright Field.

Maj. W.H. Crom left for Buffalo on Oct. 26th to address the Reserve Officers.

Lieut. A.F. Hegenberger went to Detroit on Nov. 4th for a conference with the Ford Company regarding installation of navigation equipment in a new plane.

Lieut. O.R. Cook and A.W. Vanaman flew to Cleveland on Nov. 5th for a conference with the Aluminum Company of America.

Instructor Ezra Kotcher, of the Engineering School, went to the factory of the Goodyear-Zeppelin Corporation, Akron, Ohio, on November 5th to collect data for use in the School's design courses. On Nov. 7th eleven planes under the direction of Maj. J.D. Reardan flew to the same plant. They were manned by officers of the Engineering School, who inspected the factory as part of the School course. Those participating in the flight besides Maj. Reardan were Capt. Grandison Gardner, in charge of the School; O.O. Niergarth, M.E. McHugo, L.C. Hurd; Lieuts. A.C. Foulk, C.S. Johnson, K.B. Wolfe, E.M. Powers, R.M. Williamson, J.L. Davidson, B.W. Chidlaw, R.J. Minty, A.R. Crawford, H.K. Baisley, C.S. Thorpe, C.A. Ross, F.E. Glantzberg. Maj. J.C. Cleary and Lieut. J.P. Young, Air Res., both of the Materials Branch, also accompanied the students.

Maj. F.H. Coleman left on November 6th for Picatinny Arsenal for a conference with the Chief of Ordnance on procurement planning matters.

Capt. K.S. Axtater, piloting a TC airship from Scott Field to Langley, landed at Fairfield on Nov. 8th. Lieut. R.P. Williams joined the flight there, accompanying it to Scott Field as co-pilot. Lieut. J.C. Shively also formed one of the crew. The same crew, with Capt. Axtater in charge, ferried another TC airship upon the completion of that duty from Scott to Langley Field, arriving there on Nov. 18th.

Capt. Robert Kauch left on Nov. 11th for Washington to attend a meeting of the War Department Commodity Committee.

Brig.-Gen. H.C. Pratt attended the meeting of the National Advisory Committee for Aeronautics in Washington on Nov. 12th.

Lieut. A.W. Vanaman was granted a month's leave of absence which he is spending in Texas.

Capt. E.P. Gaines, Air Corps representative at the plant of the Curtiss Company, Buffalo, New York, landed on Nov. 13th at Wright Field, ferrying a new plane. Lieut. D.W. Buckman, who is in the observer's place will ferry the plane on to Panama where Lt. Buckman is stationed at France Field.

Lieut. W.N. Amis took off on Nov. 18th for Bolling Field and Middletown Pa., for a conference on Air Corps supply matters.

Maj. W.H. Crom, on Nov. 19th, ferried an Observation plane to Offutt Field, Ft. Crook, Nebr., He returned, ferrying a second plane from there to Fairfield.

Lieuts. F.D. Klein and E.R. Irwin, chemists of the Materials Branch, left by air on Nov. 18th for Bradford, Pa., for temporary duty at the plant of a manufacturing concern.

B.F. Trotter of the Flight Operations Office, and Mrs. Trotter, enjoyed a flight to New York on Nov. 19th in the Standard Oil Development Company's Lockheed Vega, piloted by W.W. White, former Air Corps Lieutenant and familiarly known as "Chic".

Stanley W. Richardson left on Nov. 23d for an extended trip covering various fields and supply depots, where he will instruct personnel in the new machine bookkeeping systems installed. Richardson's schedule takes him to Scott Field, Ft. Crockett, San Antonio, Kelly, Brooks, Ft. Sam Houston, Rockwell Field, March Field, Crissy Field, Chanute Field and Selfridge Field, and back to Wright Field, which is a fairly good circuit of western United States.

Among representatives of the commercial concerns who visited the Field this month for purposes of consultation with the various engineers, were the following; T.E. Tillinghast, Pratt-Whitney Company, Hartford, Conn.; C.W. Deeds and D.L. Brown of the same company; Arthur Nutt, Curtiss A. and M. Company, Buffalo, N.Y.; J.E. Schaefer, MacShort and L.C. Stearman, Stearman Aircraft Company, Wichita, Kansas; George B. Patterson, Vacuum Oil Company, New York City; S.F. Lyon, Thomas-Morse Aircraft Company, Buffalo, N.Y.; Lawrence D. Bell and I.M. Laddon, Consolidated Aircraft, Buffalo, N.Y.; D.B. Weaver, Fokker Aircraft Co., Moundsville, W.Va.; Dr. S.A. Moss - of Moss Supercharger fame - General Electric Co., Lynn, Mass.; E.H. Dix - formerly of the Materials Branch - Aluminum Company of America, Pittsburgh; P.B. Taylor, Wright Aeronautical Corp., Paterson, N.J.; J.P. Kindelberger, Douglas Co., Santa Monica, Calif.; Eric Nelson, Boeing Airplane Co., Seattle, Wash.; Louis Meister, Verville Airplane Co., Detroit, Mich.; Victor Bertrandias, Fokker Aircraft Corp., New York City; R.B.C. Noorduyn, Bellanca, Wilmington, Del.; A.E. Raabe, Eclipse Aviation Corp., East Orange, N.J.; J.R. Allen, W.W. Mounts, and E.L. Davis, Ford Motor Co., Detroit, Mich.; Robert Insley, Continental Motors, Detroit, Mich.; Robert Porter, Kinner Motor Co., Glendale, Calif.; Frederick Charavay, Hartzell Propeller Co., Piqua, Ohio; Grover Loening, New York City; L.C. Milburn, Glenn L. Martin Co., Baltimore, Md.; Victor Showalter, Elgin National Watch Co., Elgin, Ill.; and O.E. Ross, Keystone Aircraft Corp., Bristol, Pa.

Among the Wright Field officers participating in cross-country training flights during November were the following: Lieut. C.S. Thorpe to Selfridge and Grand Rapids, Mich.; Lieut. H.K. Baisley to Scott Field and Chicago; Lieut. J.A. Woodruff to Bolling Field, D.C.; Lt. F.D. Klein, to Philadelphia, Pa.; Lieut. S.R. Harris, Jr., to Mitchell Field, L.I., N.Y.; Lieut. J.E. Parker to Mitchell Field, N.Y.; Lieut. C.A. Ross to Cleveland, Detroit and Chanute Field; Major A.H. Gilkeson, to Philadelphia, Pa.; Lieut. C.D. McAllister to Pope Field, N.C.; Lieut. R.L. Williamson, to Louisville, Ky.; Lieut. R.P. Williams to Baltimore, Md.; Lieut. H.P. Rush to Scott and Chanute Fields; Lieut. L.L. Beery to Bolling Field, D.C. Lieuts. A.W. Vanaman and E.C. Langmead to Cleveland, Ohio; Lieut. W.G. Smith and Lieut. J.A. Woodward to Chanute and Rantoul; Lieuts. B.W. Chidlaw and Park Holland to Selfridge Field; Lieuts. Glantzberg, A.R. Crawford, K.B. Wolfe, P.H. Kemmer and Capt. Carl Greene to Chanute Field; Capt. A.M. Drake and Lieut. E.R. McReynolds to Detroit, Mich.

Lieuts. C.A. Ross, H.P. Rush and F.E. Glantzberg are among the officers who have been interested in night training flights; several of which have been made during the past month.

Brooks Field, Texas, Nov. 15th:

Lieut. O.G. Kelly reported for duty from leave on Nov. 13th.

2nd Lieut. G.L. Murray was assigned to and joined the command, Nov. 8th upon completion of tour of foreign service in the Philippine Department.

1st Lieuts. A.L. Bump and Raphael Baez joined the command, Nov. 10th.

Mr. Sgt. Erwin H. Nichols, highly responsible for the perfection of the seat-type parachute was transferred to the AC Tech. School, Chanute Field, Rantoul, Ill. He takes with him the best wishes, for prosperity and happiness from the entire command.

The officers of this command attended the reception for General Douglas MacArthur, U.S.A., held at Ft. Sam Houston Officers' Club the evening of Nov. 12th.

The 9th Infantry downed the Brooks Field Maroons, six to four. Battling in a sea of mud and a constant drizzle, Maj. Brooke's Ninth Infantry Manchu took advantage of the breaks of the game to score a decision over the Brooks Field Maroons, Saturday, Nov. 8th, on the Airmen's gridiron.

Having completed two of their scheduled games in the San Antonio Army football league, the Maroons are training hard for their remaining games, on Wednesday, Nov. 19, against Lieut. "Spike" Nave's Champion Twenty-Third Infantry Doughboys and Thanksgiving Day's game against the powerful Kelly Field Flyers.

Luke Field, T.H., Nov. 10th:

With the arrival of new airplanes for practically every organization here, the flying personnel are looking forward to the coming training season with eager anticipation. So far this year, 55 new airplanes were received and put into service at Wheeler and Luke Fields. Before the end of the year, it is expected that this number will be increased by the arrival of 12 new Observation planes and two bi-motored Amphibian airplanes. The Keystone LB-6 Bombers replaced the old LB-5's and the O-19B, the ancient De Havillands.

The training program for 1930-1931 has been published and contains a comprehensive outline of every phase of training that will be carried out by the Fifth Composite Group for the ensuing year. Inter-island flights are included in the program, and each pilot is scheduled to make at least three flights to the Island of Hawaii and at least two flights to the Island of Kauai. Training, which has been seriously handicapped the last few months due to the lack of equipment, will not resume a more regular schedule.

73d Bombardment Squadron: The Squadron basketball team, after tossing away the first three games, finally reached their stride and won the next five games putting the team in second position in the Inter-Squadron League. If the same pace is maintained for the next four games, the team will either win the pennant or else be tied with the 4th Observation Squadron for the championship. The excellent showing made was due directly to the combined training efforts of Lieut. Tallmadge L. Boyd, popularly referred to while playing as "Dynamite"; 1st Sgt. James W. Hill; Sgt. Lepsley; Pvts. Buckley, Johnson, Williams, Horey, Tate and a host of reserves. The last two games played were without doubt the best of the season, the first ending in a tie with the 23d Bombardment Squadron, with the team winning in the five-minute play-off and the second ending by a one point defeat for the 4th Observation Squadron, the "temporary" league leaders.

The first of the Inter-Squadron Boxing Smokers was lost to the strong 4th Observation team, four bouts to three. Cpl. "Dusty" Rhodes won the heavy weight bout in excellent style as expected. A new comer to the Squadron, Pvt. Thornton won his bout quite handily, and it is believed that in him the Post has an excellent man for the Sector championship. Our third win was quite an upset to the second thinkers, Pvt. Friend taking Kreegan of the 4th Squadron to the cleaners. Although apparently a novice, Friend out-generalled, outpunched and out-boxed his opponent through the entire three rounds. Pvt. McConvey lost a hair line decision which did not please the assembled multitude at all. Barton put up a very game fight, but lost to the much stronger and older fighter, Storey. Pvts. Ludwig and Witzuk lost tough fights to their opponents. However, from the showing made by the boxing squad, we feel certain that they will come through for the squadron in the next two smokers.

The swimming team is in active training for the coming meet and undoubtedly when the next News Letter is published it will contain data of the winning 72nd-naters.

4th Observation Sq.: This Squadron consists at present of three OA-1B Amphibian airplanes and six Thomas-Morse Observation airplanes. The latest ships, namely, O-19B's, received at Luke Field recently, attracted much attention. They are of the two-seater type, powered by Pratt & Whitney 425 H.P. engines, capable of a speed of about 130 miles per hour. The O-19B's are equipped with machine guns, both fixed and flexible.

With these nine ships, the 4th Squadron is ready to start a new training year on November 1st, which promises to be more active than ever before. The training program for the period Nov. 1st, 1930, to Oct. 31st, 1931, will cover all phases of observation work and training, such as aerial gunnery and bombing, radio and visual communication, aerial navigation and photography, cross-country and formation flying, day and night reconnaissance, combat maneuvers and liaison missions with other branches of the service.

Flying this month consisted mostly of testing new aircraft and also formation flying, cross-country flying, photo practice, training aircraft crews and practice flights. Infantry Liaison mission with the 22nd Infantry Brigade was performed on Oct. 17th with Lieuts. Gilbert and Dean as Pilots and Lieuts. Meyer and Edwards as the Observers. The mission was successful. Two-way radio communication was maintained during the entire mission.

Several social events in the last few weeks were held in honor of Capt. and Mrs. George P. Johnson, scheduled to leave for the mainland on the transport sailing Nov. 15th. Capt. Johnson was assigned to duty at Langley Field, Va., and all of Luke Field wishes him Aloha.

Capt. Frank H. Pritchard was assigned to the command of the 50th Observation Squadron, which was reorganized at this station on Nov. 1st.

Capt. Herman G. Halverson, who represented the Quartermaster Corps at Luke Field for the last year, received orders to return to the mainland, and will depart on the December 2nd transport.

Tech.Sgt. Drier arrived in this Department from Kelly Field and is now stationed at Luke Field.

Tech.Sgt. Ferguson, formerly at Marshall Field, Kansas, arrived as a replacement for Tech.Sgt. Howe, who left on Oct. 29th for Marshall Field.

Staff Sgt. Wendell arrived on the October transport from Chanute Field.

The gymnasium at Luke Field was converted into a dreamland on Hallowe'en night, when the enlisted personnel gave a costume masque dance. Attendance taxed the hall to capacity, and the costumes worn and the characters represented were varied and striking, ranging from the elaborate to the simple dominoe. Many spectators watched the pageant, portraying characters from Mother Goose, Fairyland, operas, as well as national dress, clowns and buffoons. Several maidens carried out the Hawaiian motif and came attired in the Hula costume. The gymnasium was decorated with palm branches brought from the other side of the Island and Jack O' Lanterns and other symbols of Hallowe'en, the most striking being a gigantic witch riding a broom suspended high above the dancers. During and after the dance refreshments were served, and the committee conducting the affair was congratulated on every side for what everyone claimed was the most successful enlisted men's dance ever held in the Islands.

Bolling Field, D.C., Nov. 28th:

Lieuts. Merrick, Cousland and Willis just returned from Seattle, Wash., ferrying three new P-120's for the Tactical School at Langley Field, Va. From all reports by them, their trip was quite a success. From the length of time it took these three to return home, one would judge, that their trip must also have been quite a success socially. Of course, the weather held these "feathered birds" up most of the time. For your information, it only took them a few days over three weeks. Suggest here, we use the covered wagons again.

Lieut. Cousland, our "cracked flyer" was reported lost, missing, dead and everything else when he landed, or better say, was forced to land at Deming, New Mexico, where he remained for several days, also waiting for the fog to clear. This town, by the way, happens to be where he went through graded school. Now we ask you, could one blame him for the "foggy" condition of the so-called weather?

Lieut. Giovannoli just returned from a most enjoyable trip to Havana, Haiti, Porto Rico, Santo Domingo and other desirable cities. He even came back all sunburned, or was he just blushing from telling his numerous tales? Use your own judgment.

On Nov. 25th, we had as our guests the Basic Class of the Army Medical School students, approximately forty-five in numbers. It is planned to show them around all the departments, giving them hops and also an acrobatic demonstration.

For Friday, December 5th, the Officers and ladies of Bolling Field arranged an Air Corps party at the Army, Navy and Marine Corps Country Club. It is planned to be quite an affair, and we are assured of that, as Lieut. Ronald Hicks is in charge. We hope to have present quite a number of distinguished guests, a good number of the officers and ladies of the Office of the Chief of the Air Corps, also officers and ladies from the War College and the Industrial College.

Clark Field, P.I., Nov. 4th:

3d Pursuit Sq.: The dry season is here, and the squadron is looking forward to maneuvers, night flying and flights to various parts of the Islands. On Nov. 4th there will be a cross-country flight to the Island of Mindoro.

The field lighting equipment is being put into commission for night flying during November.

The October boat brought four new officers to Clark Field, whose assignments to duties are as follows: Maj. Alexander Mileau, Flight Surgeon; Lieut. J.R. Hawkins, Station Supply Officer; Lieut. Burnside, Assistant Communications Officer and Lieut. A.R. Springer, Airplane Pilot.

Maj. C.V. Hart, our old Flight Surgeon, Lieuts. A.L. Bump, Jr. and G.L. Murray, left for the States on the October boat. These officers will be greatly missed by the Squadron.

Among the arrivals on the October Transport was General King, who is on a tour of inspection of the Philippines and China. General King inspected Clark Field on Oct. 6th, and the Squadron gave a gunnery demonstration in his honor.

Lieuts. O.A. Anderson and G.A. Whatley were transferred to Nichols Field, Manila, P.I.

The baseball season opened, with the first game played with Ft. Stotsenburg on Oct. 29th. Clark Field lost the game by a score of ten to five. The team this year is made up of all new material, but will be rounded into shape in a short while. Lieut. W.E. Whitson is in charge of the team.

The bowling team played the last game of the Inter-Regimental Bowling League at Corregidor on Oct. 28th. Ft. Mills won three straight games from us, which places them at the top. The standing of the teams is as follows: Ft. Mills-Ft. McKinley-Nichols Field-31st Infantry-Clark Field-Sternberg and Ft. Santiago.

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FOOTBALL

Champions Edge Out Brooks Maroons.

Point After Touchdown Is Margin of Doughboy Victory.

By Jack Germaine (Army Sports Correspondent)

The dope bucket in the San Antonio Army football league had a close call Wednesday afternoon when the Brooks Field Maroons, who were figured to lose to the champion Twenty-third Infantry Doughboys by at least three touchdowns, outplayed and outclassed the favorite in all but the first quarter, losing by a heart-breaking score of 7 to 6.

The game was played on the Brooks Field gridiron before an estimated crowd of 2000 soldiers and civilians. The 23d Infantry brought their band over from Ft. Sam Houston, playing their gridsters to victory.

Trailing by seven points at the end of the opening quarter, the Airmen took new life as Pratt, sensational little halfback, received a kick to make a beautiful 40-yard dash for a touchdown. Sartain's try for extra point failed and the half ended, 7-6.

In scoring their touchdown, Lieut. "Spike" Nave's Doughboys, carried the ball to midfield and, after two unsuccessful tries at the line, Umberger heaved a 50-yard pass to Minnis, six-foot-four end, the pigskin landing into the waiting arms of the lanky Doughboy end, who fell over the Maroon goal-line for a touchdown. Cocke's kick for extra point was good, the oval soaring over the center of the bar. This was the lone point that brought victory to the 23d Infantry gridsters and give them a real chance for the 1930 Army football laurels.

During the opening quarter, it was all the Doughboy's, as they dashed up and down the field, counting for 5 of their 12 first downs with Umberger and Faria bearing the burden with terrific line plunges.

The Maroons came back a different team at the start of the second quarter, outplaying and outrushing their heavier rivals. Heavy penalties charged against the Doughboys for clipping, illegal use of the hands and unnecessary roughness, put the ball in their danger zone, and Faria, standing behind his own goal, kicked to his own 40-yard line, where Pratt dashed madly, behind the excellent interference of his backfield mate, Sartain for the Maroon touchdown. It was a tough break when Sartain's kick was just a bit wide.

DOUGHBOYS HOLD 'EM.

The best kick of the afternoon was registered by Pratt, of the Flyers, who punted from his own 45-yard line out of bounds on the Doughboys' six-yard line, despite the disadvantage of having the wind against him. Faria and

Umberger were held for no gain; and Faria, standing behind his goal again punted, but it was a fast kick which went out to the rightened zone to Felton, who made a 25-yard return before being thrown out of bounds by two Doughboy tacklers on the enemy's 5-yard line. Pratt smashed the center of the line for a three-yard gain on the first down. Freeman went off tackle, and when the referee managed to get the pile undone, the ball lacked about 3/4 of a foot of being over. Again Freeman lugged the ball through the line and it looked like he was over, but again, no touchdown. Attempting a criss-cross, on the fourth down, the Flyers lost the ball and the Doughboys immediately kicked out of danger. Neither team threatened to score thereafter and as the final gun sounded, the Maroons had possession of the ball on their own 25-yard line.

This game was the hardest fought in the Army League this season, the penalties giving an idea of just how these two able Army elevens battled. The Doughboys were penalized the distance of 120 yards and the Maroons were charged with 40 yards.

Smith, Porter, Van Deventer and Minnis were outstanding on the defense, while Pratt, Sartain, Felton, Umberger, Faria and Sipes stood out on the offensive.

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43d Division Aviation, Conn. National Guard:

The 43d Division, Air Service was fortunate in securing three new 2nd Lieutenants: Harold W. Fairchild and Paul S. Baker, both recent graduates from Kelly Field and Commercial Pilot, Lt. Sanford Chandler, operating in Hartford.

On Oct. 23d, Staff Sgt. Joseph C. Frank of the Armament Section, was ordered to Chanute Field, Ill., for the armorer's course.

This organization was fortunate in receiving a new Fairchild K-11 Aerial Camera, and a mosaic of Brainard Field and immediate vicinity is in the making.

On Oct. 17th, Admiral Byrd made a visit to Hartford, and the 43d Division Aviation with two companies of Infantry were requested by the city as a guard of honor.

Brooks Field, San Antonio, Texas, Nov. 25th:

Lieut. Richard E. Cobb, Brooks Field, flew to Chanute Field, Rantoul, Ill. on Nov. 22d, for the purpose of transporting enlisted student personnel from Brooks and Kelly Fields to the Air Corps Technical School. Lieut. Cobb also will return graduates of the School to their respective stations at Brooks and Kelly Fields.

1st Lieuts. George W. Polk, Jr. and James Flannery, both of Brooks Field, will go to Wright Field, Dayton, O., on Dec. 1st to attend the Annual Engineering and Supply Conference.

Brooks Field was represented on the occasion of the Mason Patrick Air Trophy Race at Galveston, Texas, on Saturday, Nov. 22d by Col. H.B. Claggett, and Lieuts. J.J. McBlain, H.M. Turner and Lawson flew in a 3-unit formation as part of the exhibition in conjunction with the race.

Lieuts. Raphael Baez, Jr., Arthur L. Bump and George L. Murray, from the Philippines, are new officers detailed for service at Brooks Field. They were assigned to the 52d School Squadron, 62d Service Sq. and 51st School Sq. respectively.

Lieut. R.W. Gibson left Nov. 21st for a month's leave of absence.

Mitchel Field, L.I., N.Y., Nov. 15th:

Under the guiding hand of Lieut. R.F. Travis, Mitchel Field is beginning to look up athletically. The new gymnasium, occupying half of the warehouse formerly taken up by the old fight club, is now as completely equipped as any modern gym. Horizontal bars, parallel bars, climbing poles, rowing machines, chest weights, mats, dumbbells, Indian clubs, etc., etc., have all been installed and are in constant use.

Volley ball experienced a very popular season this fall. Each squadron has its own courts, with an indoor court in the Gym. for common use. An Inter-Squadron championship was run off, from which the First Squadron emerged the victors. The post Volley Ball team won its first outside meet by defeating the Sloane House Y.M.C.A., in New York City on Nov. 10th. It has several more games scheduled against outside clubs and one or two college teams. The team is very anxious to meet other post teams, could the games be arranged.

Basketball season has started and, according to Lieut. Orr, the coach, the prospects are very bright, indeed. He hopes to best all the post teams in this vicinity, as well as any outside club teams with which games can be scheduled.

Five of our pilots, Lieuts. McCaffery, Fell, Bond, Bostrum and Shipley, just returned to the post from Aberdeen, where they had been on detached service for three months, towing targets and dropping bombs.

Serial No. 300. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
NOV. 13TH - DEC. 8TH INCL.

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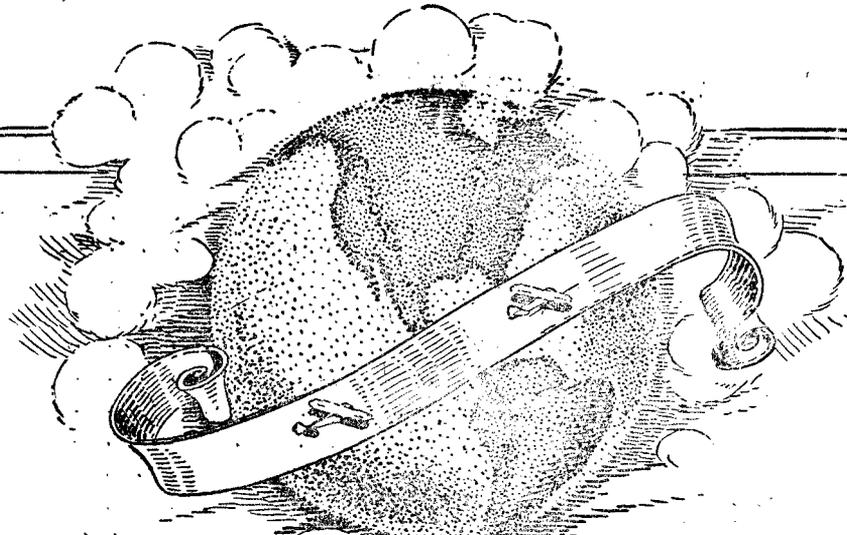
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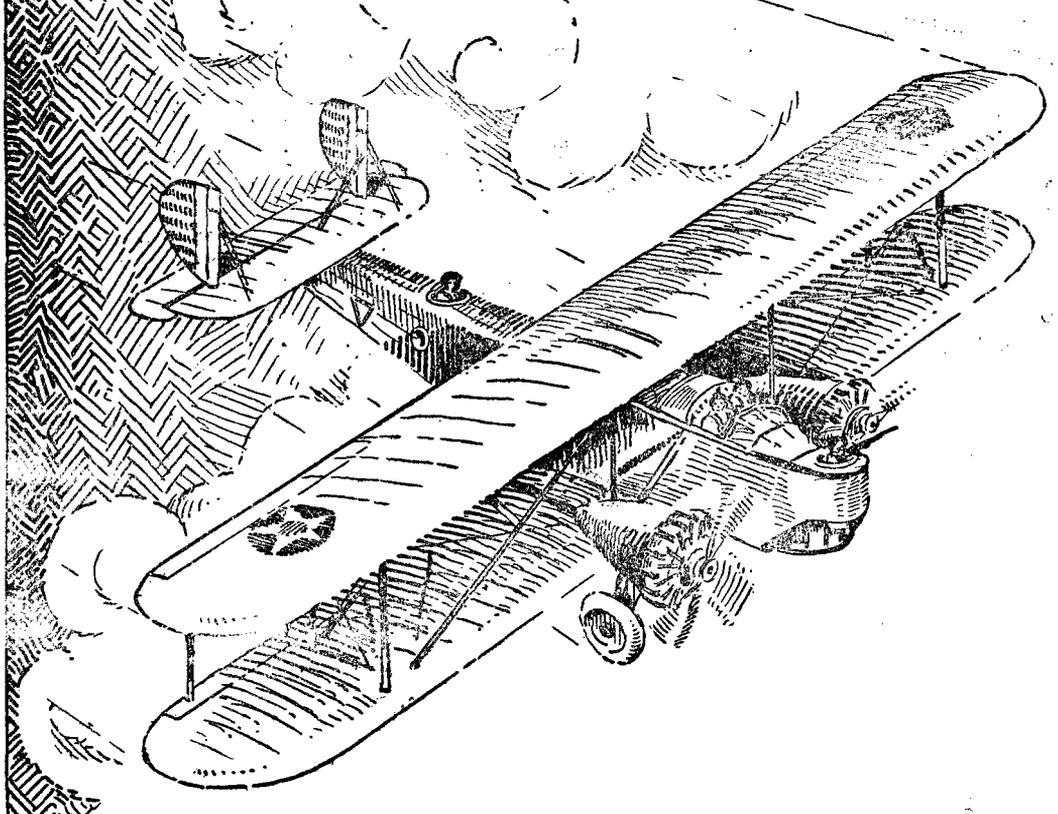
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NEWS LETTER



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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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AERIAL PHOTOGRAPHIC ACTIVITIES OF THE ARMY AIR CORPS

One of the most interesting branches of work performed by the Air Corps, not only with regard to its military value but also its employment in connection with civilian agencies, is that involving the use of aerial photography. In the military field it obtained its first great impetus during the World War. Aerial observation during the early stages of that conflict was carried on entirely by observers who reported what they saw below. As time went on, however, it was found that the photographic eye of the camera was better adapted for many purposes than its human counterpart. The photograph was accurate, it covered a wide field, it could be kept for an indefinite period of time and the comparison of a series taken at intervals indicated interesting developments which could be better ascertained in this manner than in any other.

The use of aerial photographs as a supplement to the work of the observer has a wide range of usefulness. Knowledge of what the enemy is doing and what are the dispositions of his troops and equipment is of vital importance to an army. The effect of artillery fire, the discovery of camouflage and many other details of interest can be deduced from a study of aerial photographs. This work must be done by those who have had special instruction in the interpretation of the photographs, which is a highly specialized duty.

Interpretation of aerial photographs is explained in Training Regulations 210-10, which may be procured from the Superintendent of Documents, Washington, D.C., for 20 cents.

The analyses made not only discover facts, but may also be utilized to give evidence of what are the plans of the enemy forces.

Aerial photographs fall into two principal categories, those known as obliques and those designated as verticals. Oblique photographs, the type with which the public is most familiar, are taken by pointing the camera over the side of the airplane, and show the view as it would appear if taken from a high building. Those of most value are usually taken at an angle of approximately 30 degrees below an imaginary line running parallel with the earth's surface and passing through the center of the camera. They are particularly valuable in warfare for the purpose of familiarizing the Air Corps as well as ground troops with the areas over which they are to operate and the changes which are taking place from day to day.

The uses of aerial photography in peace time are manifold. Maps made by this means have been used by city planning bodies in making provision for the future development of municipalities. It has proved valuable in the laying out of electric transmission lines. Large areas of land have been mapped, and this method has also been quite extensively used in making preliminary reconnaissances over isolated country in which mineral deposits are being sought. Oblique photographs are frequently employed for advertising purposes.

Vertical photographs are taken by means of a camera which is ordinarily mounted inside the fuselage of the plane and points downward through a hole in the floor. It is obvious that while it is almost impossible to keep the camera pointing steadily in a precisely vertical direction, any considerable deviation from such a position must result in distortion and a lack of accuracy, particularly where a series of photographs are desired.

The area covered by a single exposure is determined by the altitude of the plane above the ground and the focal length of the lens used. It is often desirable to cover a larger surface and, in this case, the usual procedure is to take a succession of overlapping exposures at regular intervals, the prints from which are mounted in their proper position in relation to each other, and which form what is known as a strip map or a mosaic, which may cover a wide area of ground. When assembled with accurate controls mosaics may be utilized to form accurate maps.

Another method of operation consists in taking composite vertical photo-

graphs. This is done by assembling two or more aerial photographs made at one exposure by a multiple lens camera, and printed and mounted in such a way that the assembled photographs form the equivalent of one taken with a wide angle lens. The camera used has one lens pointing vertically downward and two or more in an oblique direction. The resulting oblique photographs are projected into the plane of the vertical photograph by means of a transforming printer. The advantage of this camera is that with three lenses tangent to a wide arc, it covers a very wide territory. For instance, at 15,000 feet altitude, the field of view is 9.4 miles across. Cameras of the type used in making composite vertical photographs ordinarily have three or four lenses, although in one which has been experimented with the number has been increased to five. This method is frequently used in large mapping projects. Training Manual #2170-6 is a valuable reference book on aerial photography and may be procured from the Superintendent of Documents, Government Printing Office, for 55 cents. It describes the cameras in detail and also the methods employed in aerial mapping.

Single photographs show objects in one plane. Stereograms are overlapping pairs of either vertical or oblique aerial photographs. Their value lies in the fact that they will show up the relief in a photograph; and allow us to view the picture and see it just as we would see the object itself. Stereoscopic photography employs the principle underlying binocular vision. The human eyes are about two and three-fourths inches apart, and this double vision gives us a sense of relief or depth in all objects we view up to a certain distance. Beyond this certain distance the two eyes receive visions which merge, and we receive an impression more like a single photograph than a stereoscopic view.

The ordinary stereogram is produced by photographing an object with a camera having two lenses approximately three inches apart. This gives a double or an overlapped picture of the object which, when viewed in a stereoscope, is reproduced to the eye as a single photograph that gives the sensation of relief. In aerial photography the same principle is employed, but it is exaggerated. Owing to the distance from the lens to the object photographed, when taking pictures in the air a double lens camera with lenses several inches apart would not produce this stereoscopic effect. For that reason, in aerial photography this effect is obtained by making two photographs at some distance apart from the same altitude. Overlapping photographs show exactly the same areas, but slightly different views of it. When viewed together through a stereoscope, with the two pictures on their proper sides in the order in which they were taken, the stereoscopic effect is obtained.

Thus, relief of buildings, depth of valleys, and all such features are immediately brought out and understood. Naturally, stereograms or stereophotographs are a great aid in the interpretation of aerial photographs, as they enable one to realize the relief of the ground.

The cameras used are the result of much ingenious development. That employed in making composite vertical photographs has already been described. That generally used in taking verticals contains a long roll of film. Exposures are made automatically at intervals previously determined, ranging from ten to ninety seconds between exposures. This interval will be determined by the airspeed of the plane, strength and direction of the wind which determines the plane's ground speed, and the altitude at which the photograph is taken. There is also a device for notifying the pilot and observer a few seconds before the time of exposure, thus allowing the pilot to level the ship and the observer to maintain the axis of the camera in a vertical position. The automatic device may also be disconnected and the exposure made when the observer desires.

The planes used are specially designed for the work, a number of Fairchild single-motored cabin planes having been bought by the Air Corps for the work. Camera mountings are important fittings, it being necessary that they should eliminate vibration as much as possible and, in the case of vertical photographs, enable the observer to keep the camera axis as nearly in the vertical as possible. Sponge-rubber pads and shock absorber cord are generally used to dampen vibration.

The pilot should have special training in the technique of flying a photographic ship. It is only after considerable experience that the best results are obtained. Then, too, in order to achieve success, the pilot and photographer should have worked together so as to be familiar with each other's methods. In this as in other fields, the best results are obtained by teamwork.

While not directly used in aerial photography, an interesting development in the use of photography in aircraft is the gun camera and time-registering

device. This is used for the purpose of training personnel in the use of machine guns, and is mounted in connection with the guns. When the trigger is pulled, instead of bullets being fired a series of photographs are taken, which show the number of hits that would have been made had ball ammunition been used. In the case of a simulated contest between two or more aircraft, the time-registering device shows the exact time at which the first vital shot was fired, thus permitting the winner of the combat to be determined.

The Army Air Corps has been a pioneer in the development of aerial photography. At the experimental plant of the Materiel Division at Wright Field, Dayton, Ohio, a complete laboratory is maintained, which is continually endeavoring to devise new applications and improvements in the art. Either alone or in cooperation with commercial organizations, Army technicians have been responsible for numerous advances in construction and technique. Noteworthy among these have been the development of high altitude and long distance photography, as well as the taking of photographs at night.

Foremost in the development of high altitude and distance photography has been Captain Albert W. Stevens, Air Corps, who with Captain St. Clair Streett shares the distinction of having reached the highest altitude ever attained in an airplane carrying two occupants - 37,854 feet. Captain Stevens, in recognition of this high altitude flight and for his efforts in long-distance photographic flights, was awarded the Mackay Trophy for 1929, this being an annual award for the most meritorious flights made by Air Corps personnel. In high altitude flying, the photographs taken cover a tremendous area, as much as 33 square miles, and they are remarkably clear as to detail, permitting of enlargements being made to ten diameters. At these high altitudes, owing to the thinness of the atmosphere, human life can be sustained only through the use of oxygen which is carried along. Very low temperatures are encountered, running as much as 60 or 70 degrees below zero.

While exploits of this kind may at first sight appear of little value, they are nevertheless of decided importance. At such altitudes - five miles or more - airplanes are inaudible and, except in certain cases when the moisture in the exhaust is frozen into a kind of cloud streamer, also invisible. Photographs could thus be taken over enemy territory without the presence of the photographic plane being even recognized.

Closely allied with high altitude photography is that which involves the taking of photographs at long ranges. Up to date, the record distance covered in work of this kind is believed to have been attained during the Air Corps Field Exercises at Mather Field, Calif., in April, 1930. At that time photographs taken from an altitude of 20,400 feet over a point near Crater Lake, Oregon, show very distinctly Mount Rainier, in Washington, an airline distance of 270 miles. The mountain was not visible to the human eye because even on clear days the atmosphere contains sufficient haze to limit vision to less than 27 miles. These remarkable results are obtained through the use of special film sensitive to the invisible infra-red rays which penetrate smoke and haze. Special filters are also placed over the lens and are frequently used in taking vertical photographs as well.

Another branch of aerial photography in which the Air Corps has made remarkable progress has been in the taking of photographs at night. Development work in this field was done in conjunction with the Eastman Kodak Co., the principal Army representative having been Lieut. George W. Goddard, Air Corps. Lieut. Goddard's article - "Unexplored Philippines from the Air," in the National Geographic Magazine for September, 1930, is worth reading. Night photographs are made by firing a large charge of magnesium powder with automatic means for tripping the camera at the point of maximum intensity of the flashlight. Were the camera shutter to remain open for any considerable length of time, awaiting the flash of the magnesium bomb, the resultant photograph might show a blur caused by lights on the ground, especially in the case of night photography over any well lighted city. Therefore, a photo electric cell is an accessory to the camera. A magnesium bomb is released from the plane, and two seconds after it has been released on its small parachute, a time-fuse explodes it. At the point of highest intensity of light the photo-electric cell reacts and trips the instantaneous shutter of the camera. The flash-bomb contains 25 pounds of magnesium powder. The value of night photography in warfare is, of course, manifest. The world's first night reconnaissance strip mosaic was photographed in pitch darkness on the night of June 27, 1930, in connection with the work of the Department of Photography, Air Corps Technical School, Chamute Field, Rantoul, Illinois.

Apace with the development of night photography has come the working out by

the Air Corps of a process of quick work photography by means of which it has been possible to reduce the minimum time from the exposure of the film in the camera until the finished photograph is dropped from the plane to seven minutes, but usually from nine to ten minutes is advisable in order to insure most perfect results. After the pictures are finished they are dropped in a special message tube with a pocketed streamer, somewhat in the form of a miniature parachute. Completed photographs can in this way be delivered in field operations to those needing them much more rapidly than by the former method of having the negatives developed and prints made at the squadron's base of operations. In this work a special dual-purpose film is used; one which is a negative by transmitted light and a positive by reflected light. Prints may be made from this if desired after examination by the ground forces.

An interesting demonstration of the combination of night photography and the quick-work process was given when night photographs of prominent points in Washington were taken on March 3, 1929. In this case, the photographs were made and the message tube picked up and taken to the office of the American Telephone and Telegraph Company, where it was placed on the transmitting roll or drum of the telephoto apparatus and immediately sent by wire to eight of the principal cities of the United States. They were then recopied and 25 positive prints were struck off and delivered to Army Air Corps representatives for distribution to the press.

During the Field Exercises of 1930, an aerial photograph was made of the City of Sacramento, Calif. The negative was developed in the airplane and dropped within twelve minutes to a waiting newspaper representative. The photograph was reproduced in the newspaper, which was on the streets within an hour. This is believed to be record time.

The photographic work of the Air Corps is not restricted to military duties, but wide cooperation has been extended to other branches of the government and even to outside agencies. Most extensive of this work has been the aerial mapping carried on in conjunction with the U.S. Geological Survey, which has for many years been engaged in the production of a topographic map of the entire United States. During the last fiscal year, Air Corps photographic units photographically surveyed an area of 11,500 square miles, turning the results over to the Geological Survey. Similar work was recently completed in Maine, Michigan, Montana and Washington State. During the same fiscal year, aerial surveys covering 1500 square miles were made for the Coast and Geodetic Survey, which has charge of the preparation of maps of our coasts and harbors.

Other governmental departments have also been aided. A large area in the vicinity of Phoenix, Arizona, has been mapped in connection with the work of the Smithsonian Institution on the prehistoric canals of that region. A survey was also made of the Rio Grande River from El Paso, Texas, almost to the Gulf of Mexico, for the joint use of the International Water Commission and the International Boundary Commission.

These operations have been responsible for enormous savings. The work for the Geological Survey, for example, has provided not only for the bringing up to date of maps made many years ago, but also for the mapping of entirely new sections. While the Air Corps is authorized to make a charge for part of the cost, its extensive research and the services of its personnel are direct contributions to the other departments.

Somewhat more unusual was the work of two photographic units during the eclipse of the sun on April 28, 1930. One operated near Reno, Nevada, in conjunction with Pomona College, and the other in western central California in cooperation with the Lick Observatory, making motion and still photographs of the eclipse. The authorities of Pomona College stated in effect that these photographs were invaluable as an aid in astronomical research.

The Air Corps has also shown a willingness to aid outside organizations in the development of their activities. From the photographic point of view, this included granting leave to Captain Albert W. Stevens to join the expedition of Dr. Alexander Hamilton Rice in exploring some of the hitherto unknown headwaters of branches of the Amazon River, and several years later to assist the National Geographic Society in exploration work in South America. Although he was not on the active list of the Army at the time, Captain Ashley C. McKinley, Chief Photographer for the Byrd Antarctic Expedition, was an Army trained photographer and a member of the Air Corps Reserve.

So great has been the demand of the Press for aerial photographs to illustrate news items and feature articles on the work of the Air Corps that each year

the Office of the Chief of the Air Corps in Washington issues many thousands of photographs for this purpose. These are all views of flight formations or other military subjects, for the Air Corps cannot distribute its photographs of non-military subjects unless they are to be used to illustrate an article on photography or aviation. This restriction is to avoid placing the Air Corps in competition with many aerial photographic concerns which are established for the purpose of making and selling aerial photographs.

Not only is the subject of aerial photography an interesting one, but it is a highly technical one to those engaged in it. The Air Corps maintains a photographic School at Chanute Field, Rantoul, Ill., for its officers and enlisted men. Annually the men graduated from this school are ready to command or take their place in any of the Photo Sections which carry on work for the Army Air Corps.

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DESIGNATION OF SPECIAL SERVICE SCHOOL AIR CORPS DETACHMENTS

The Secretary of War has directed that the Special Service School Air Corps Detachments be organized and designated as follows:

<u>DETACHMENT</u>	<u>Officers</u>	<u>Men</u>	<u>Airplanes</u>	<u>Station</u>	<u>Assignment</u>
Flight A, 16th Obs. Sqdn.	5	25	3	Langley Field, Virginia.	Coast Artillery School.
Flight B, 16th Obs. Sqdn.	5	25	3	Ft. Benning, Ga.	Infantry School.
Flight C, 16th Obs. Sqdn.	5	25	2	Ft. Bragg, N.C.	Ft. Bragg, NC
Flight D, 16th Obs. Sqdn.	5	25	3	Fort Riley, Kansas	Cavalry School.
Flight E, 16th Obs. Sqdn.	5	25	2	Fort Sill, Oklahoma	Field Artillery School.

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THE WORK OF THE ROCKWELL FIELD AIR DEPOT

During the month of November, 12 airplanes and 45 engines received complete major overhauls at the Rockwell Air Depot, Coronado, Calif.

A total of 4,252½ man hours was expended in the shops of the Engineering Department of the Depot for the manufacture and repair of Air Corps equipment other than airplanes and engines.

Several airplanes, including P-12C's, BT-2B's and O-38's, as well as other types, have been coming through the Depot for minor work and mechanical checkup preparatory to being ferried to eastern stations.

Work was completed on the laying of the new steam lines from the boiler house to the engine repair building for use in connection with the operation of the Hobart industrial washing machine.

Work is also progressing on the installation of additional gas tanks at the test blocks for using domestic gasoline as well as ethylized gasoline in the block testing of engines.

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AIR CORPS RESERVES OF PENNSYLVANIA PILE UP FLYING TIME

Twenty-eight officers of the Air Corps Reserve, most of them members of the 324th Observation Squadron, in the Pittsburgh (Pennsylvania) District, had 449 hours of flying during the fiscal year ended June 30, 1930, according to a report by the Inspector of the Third Corps Area. The number of flying hours allotted to the Pittsburgh Air District for Reserve officer training during the fiscal year that will end June 30, 1931, is 350.

The commanding officer at the Pittsburgh Airport is 1st Lieut. Samuel C. Eaton, Jr., Air Corps. There are also three civilian mechanics and one Army Sergeant on duty at Rogers Field. Since no flight surgeon is on duty at this field, a medical officer from Wright Field, Dayton, Ohio, spends one week every six months in Pittsburgh, making physical examinations of Reserve officers who are entitled to fly. Lieut. Eaton had 91 hours of flying during the Fiscal Year 1930. There are four PT-1 Primary Training planes and two BT-2B Douglas planes at Rogers Field. Lieut. Eaton cordially welcomes Air Corps visitors.

IMPROVED TYPE OF FLIGHT TUTOR AT BROOKS FIELD

There is now at the Primary Flying School at Brooks Field, San Antonio, Texas, an improved type Flight Tutor. Improvements in this machine include:

1. Lighter car to reduce the force of momentum;
2. A more equalized effect of the three-control surfaces;
3. A larger electric motor to give a stronger air stream;
4. A larger and more comfortable cockpit;
5. A system of electric brush contacts that will not overheat, and
6. An improved telephone system.

The purpose of the experiments with the Flight Tutor is to secure, if possible, a mechanical device which will determine to a large extent the aptitude of a candidate for flying training. In addition, it should educate the applicant in (1) familiarity with the unusual positions which an airplane is capable of assuming; (2) feeling the use and effect of controls, and (3) becoming accustomed to noise similar to that of a plane in flight.

More than forty graduates of the United States Military Academy, who reported at Brooks Field for primary flying training a short time ago, were booked for a course of instruction on the Flight Tutor. The first ride taken by a candidate is simply to accustom him to the machine and to the use of its controls, following which there are at least four more rides, viz: (1) Banks; (2) Gentle and Medium Banks; (3) Review, Climbing and Gliding turns; and (4) Acrobatics for unusual positions.

The principle of the Flight Tutor is to provide a mechanical device which will operate as nearly as possible like an airplane. The car is actuated by a three-bladed propeller, driven by a 20 horsepower motor which is placed in the nose of the car. The car is hinged at the nose and tail in a frame which is again hinged in the third dimension to a larger frame. The car, then, is actuated directly by the action of the air stream from the propeller on the control surfaces. These surfaces are similar to those of an airplane, consisting of ailerons, elevators and rudder. The control surfaces are operated exactly in the same manner as those of the general type of land planes. It can be placed in every position that a plane in flight can assume.

The fact that it is a mechanical device resting on the ground handicaps its operation as compared to an airplane in flight in several ways: First, it receives no sustentation from the air stream; second, its change in balance does not provide the same centrifugal force upon the pilot; third, gyroscopic action effects operation throughout flight, which is not true in an airplane while in flight. It is impossible to simulate maintenance of equilibrium of forces necessary in airplane control.

It was estimated that it would require at least a month to complete the proposed test on the new Flight Tutor. Each student was scheduled to receive at least an hour's actual time in the car, the hour to be divided into fifteen-minute rides.

It was proposed to make a study of each student in all phases indicative of aptitude toward the normal reception of flying training. Such phases include cerebation, coordination, synchronism, control touch, intelligence, and ability to progress normally. After the final ride, the ratings of each flight will be compared, and each student then will be judged according to his expected ability to complete the course of flying training, as now given at Brooks Field, using an average normal student as a basis of comparison. By comparing these ratings with the actual results of the class in its flying training, the true value of the Flight Tutor can be determined.

It is expected that the necessity of other improvements in the Flight Tutor will be brought to light in this service test. There is a possibility that the machine in its present stage may prove unsatisfactory, but the officials at Brooks Field express the hope that it constitutes a step in the right direction and that from it a machine can be developed which will materially aid the Air Corps in determining such students who will be able to complete the course in flying training successfully; and, further, that by its use the time now required for a student to reach the solo stage will be very much lessened.

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Several preliminary contracts for the new Wheeler Field are nearing completion, and construction of the new buildings will commence in January. The new Wheeler Field promises to become one of the finest stations in the Air Corps. It is located at Schofield Barracks, Honolulu, T.H.

HISTORY OF THE 14th PHOTO SECTION

The 14th Photographic Section was organized July 16, 1918, at Madison Barracks, New York, under authority contained in paragraph 2, Special Orders, No. 112, Headquarters Madison Barracks, New York.

On August 9, 1918, Second Lieutenant E.W. Snyder assumed command of the Section under authority contained in paragraph 4, Special Orders No. 131, Headquarters Madison Barracks, New York, dated August 9, 1918.

The Section left Madison Barracks, New York, August 25, 1918, and proceeded to Hoboken, New Jersey, from which port of embarkation it sailed on the Transport "Susquehanna" on August 30, 1918. Arrived at Brest (Finistees), France, September 12, 1918, and marched to Postanezen Barracks, where it remained until September 20, 1918. After a brief stop at Saint Maxient (Deux Sevres), it arrived at Tours (Endre-et-Loire) on September 25, 1918. Departed on October 23, 1918, for station at Colombey-les-Belles (Meurthe-et-Moselle), arriving October 26, 1918. Left Colombey-les-Belles and arrived at Bethelainville (Meuse) on November 5, 1918. On November 6, 1918, the Section arrived at Souilly (Meuse) where it was attached to Headquarters, Air Service, First Army.

The Section left Souilly on April 9, 1919, and on May 16, 1919, it sailed from St. Nazaire (Loire Inferieure) on the Transport "Santa Rosa" and arrived at Philadelphia, Pa., May 30, 1919. It was demobilized at Camp Dix, New Jersey, June 1, 1919.

The Section is entitled to credit for battle participation in the Meuse-Argonne operation from November 6 to November 11, 1918.

The 14th Photo Section, Air Service, was organized January 23, 1920, at Langley Field, Va., under authority contained in Special Orders, No. 18, Headquarters Langley Field, Va., dated January 22, 1920.

During the year 1920, the Section was transferred from Langley Field, Va., to Pope Field, North Carolina, and from Pope Field to Mitchel Field, Long Island, New York, at which station it has remained until the present time.

In compliance with Circular No. 25, War Department, 1924, the 14th Photographic Section (which was demobilized at Camp Dix, New Jersey, June 1, 1919), was reconstituted and consolidated with the 14th Photo Section stationed at Mitchel Field, New York, the consolidated unit to retain the designation "14th Photo Section."

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FIRST WASHOUT OF P-12C AIRPLANE

The 17th Pursuit Squadron, Selfridge Field, Mich., recently suffered its first loss of one of the new P-12C's, when Lieut. Sterling met with bad luck on his cross-country to Edgewood Arsenal. Lieut. Sterling had been forced down because of weather on a Friday afternoon while still some miles short of his destination. He made the landing O.K., and decided to remain there for the night. The next morning after the fog had lifted, he took off but was unable to get over a mountain ridge, so he returned to the same field he had just left. He made the landing perfectly, according to reports, and had nearly stopped rolling when the tail skid seemed to hit a rock, which threw the ship on its back. Lieut. Sterling had the good fortune to escape with nothing more than a wrenched back. The ship was crated and shipped to Middletown, and Lieut. Sterling was back at Selfridge Field Monday morning, which was very fast and efficient work.

Practically all of the P-12C's of the 17th Pursuit Squadron have been fitted with ball-check carburetors which enables inverted flying. All officers now delight in flying on their back, doing slow rolls and in general getting the ship covered with oil.

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VOLCANIC ERUPTION OBSERVED FROM THE AIR

Major-General William Lassiter, the new Commander of the Hawaiian Department, inspected the 18th Pursuit Group, Wheeler Field, T.H., on November 17th, and on the 22nd flew to Hilo, Hawaii, in the Transport C-2, with an 18-ship escort. While in Hilo, the flight personnel visited Halemaumau Crater, then in eruption. "Madame Pele" was putting on one of her best exhibitions. A fountain of molten lava played continuously in the bottom of the fire pit to a height of from two to three hundred feet.

PHOTO SECTION COMMENDED FOR FINE WORK

By the Scott Field Correspondent

While no records are claimed, the 5th Photo Section at Scott Field believes that the cost per square mile of a recent project for the Department of Geological Survey will compare favorably with other projects of a similar nature that have been done by the Air Corps this year. The project comprised about three 15-minute quadrangles in Missouri located just west of St. Louis, and with the Missouri River as the northern boundary. The area included was about 670 square miles and the total cost to the Geological Survey is \$1.454 per square mile.

Not only is the 5th Photo Section proud of this cost record, but the quality of the work turned out was exceptionally good. In a recent letter from George O. Smith, Director of the Geological Survey, comment is made on this feature of the work. Mr. Smith, after commenting on the fact that a check of all the prints sent in of the DeSoto and O'Fallon quadrangles in Missouri shows that the work is complete, adds this closing remark -

"All photographs contained in both shipments are of such fine quality that it is a pleasure to so inform you."

This project was flown by the Section Commander, 2nd Lieut. Herman F. Woolard, with Master Sergeant Wilbur R. Rhodes as photographer. The total time in the air for the project was exactly 20 hours, this time being divided into approximately four 5-hour flights. The flights were made at 12,000 feet, in order to get the scale desired by the Geological Survey, and only two short strips had to be rephotographed, this work being done in connection with the final day's work.

Two new items of photographic equipment contributed greatly to the success of this project, one being the YF-1 photographic plane and the other the new experimental type D-2 altimeter. With the new photographic plane which enables the pilot and his photographer to work comfortably inside a closed cabin and to converse freely and keep in close touch with each other, many of the difficulties of former days have been eliminated. The performance of this plane in the matter of stability makes it far superior to any other service type airplane for photographic work. The new altimeter, while an expensive item of equipment, seems to have filled a long felt want for the photographic teams. It was possible to keep an almost constant altitude with this sensitive instrument which makes it possible for the pilot to read his variations in altitude to within five feet.

In making flights on this project of 20 miles in length, Lieut. Woolard was able to keep the altitude of the plane so constant that the variation in altitude could not be measured on the photograph, and on many of the strips the actual variation was about 20 feet.

Lieut. Woolard believes that this altimeter is the biggest advance in this type of instrument that has ever been made and that it will result in an appreciable increase in the accuracy of photographic mapping.

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AN AIR-MINDED BETTER HALF

According to reports, Mrs. E. C. Shankle, wife of Lieut. "Dutch" Shankle, Operations Officer of Fort Sill, Oklahoma, is quite air-minded, as evidenced by the fact that she owns and flies a Lockheed Sirius low wing monoplane, similar to the type now used by Colonel Charles A. Lindbergh. Mrs. Shankle, it is stated, learned to fly while her husband was stationed at Boston, Mass., as Officer in Charge of National Guard aviation activities in New England; also that she took further training under her husband at a private flying field. Reports have it that she owns two planes.

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AIR CORPS MERCY SHIP STILL ON THE JOB

Kelly Field's ambulance ship was recently dispatched to Brownsville, Texas, to transport the daughter of a prominent banker and city official of that city to San Antonio for treatment at one of the local hospitals. Twenty minutes after the wire was received requesting aid, the ship took off, piloted by Master Sergeant Bernard Wallace, Air Corps.

ADDITIONAL BUILDINGS FOR TEXAS NATIONAL GUARD AIR UNIT

The 36th Division Aviation, Texas National Guard, located at Houston, Texas, is pleased to announce that the Houston Chamber of Commerce has recently acted favorably in securing for the organization several additional buildings, namely, a photographic laboratory, radio building, garage and a new hangar.

When completed, the buildings available for the 36th Division Aviation will consist of three hangars, an administration building, photographic laboratory, radio building, five dwelling houses, a storeroom and a garage.

At Camp John A. Hulien, Palacios, Texas, where the squadron goes into training each summer, it has an administration building, a mess hall and clubroom for the officer personnel and a similar one for the enlisted personnel, also storerooms and toilet facilities. Good company streets are laid out and permanent concrete floors have been laid for the tents.

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SPEEDING UP CRANKING OF AIRPLANE ENGINES ✓

Much interest is being centered in a unique apparatus, an "external energizer," so called, just received at the Primary Flying School, Brooks Field, San Antonio, Texas, from the Air Corps Materiel Division. This energizer is being used in cranking airplanes not equipped with electric starters. It attaches directly, from an electric outlet installed on the airdrome (by the same principle as an electric iron is operated) to the crank fitting of the hand inertia starter. The energizer can be operated by one man, and materially accelerates the starting of a plane without the output of undue physical exertion necessary with the use of the hand crank.

The News Letter Correspondent expresses the hope that the new equipment will prove of such satisfaction that the old method of hand cranking can be dispensed with.

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94th PURSUITERS GATHER CONSIDERABLE FLYING TIME

The Scribe of the 94th Pursuit Squadron, Selfridge Field, submitting a record of the flying time of the airplanes assigned to that organization, states that the first of the eighteen P-12's were accepted for delivery on March 17, 1930, and the last were delivered by April 30th. From March 17th to November 18th, these eighteen planes were flown for a total of 6,433 hours and 45 minutes, making an average of over 804 hours per month and an average of over 50 hours per airplane per month. This time was not flown by the 94th Squadron alone, as they furnished airplanes for other organizations to fly, but the burden of maintenance fell to the lot of the soldiers of this organization.

The Scribe is of the opinion that this record of flying time for this period will not be exceeded by any Pursuit organization in the Air Corps.

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RETIREMENT OF TECHNICAL SERGEANT WALTER A. HAGAR

In General Orders, No. 26, Headquarters, Brooks Field, Texas, dated November 30, 1930, is noted the retirement of an Air Corps veteran, Technical Sergeant Walter A. Hagar, of the 51st School Squadron. Sergeant Hagar has experienced a long and varied career, in which he has served with honor to himself and satisfaction to the service. The following commendatory remarks are incorporated in the above mentioned orders:

"Technical Sergeant Hagar represents the highest type of soldier. His untiring energy and zeal, in the performance of his many and varied duties has been marked. Seven of the discharges which Technical Sergeant Hagar received from prior enlistments in the service are inscribed - 'Character Excellent.'"

The Brooks Field Correspondent states - "It is with the greatest regret that this command bids Sergeant Hagar farewell, and he takes with him the wish that he shall see many years of prosperity and happiness."

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Major H.H.C. Richards, Air Corps, has been appointed Assistant Commandant of the Air Corps Primary Flying School at Brooks Field, Texas.

THE FIRST NON-STOP FLIGHT FROM NEW YORK TO PANAMA

By the France Field Correspondent

Again France Field was the scene of another record flight when Captain Roy W. Ammel touched the wheels of his low-winged Lockheed monoplane "Blue Flash" on the France Field landing field, completing the first non-stop flight on record between New York and Panama. The flight was made in a little over 24 hours, with the plane bucking a head wind that enabled Captain Frank M. Hawks to break the standing record between Havana and New York.

Of the 2700 miles of flight between Barren Island, New York, where Captain Ammel took off, and France Field, 1400 miles over water, and the pilot tells an interesting story of his trip.

"I had an ungodly time getting off from Barren Island, but not as hard a time as the newspapers described. After getting into the air, I found my course and passed over Washington, Richmond, Atlanta, Jacksonville and left the States at Miami. I know that I passed over Cuba at Matanzas, and I say I know because Matanzas was the first town that appeared clearly after I left the coast of the United States. I experienced bad weather, including rains most of the way and head winds all of the way, from the time I left New York until I arrived at France Field. My course should have brought me over the Isle of Pines, but the clouds were so thick that I failed to see the Isles.

"Sleepy?" The Captain laughed. "I fell asleep twice. One time there was no harm done. The second time I awoke just in time to clear a row of palm trees somewhere along the Nicaraguan coast. France Field sure looked good."

Lieut.-Colonel James A. Mars, Major Edwin B. Lyon, and other Air Corps officers were on hand to greet Captain Ammel upon the termination of his successful flight.

But fate rode the wings of the "Blue Flash." The day of the return flight it was found that the oil tank was leaking. Repairs were necessary. From the time of the arrival, the plane had been in charge of a commercial organization. When it was found necessary to disassemble the plane in order to reach the defective oil tank, the mechanics of the 25th Bombardment Squadron, through Lieut. James A. Healy, pitched in and corrected the difficulty.

After sixteen hours' work, in which the plane had been completely disassembled and reassembled, Captain Ammel took off for Anton where he was to take on his supply of gasoline and oil for the return trip to the States.

The motor revved to satisfaction, the blocks pulled and the "Blue Flash" was off, carrying Captain Ammel, 710 gallons of gasoline, forty gallons of oil and the luck that brought him down here - but - on the take-off the plane appeared to lack rudder surface inasmuch as it swayed from side to side. About the time the ship gained flying speed and was under control, a mud hole loomed ahead which washed out the right wheel of the landing gear. A cloud of dust - and the "Blue Flash" was a mass of wreckage.

Master Sergeant Tate, who had been commended for his act by Lieut.-Colonel Mars, was the first to reach the plane. Despite the fact that he was facing the explosion of the fuel tanks, he tore away the side of the plane and rescued the pilot.

"I guess I am lucky," Captain Ammel said, "because I meant to cut the switch, but before I could do it, everything was all over."

At Gorgas Hospital, Captain Ammel was found to be suffering from nothing more serious than contusions and shock. He is planning the reconstruction of the "Blue Flash" and a flight to Europe.

"Plenty of stomach, that bird has," Mechanic Hunter was heard to remark, and Hunter was the one who held him in his arms during the trip to the hospital. "Both he and I thought his neck was broken, and all he did was laugh and ask for a cigarette - but he did squeal every time his position was shifted."

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NEW ORGANIZATIONS AT WHEELER FIELD, HAWAII

With the organization of the 26th Attack Squadron and the 75th Service Squadron in September, the 18th Pursuit Group, stationed at Wheeler Field, T.H., has become a four-squadron outfit. Old timers at Wheeler Field would not recognize the place. The new squadrons are quartered in framed tents at each end of the hangar line, with frame mess halls and bath houses. The past month was one continuous fatigue party, as all hands have turned out to help the new squadrons get settled.

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THE MASON M. PATRICK TROPHY RACE

By Phil Richardson

This year the Major General Mason M. Patrick Trophy Race was held at the home station of the Third Attack Group, Fort Crockett, Galveston, Texas. This was the first time since its start in 1928 that the race has been held at home. The previous two years it had been a regular feature at the National Air Races. Despite the improvement in planes, the speed of 140.2 M.P.H., attained by Lieut. Ivan M. Palmer in 1929, still holds the record for this speed classic. Lieut. Lawrence C. Westley, 90th Attack Squadron, won this year's race with a high average speed of 135.6 M.P.H.

Nineteen pilots were chosen for this year's race, which was held over a 60-mile course instead of the regular 120-mile course, in order to reduce the wear and tear on the motors. Accurate check later placed the true distance of the course at 54.548 miles.

The entire race was clouded by the very unfortunate death of Lieut. Al. N. Booth, 8th Attack Squadron, whose plane crashed on the afternoon of the first trial runs at Number 3 pylon just after he made the turn. Lieut. Booth's passenger, Private Ed. Lewis, also of the 8th Squadron, escaped without serious injury. Lieut. John B. Bell took Lieut. Booth's place in the race.

The day of the race, November 22nd, dawned with a 38-mile wind out of the north, interspersed with dashes of cold rain. The two scheduled parachute jumps were called off, but otherwise the program went on as scheduled. The planes from Kelly Field, Dodd Field, Fort Sill and other points arrived during the morning, with the exception of the Bombers who were unable to come on account of bad flying weather.

The crowd gathered early and was immediately attracted by various exhibits placed about the hangars. Without doubt, this display was one of the most important affairs of the day. It answered the questions of the layman and delighted the expert with its completeness.

At 1:30 p.m., the Observation planes cleared the airdrome and were immediately followed by the Pursuiters. Coming behind them were the Third Attack Group planes in a 27-plane formation. These events were followed by exhibitions of formation flying, with honors for tight formation going to the Observation planes.

As the last event on the program before the race, the Pursuit pilots put on as daring an exhibition of stunt flying as has ever been seen at Fort Crockett or points nearby. The three pilots, Captain Joe Cannon, Lieuts. L.S. Smith and Russell Keillor did everything but an outside loop and an inverted falling leaf. They probably would have performed those two maneuvers if the ceiling had not been so low and the surrounding atmosphere so soupy.

As the time for the race drew near, the Attack pilots who were not in the race separated from their formation and landed. The remaining nineteen planes circled overhead, maneuvering to get their correct position. They finally went into a lufbery circle out of which they started for the first pylon, led by Major Davenport Johnson, Commanding Officer of the Group and one of the participants in the race. They were all at an altitude of about 500 feet. When in line with the first pylon, Major Johnson made a 180 degree turn and went into a power dive straight for the pylon. As he flashed by the timers caught him and the great race was on.

There was a huge crowd near each pylon, but although they were well out of danger their view was not obstructed. Thrills galore were furnished the crowd as two or more planes would attempt a turn at the same time. The dexterity of the pilots in keeping their positions at such times was amazing. Just as the last plane thundered across the finish line a heavy rain began to fall.

A check of timers' watches revealed Lieut. Lawrence C. Westley, 90th Attack Squadron, as the winner with a high average speed of 135.6 miles per hour. His crew chief was Corporal Harry Jones. The second best time was 135.3 m.p.h., and was made by Lieut. Carl E. Recknagel, also of the 90th Squadron. His passenger was Private John York. Third place went to Lieut. Tut Inlay, 60th Service Squadron, who had a high average speed of 135.2 m.p.h. His crew chief was Private Carl Sanders.

That evening a banquet was held at the Buccaneer Hotel in honor of the winning pilots. The award of the Major General Mason M. Patrick was made by Major Davenport Johnson. This Trophy was presented to the Third Attack Group pilots, to be competed for each year by the Group pilots. The Hon. F. Trubee

Davison, Assistant Secretary of War for Aeronautics, is the donor of this Trophy.

Additional trophies were presented by the Service News and the Houston Chamber of Commerce. Lieut. Reckmager, runner-up in the race, was presented with a small silver trophy by the Houston Chamber of Commerce, while Lieut. R.L. Easton, who brought up the rear, won the special trophy for that place. This honor was won by Major John H. Jouett last year at Cleveland, where he so jealously guarded the rear. Lieut. Westley won additional honors when Major Johnson revealed that he had chosen him prior to the race for the Galveston Cup, given in recognition of the most outstanding achievement in the Group this year.

Besides Brigadier-General Danforth, the list of notables present at the race included Majors Martin, Ocker, Captains Cannon, DeFord, Lieut. Lawson, winner of the Mitchell Trophy in 1928, and Lieut. Palmer, winner of the Patrick Trophy last year as well as high speed man. A large number of local civic leaders and their ladies attended the banquet, which was followed by a Military Ball at which Major Johnson and the Third Attack Group officers were hosts.

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SHARP SHOOTING ON THE PACIFIC COAST

"It's open season on bullseyes!" says the Rockwell Field Correspondent, and he then goes on to say that the sixteen officers of the 11th Bombardment Squadron, who competed for honors during the record bombing period just finished, have set a mark for other units in the Air Corps to gaze upon with envy.

The highest score and, incidentally, the best ever officially recorded at this Southern California field went to Lieut. Will Tunner, with Lieut. Wm. Groen, Jr., as pilot. The latter, by the way, is a Reserve officer on extended active duty at Rockwell Field. Believe it or not, in the words of our Correspondent, these invincibles scored 1946 out of a possible 2,000 points. Lieut. Howard G. Bunker with Lieut. James A. Ronin (Reserve) as chauffeur, made an 1887. Four other teams stood above 1800, as follows:

<u>Bomber</u>	<u>Pilot</u>	<u>Score</u>
2nd Lt. Harold W. Bowman	2nd Lt. Robert K. Urban	1841
1st Lt. Frederick P. Kenny	2nd Lt. Ivan L. Farman	1827
2nd Lt. Lloyd H. Watnee	2nd Lt. Donald R. Lyon	1823
2nd Lt. Wm. Groen (Res.)	2nd Lt. Wm. Tunner	1802

Two "possibles" were made at 5,000 feet. Lieut. Ivan L. Farman, with Lieut. John Kenny as pilot, dropped all five bombs in the circle for their cross-wind record. Not satisfied with a mere perfect score, Lieut. Urban, with Lieut. Hal Bowman at the wheel, put his sighting shot and both spares.

The average for the sixteen bombing teams in the Squadron was 1743. Only one team in the Squadron failed to make the coveted "expert" rating.

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THE BUILDING PROGRAM AT SCOTT FIELD

Scott Field, Belleville, Ill., soon expects to see the beginning of the building program. Thus far this field has not been on the list for any of the building in connection with the army housing program, but with the final approval of the layout for this station and the availability of money for one barracks and one set of noncommissioned officers quarters, it is expected that the start will be made soon. Captain Elenius Berg, Quartermaster, has requested bids on these two buildings, and they will be opened on December 19th. Provided the bids comply with the various specifications, it is expected the contract can be approved early in January and the actual work started soon after. The first barracks is to go on the site now occupied by the Ninth Airship Company barracks, and it will be necessary to move the company into temporary quarters. There is only one old barracks building available for this purpose and that is now being used by the 5th Photo Section and the second platoon of the 15th Observation Squadron, but it is expected that with a little crowding and the elimination of day rooms the necessary room can be found. Lieut. Eugene W. Lewis, Q.M.C., is under orders to report at Scott Field and will take over the Construction Quartermaster work upon his arrival.

WARRANT OFFICER SCOTT TO GO ON RETIRED LIST

The many friends of Warrant Officer George Scott, better known as "Scotty," will be interested to know that on December 1, 1930, he went on four months' leave prior to retiring from active service April 1, 1931.

"Scotty" is a well known figure at Rockwell Field and to the Army Air Corps in general, and many will recall his warm, glad smile for old friends as well as new, and he counts among his many friends commissioned, enlisted and civilian personnel.

He enlisted in the Signal Corps, February, 1901, and continued in the military service since that time. On February 15, 1918, he accepted a commission as Captain, Air Service, and was honorably discharged December 30, 1920, to accept appointment as a Warrant Officer. He still holds his commission as Captain, Air Corps Reserve.

"Scotty" has been a well known figure at Rockwell Field over ten years. He first came to that field in December, 1914, remaining there until 1918, when he was ordered to Washington for duty in the Chief's office, remaining there until 1920, when he returned to Rockwell Field. Since that time he has served as Chief Clerk of the Engineering Department of the Rockwell Air Depot.

During his "pre-retirement" period, Scott is living at his residence at 121 East Lewis Street, San Diego, Calif., and he will be glad to see any of his friends at any time.

The good will and wishes of Rockwell Field and Rockwell Air Depot personnel go with "Scotty" and our Correspondent "hopes that from time to time he will pay us a visit."

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AIRMEN COOPERATE WITH CAVALRYMEN

The 16th Observation Squadron, Marshall Field, Fort Riley, Kansas, cooperating with the Cavalrymen at that post, have been carrying out some very interesting problems. Recently, three planes from this Squadron were in the air, cooperating with the Artillery and Cavalry. The purpose of the problem was to determine the effect of aircraft fire on advancing Cavalry troops. Some very interesting data was obtained from this problem.

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TRAINING AT CRISSY FIELD, CALIF.

Training season at Crissy Field, Presidio of San Francisco, Calif., opened on October 6th, with Lieut. J.C. Upston, the Field Operations Officer, in charge, and with an attendance of 30 officers.

The training consists of tactical missions in the morning and ground school in the afternoon. The man hours on tactical and cooperative missions since the training has begun are over 3,000, of which 250 hours are night flying, constituting searchlight tracking and night formations. The missions consist of coast patrol flying, which extends up and down the coast from Crissy Field approximately 200 miles. The planes are equipped with radio, and two-way communication is almost continuous during the entire period of each mission. The distance the personnel were able to reach thus far this year is 350 miles, which was made during a test by Lieuts. Brown and Smith of the 91st Observation Squadron. Communication was established at a point between Bakersfield, Calif., and Los Angeles, Calif., which measured on the map from Crissy Field a distance of 350 miles. Messages were sent and received during the rest of the trip from this point. It is believed by Lieut. Smith that he can still reach a greater range with favorable atmospheric conditions.

All of the Observation planes on these missions were also equipped with cameras, so that the observers might familiarize themselves with the operations of the new types of cameras that are being produced for the various types of photography. Up to the present time the Crissy Field airmen have taken 325 obliques, 85 pinpoints and 23 reconnaissance strips.

Two ground school courses were completed up to this time. The first course was military law, with Captain Kraus as instructor. "He was such a thorough instructor," says the Crissy Field Correspondent, "that some of us thick-headed ones even got through the course." The course was brought to

a climax by a mock trial in which Lieut. Kirby was brought to trial with several charges. Needless to say, he was found guilty of all charges and was given the maximum sentence in each case. Lieut. E.B. Bobzien gave the photographic course, and he insists that all of the students by this time are experts. The course was divided into two parts; first, the practical operation of cameras; and the second comprised several hours on the making of mosaic maps.

Continuing throughout the period of the school is also a very intensive course in radio; that is, all of those who are attending the classes think it is pretty stiff, because every time the students see Lieut. Smith he seems to have some new sort of diagram and insists on explaining it. All of the members of the class at the present time are able to send and receive from 15 to 20 words a minute, and Lieut. Smith seems to be very much satisfied with the results - that is, so far; no one having any idea as to what he will next spring on the class.

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GOOD SHOOTING BY PURSUITERS IN HAWAII

The 18th Pursuit Group, stationed at Wheeler Field, Schofield Barracks, T.H., recently completed its gunnery course, and, out of 25 officers firing, 20 qualified as Experts. Lieut. Hoyt S. Vandenberg was first with 1276, followed by Lieut. Reuben C. Moffat with 1257. The flying time of the Group for October - 670 hours - set a new high mark for Wheeler Field. When the 26th Attack Squadron becomes officered, it is expected that this flying time will be largely increased.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Charles A. Horn, upon completion of tour of duty in Panama, to Little Rock, Ark., for duty as Instructor, Ark. N.G.

1st Lieut. James M. Fitzmaurice, upon completion of tour of duty in Panama, to Air Corps Training Center, Duncan Field, Texas.

Captain Arthur W. Brock from Philippines to Office Chief of Air Corps.

Reserve Officers ordered to extended active duty to June 30, 1931 -

To Fort Crockett, Texas: 2nd Lieuts. Paul Waterman, of San Antonio, from Dec. 2nd; Frank B. Stuart, San Antonio, from Jan. 2nd - To Maxwell Field, Ala.: 2nd Lieuts. Wilmer E. Hall, Florence, Ala., from January 4th; Albert I. Patrick, Mobile, Ala., from January 2nd - To Rockwell Field, Calif.: 2nd Lieuts. Wm. Marion Campbell, Marion, Kansas, from Feb. 2nd; Egbert C. Cook, Hollywood, Calif., from Jan. 25th; Dan McGrew Medler, Seattle, Wash., from Dec. 29th; Otis B. Crawford, San Fernando, Calif., from Jan. 16th; - To Pope Field, N.C.: 2nd Lieuts. Charles F. Carter, Jacksonville, Fla., from Jan. 4th; W. Hill Snyder, Columbia, S.C., from Jan. 4th - To Langley Field: 2nd Lieut. James Nathan Peyton, Sheridan, Ill., from Feb. 2nd - To Selfridge Field: 2nd Lieuts. Murl Estes, Logan, Mo., from Jan. 2nd; Charles F. Scott, Jr., Farmingdale, L.I., N.Y., from Jan. 2nd; To Dodd Field, Texas: 2nd Lieut. Everett L. Edmondson, Chicago, Ill., from Jan. 2nd - To Selfridge Field, (From Jan. 2 to May 15, 1931): 2nd Lieut. Sheldon B. Yoder, Almont, Mich.

Relieved from detail to the Air Corps: 2nd Lieut. Winfield W. Sisson to 3rd Field Artillery, Fort Benjamin Harrison, Ind.

2nd Lieut. Arthur C. Peterson to 62nd Coast Artillery, Fort Totten, N.Y.

Resignation: 2nd Lieut. Robert Lyle Brookings.

Promotions: To rank from December 1, 1930 - To grade of Captain - 1st Lieuts. Isaiah Davies, Arthur W. Vanaman, Franklin O. Carroll, Frederick W. Evans; To 1st Lieut.: 2nd Lieut. Clifford P. Bradley.

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PHOTOMETRIC TUNNEL AT WRIGHT FIELD

A photometric tunnel is in the course of construction at the Materiel Division, Wright Field, O. When completed it will be 260 feet long, dust proof, and will use the most modern photometric equipment available. A Curtiss hydraulic lift is being installed to carry any lights, from the smallest landing light to the large landing field floodlights. This tunnel will be completed by approximately January 1, 1931.

THE RETORT COURTEOUS



"Casey" Lambert

The flying mission had been a complete "flop," and the pilot was in no happy frame of mind. Whirling around and shaking his fist at the occupant of the rear seat, he snarled: "What's dumber than a dumb observer?"

"A smart pilot," returned the observer, sweetly.

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COLONEL CLAGETT MAKES SUCCESSFUL BLIND FLYING TRIP

Lieut.-Colonel H.E. Clagett, Commanding Officer of the Primary Flying School, Brooks Field, San Antonio, Texas, recently accomplished successfully his first "blind flying" bombing mission, when he flew to Campbellton, Texas, a distance of about 35 miles from Brooks Field, and returned.

Colonel Clagett had made the requisite preparations for the trip by first having charted his course according to navigation principles and, although accompanied by a "safety pilot" - Lieut. S.A. Gilkey, of Brooks Field - proved himself so adept in the new venture that he performed his mission entirely unaided either by his pilot or by radio controlling devices in the plane.

A "blind flying" bombing mission, one performed by the pilot while under the customary "covered hood," is explained by Lieut. Carl Crano, director of the new method of flying at Brooks Field, to be a bombing mission accomplished in weather conditions approaching dense fogs or low visibility.

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GERMAN OFFICER FIGURES IN LONG CROSS-COUNTRY TRIP

Lieut. Lewis A. Dayton, Adjutant of Brooks Field, Texas, and Captain Gerd von Massow, of the German Army, a student in the Air Corps Primary Flying School, recently returned from a delightful trip to Santa Monica, Calif., where Lieut. Dayton procured a BT-2B airplane for Brooks Field. Captain von Massow was Lieut. Dayton's passenger. It may be stated in passing that during the Captain's visit in Hollywood, Calif., about three-fourths of the place burned to the ground.

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Captain Morris Berman recently reported at the Primary Flying School at Brooks Field and was appointed Supply Officer of the 11th School Group, relieving 1st Lieut. O.L. Rogers, who is now commanding officer of the newly organized 58th Service Squadron.

CADET DOINGS AT THE BROOKS FIELD FLYING SCHOOL

By the Brooks Field Correspondent

Any officer who has achieved his commission by the road through Brooks Field will be inclined to agree that there is no more outrageous playground of rumor than the Cadet barracks. Commonly termed "barracks flying", unfounded speculation runs rampant, and through repetition and conviction often takes on some color of authority. Prior to last week, the rumors causing really major discussion among the Cadets were those concerning Christmas vacation, and those concerning the so-called new policy in regard to flying. No Cadet knew anything about either, but it was heatedly and variously declared that we would have two weeks' vacation at Christmas; that we would have four days; and that we would have one hour off for Christmas dinner. As to the "new flying policy," the settled Cadet conviction was apparently that "washouts" would henceforth be exceptional. Last week, however, successfully quashed both rumors. It was announced that the Cadets would be allowed to absent themselves from the Post for nine days, granting that the weather continues at least reasonably fair between now and the 24th of December, on which date the vacation starts - and, approximately sixteen Cadets, including both classes, met the Faculty Board and were eliminated.

Speaking of rumors, last week saw at least a mild agitation concerning a new proposed Cadet Annual. Credit for the idea goes to Upper Class Cadet Ben Thompson, who has even gone so far as to interview some friendly business experts on the possibility of advertising, if the Annual should receive official approval and ever reach the stage of actuality. Apparently there have been Annuals in the past. Your Correspondent has seen three of them issued by former Cadets, one quite an impressive volume, and another - its predecessor - an average-sized one as such things go. The third was a very thin Annual, indeed. As a matter of fact, Cadet projects of this nature can scarcely be called Annuals at all. Heretofore they have generally been issued semi-annually, and in one year there were even three, although the advertisers almost broke down at this point. Inasmuch as Bob Robinson's "Kaydet" is practically the sole summary of Cadet activities at this time, opinion around the barracks last week was at least tentatively in favor of the proposed "Annual."

Cadets, no less than Napoleon's Army, live to a certain extent for their stomachs, hence the new Mess Sergeant - Alexander by name - has assumed a position of no mean importance. He replaces Sergeant Morris, who had worked the meals up to such a peak of profuseness and savor as to even capture the approval of Cadets' mothers. Sergeant Morris is now in charge of the Supply Room. Sergeant Hagan, the famed "Eagle-Eye," whose position Sergeant Morris now fills, has secured a seventy-five day furlough and departed for some distant part or other where he is at least temporarily secure from Cadet demands.

Coincident with the departure of "Eagle Eye," however, Cadets were insisting upon the truth of an anecdote concerning that very gentleman. Apparently it has often been said in "Eagle Eye's" behalf that, though his mien may be forbidding and his approach upon life somewhat suspicious, at heart he has, and has always had, something approaching affection for Cadets, - for all Cadets, past and present, just because of their Cadet status. An officer who graduated from Brooks and Kelly a number of years ago happened to overhear a number of Cadets pay the above tribute, and suggested that one of the Cadets mention, in front of "Eagle Eye," that he - the officer referred to - was to be the next officer in charge of supplies. This was to be a sort of test for "Eagle Eye's" soft heart and forgiving nature. At any rate, the officer's suggestion was carried out, and the result was said to indicate that "Eagle Eye's" affection for all Cadets, like the reports of Mark Twain's death, has been greatly exaggerated.

Upper-Class Cadets, one day last week, looked with an appraising eye at a rather strong, gusty northwest wind which would, and did, necessitate their landing cross-wind in order to keep parallel to the hangar line. There were no mishaps that day on B-stage. On A-stage, however, the gods seemed to conspire against lower-classmen, already silently fearful of twenty-hour checks. PT's landed continually in a series of graceful leaps and bounds; one hit a fence, another turned over in the south corner of the field, a Fleet ended up inverted in front of the

hangar line. Kratky, Witter, Campbell, Valentine and Mays are said to have been the lower classmen recently guilty of landing in what might be termed an unorthodox manner. From B-stage the spectacle of P-T and Fleet tails going over and the result disappearing behind a knoll is really something worth while. Upper classmen just can hardly wait for another windy day.

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A SPORTSMEN'S PARADISE

Matagorda Island, leased by the Government to Brooks Field, is quite the most popular place visited by officers from that field. The reason is easily apparent, since the Island approaches the ideal as a perfect sportsman's paradise, offering a plentitude of deer and wild duck in season, and mackerel, red fish, trout, tarpon and other good fishing almost the entire year round. Wolves run rampant on the Island, and Lieut. G. R. Atkinson, of Brooks Field, and others proudly display photographs of giant sharks which have formed a part of their "catches."

The Island, up until a few years ago, was utilized by the United States Coast Guard Service, and the station proper, a picturesque wooden two-storied building, is almost completely surrounded by great hills of blown sand. This and a lighthouse still in operation by the Service, are the sole structures on the Island.

The weather-beaten lodge, according to Lieut. B.A. Bridget, gives little exterior indication of the "solid comforts" obtainable within, such as a fine kitchen, good cooks and plenty to eat. The upper story of the house is divided into a combination of dining room and kitchen, and a lounging and smoking compartment, in which last is the popular radio, and also the not quite so popular billiard table - a bequest of the late tenants - which, according to the officers, to play upon invites as much of one's ingenuity as when attempting to demonstrate his skill in the intricacies of the miniature golf course. A generator lighting system has been added, and two watersheds - rain water being the only kind at present procurable.

Officers of Brooks Field are glad to share the pleasures of the lodge with their fellow officers, and traffic to the Island is continuous. Colonel A.G. Fisher, Air Officer of the 8th Corps Area, and Major William C. Ocker, of Kelly Field, were recent guests, and were loud in their praises of the excellent shooting, having obtained their quota of birds before nine o'clock of the first morning they went out.

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CRASH VICTIMS SHOW IMPROVEMENT

The condition of Major Reginald Ducat and 1st Lieut. Bernard S. Thompson has been reported as "much improved." Major Ducat, a Medical officer, and Lieut. Thompson, Engineering Officer, Kelly Field, were injured when the plane in which they were flying crashed at LaPryor, Texas, after the motor had evidently cut out and forced them to land. In landing, they were forced to alight on newly plowed ground, which caused the plane to nose and then skid. Both officers were severely cut about the face and suffered injuries to the back.

Lieut. T.S. Olds, Pilot, with Major E.F. Harrison, Surgeon, departed from Kelly Field in the Ambulance plane as soon as the news of the crash reached the field. Lieut. Olds was highly commended on the excellent piloting of the relief ship, as he was forced to land at a dangerous spot with nothing to aid his landing in the darkness except bonfires the people in the vicinity of the accident had built to guide the pilot to the spot.

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Readers of the News Letter are informed that mimeographed pamphlets on the subject of "Aerial Photographic Activities of the Army Air Corps," which forms the leading article in this issue of the News Letter, are available for distribution. Those desiring same should address the Publications Section of the Air Corps Information Division, and should call for U-Stencil No. 988.

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The Editor bewails the fact that no contributions to the News Letter have been received lately from Langley Field, Chanute Field, Kelly Field, Mitchell Field and Boston Airport. Also, how about some news from Mather Field?

Publicity officers at these stations, it is hoped, will turn over a new leaf with the New Year.

NOTES FROM AIR CORPS FIELDS

18th Pursuit Group, Schofield Barracks, T.H., Dec. 3, 1930.

Colonel Gerald C. Brant, A.C., arrived Nov. 27th to become Department Air Officer, relieving our C.O., who has been on that job for four months, "in addition, etc." Major Wash was heard to remark that "relieving" was the right word.

Commanding the newly organized 26th Attack and 75th Service Squadrons are Lieuts. Nathan F. Twining and George P. Tourtellot, respectively. Lieut. Robt. H. Finley joined us from Luke Field and promptly became Group Adjutant. Lieut. John H. Dulligan was also pried loose from Luke Field and is now an enthusiastic Pursuiter in the 6th Squadron.

The following officers joined the Group in November: 2nd Lieuts. George C. Baker, Theodore G. Kershaw, Jr., Weldon E. Rhoades, Don K. Sheets and William R. Graham. Two of the old timers, Lieuts. Clarence E. Crumrine and Reuben C. Moffat, left on the October boat.

Fort Sill, Oklahoma, December 4th.

Post Field was honored on November 24th by a visit from Major-General Stephen O. Fuqua, Chief of Infantry. Captain L.P. Hickey flew to El Reno, Okla., to get General Fuqua, and was escorted by a three-ship formation, piloted by Lieuts. D.E. Whitten, J. Will Campbell and Joe C. Britten.

On November 16th, General Von Blomberg, German Army, and Colonel Von Kueblenphal, German Army, made a short visit at Post Field. Major L.H. Brereton, Commanding Officer of Air Corps Troops, escorted the German celebrities on a tour of the post, giving them a detailed explanation of the parachute department which, presumably, was their chief interest.

Parachutes seem to have taken on new interest among both the officers and enlisted men of the 88th Observation Squadron. Lieuts. Douglas T. Mitchell, H.B. Fleming, C.H. Miller, L.S. Wait and S.J. Young, Privates J.C. Boyce and A.L. Hamlin made jumps this month. Lieuts. D.E. Whitten and J.C. Britton are scheduled for jumps, but all the rip cords have been lost and a new supply has been requisitioned.

A flight of six planes led by Major Brereton flew from this station to Kelly Field to observe the demolition of twenty condemned airplanes which took place at Camp Stanley. The destruction of these planes by demolition bombs dropped by the 3rd Attack Group was postponed, however, so the flight returned. Four days later, Captain L.P. Hickey led a flight of four planes, piloted by Lieuts. C.E. Shankle, Douglas T. Mitchell and C.H. Miller back to San Antonio to witness the bombing.

On November 21st, a flight of three planes, piloted by Lieuts. Richard I. Dugan, C.H. Miller and H.B. Fleming, was dispatched from this station to Fort Crockett to participate in the demonstration maneuvers preceding the Mason M. Patrick Trophy Race.

Lieut. Winfield S. Hamlin flew to Bethany, Oklahoma, last week and took some very interesting pictures of the area destroyed by the recent tornado in which about twenty people were killed.

Lieut. E.F. Maughan is spending three months on detached service in Washington, D.C.

Lieut. D.E. Whitten and Master Sergeant C.F. Colby spent four days at Camp Wood, Texas, on a hunting trip. They still maintain they were hunting.

The 88th Observation Squadron takes great pleasure in announcing to the Air Corps the arrival of a promising new pilot (Ralph P. Hickey) in the home of Captain and Mrs. Lawrence P. Hickey on November 16th. Those wishing cigars may address their letters to Captain L.P. Hickey, Fort Sill, Okla.

36th Division Aviation, Texas National Guard, Houston, December 5th.

The Squadron was honored by a visit from Major Junius W. Jones from the Inspection Division, Office of the Chief of the Air Corps, who inspected the organization on November 23rd. He was assisted by Technical Sergeant Xura L. Horn. The Major and the Sergeant arrived in Houston on the 22nd, coming from New Orleans. Shortly after noon on the 23rd, after a busy morning inspecting

equipment, supplies and records, they cleared for Fort Crockett, Galveston, Tex.

The Squadron was favored by visits during the past month from numerous officers, among whom was the Hon. David S. Ingalls, Assistant Secretary of the Navy in charge of Aeronautics. He was accompanied by Captain J.H. Towers and Lieut.-Commander W.C. Molten, U.S.N. They arrived on November 6th enroute to the Pacific Coast. While here, the Secretary made an address to a distinguished gathering of citizens.

Other officers who visited the Squadron during the month were Lieuts. Howard Moore, C.G. Williamson, G.H. Beverly and E.C. Robbins from Kelly Field; Lieuts. R.D. Knapp, H.L. Sanders and A. Boyd from Brooks Field; Major Netherwood from Mather Field, Captain Miss from Maxwell Field, Captain John Beveridge from Bolling Field, Lieut. Westley from Fort Crockett, and Lieut. M.B. Asp from the Fairfield Air Depot.

Scott Field, Belleville, Ill., December 13th.

After a rather unsatisfactory football season, Scott Field athletes are turning their attention to the formation of a basketball team which hopes to bring back some of the athletic prestige which is usually enjoyed at this station. The football team did win its most important game with Chanute Field, but that was the only win chalked up, and the refusal of Jefferson Barracks to play added a little satisfaction. The basketball team seems to have prospects of having a rather satisfactory season despite the loss of several of the standbys on the team last winter. The talent available from the 15th Observation Squadron should go a long way to filling up any holes in the lineup, and it is hoped the team will again carry off the honors in the Army, Navy and Marine Corps League.

The Scott Field team will be somewhat delayed in its start of the season, as the gymnasium had to be moved to allow of an additional airplane hangar, and the work has not yet been completed. A small squad of players of known ability have been working out for a few days in Belleville under the direction of 1st Lieut. Fred A. Ingalls, but until the gymnasium is completed it will be impossible to have anything like systematic practice. The team was unable to play its opening game in the league on the night of December 12th with the 7th Battalion Naval Reserves, and it is expected that the games scheduled for Scott Field a week later will have to be transferred to Jefferson Barracks. If this is done, Scott Field will be host to the league for its three weekly games on the night of January 16th. The other teams in the league are Battery "A", Missouri National Guard; 138th Infantry, Missouri N.G.; 35th Division Air Corps, Missouri N.G.; and the 6th Infantry, Jefferson Barracks. It is expected to start the Post Basketball Championship League soon after the Christmas holidays.

Brooks Field, Texas, December 7th.

Staff Sergeant Herbert C. Mitchell was at Brooks Field for a few hours' visit, having returned from a month's furlough spent hunting turkey and deer at Center Point, in the vicinity of Kerrville. The genial Sergeant, in reciting adventures that befell him during the trip, said that on one occasion when overtaken by rain, his car became imbedded in mud, and he was forced to spend the night in the hills with a goat herd. Another guest, perforce, joined the party, he having attempted to pull Sergeant Mitchell's car from the sinkholes and himself was caught. Sergeant Mitchell, still with another month's furlough, left for Houston where he expects to try his luck, this time at duck shooting.

Colonel H.B. Claggett, Major H.H.C. Richards, Lieuts. Lewis A. Dayton and A.E. Waller, of Brooks Field, and Lieut. Vanaman, of Dayton, Ohio, formed a party that flew to Eagle Pass and vicinity on November 26th.

Marshall Field, Fort Riley, Kansas, December 3rd.

Lieuts. Meyer, Wright and Holland, of the 16th Obs. Squadron, left for Chicago to attend the Army-Notre Dame football game at Soldiers Field on Nov. 28th. They were accompanied by Captains Berg, McDonald and Lieut. Ketchum of the Cavalry. It was a terrible day for the game, but they say it was well worth the discomfort they were caused.

The 16th Observation Squadron is scheduled to receive a tri-motored transport in exchange for their old Douglas C-1-C.

Lieuts. Blackburn, L.R. Brownfield, Wagner and Sherwood left here Nov. 27th for the Fairfield Air Depot to ferry back four Douglas O-25A's.

Lieut. Hayden Bears is instructing a class in riding. Four afternoons a week the Air Corps officers spend an hour on the backs of horses.

Lieut. Sam Cheyney flew to Denver, Colo. on November 17th. Poor weather conditions delayed his return until Nov. 20th.

Lieut. Victor Beau, enroute to Denver, Colo., flying a Douglas O2-H, stopped overnight at this station Nov. 24th, and left the following morning.

Major and Mrs. Goolrick entertained the officers and ladies of the Air Corps at dinner on Nov. 26th.

The 16th Observation Squadron served a Thanksgiving dinner to the officers of the Air Corps and their families.

Major Houghland, Corps Area Air Officer, Omaha, Neb., visited this post on November 24th, flying an O-25A.

Captain William B. Wright, of Kansas City, Mo., landed here Nov. 24th, and returned to his home station the same day.

France Field, Panama Canal Zone, December 8th.

Once again the 25th Bombardment Squadron, in the person of Corporal Jack Schwendinger, came into the limelight as a collector of animals. Jack, known as "Smoky Joe," was out hunting and saw a bird drop exhausted on the beach. He picked it up and found the bird had a leg tag bearing the number and stencil of the U.S. Biological Survey. He wrote them and is still waiting to hear where the bird is from.

Lieut. James A. Healy is now commanding officer of the 25th Bombardment Squadron. Formerly Adjutant of the 7th Observation Squadron, he succeeds Lt. Harold D. Smith, who assumes the adjutancy of the Squadron.

Lieut. Robert T. Zane, Aviation Advisor to Governor Burgess of the Panama Canal, has been at Managua, Nicaragua, where he has been conducting a Department of Commerce examination for pilots and airplane mechanic licenses. He has given similar tests in several South American capitals.

Private Harry F. Diehl, 24th Pursuit Squadron, whose address was given as Johannesburg, Penna., was drowned in the Chagres River when he attempted to recover a fishing pole lost in the stream. He, accompanied by one of his squadron mates, went into the fast moving stream to recover the pole after its owner, having fallen in the stream, cast it aside to save his own life. Diehl's companion was saved with difficulty, and Diehl would have been saved had he been able to stay afloat for a matter of minutes. Friends of his, headed by Corporal Crawford and Corporal McCarson, maintained a sixteen hour vigil until the body was recovered.

It is beginning to appear as if the dry season will soon be with us, and all organizations are preparing themselves for maneuver period.

The following changes in commissioned personnel recently took place: Captain Bowland, QMC, to Holabird, Md.; Lieut. Ward F. Robinson, A.C., to Mitchel Field, N.Y.

The following changes in enlisted personnel have taken place:

From France Field to other stations:

From 24th Pursuit Squadron - Staff Sergeant Malone to March Field, Calif.; Technical Sergeant Brown to Brooks Field; Staff Sergeant Waytulonis to Rockwell Field; From 25th Bombardment Squadron - Staff Sergeant Lutes to Crissy Field; Staff Sergeant Kilmetz to Langley Field; Staff Sergeant Wissel to O.D. & R. Depot, Brooklyn, N.Y.; From the Band - Sergeant Sheldon to Kelly Field; Sergeant Reuter to Chamute Field; From 63rd Service Squadron - Sergeant Knight to Brooks Field; Staff Sergeant Gilmore to Kelly Field; Master Sergeant Gofe to Brooks Field; From 12th Photo Section - Staff Sergeant Crow to Scott Field, Ill.; From 24th Pursuit Squadron - Master Sergeant Williams to Kelly Field; From 7th Squadron - Master Sergeant Redfern to March Field; From Headquarters Flight - Sergeant Roxbury to Fort Sam Houston, Texas.

To France Field from other stations:

To 2th Bomb. Squadron: Sergeant Coons from Kelly Field, Texas; Sgt. Olsson from Fort Crockett, Texas; Staff Sergeant Ramsey from Candler Field; to 24th Pursuit Squadron - Staff Sergeant Roy from Rockwell Field; Sergeant Dodd from Langley Field; Sergeant Finkelstein from Mitchel Field; to Band Detachment - Sergeant Veronneau from Chamute Field, Ill.; Sergeant Lindsey from Fort Crockett, Texas; Sergeant Mena from Fort Crockett; to Headquarters - Sgt. Johnson from Langley Field; Sgt. Sudyke from Dodd Field, Texas.

Staff Sergeant Ramsey was appointed Technical Sergeant and transferred to the Panama Air Depot, France Field.

France Field has long since stopped wondering where its wandering pilots are. It has reached the stage where the wives of the absentees are beginning to be skeptical whether it is a case of non available planes or a case of "The States." Lieut. Davies and Lieut. A.Y. Smith finally appeared here after a protracted absence, delivering two Sikorskys. Now that the problem of flying time is somewhat settled by the arrival of the amphibians, the field is still looking forward to the delivery of the new O-19's and new Bombers.

Third Attack Group, Fort Crockett, Texas, December 15th.

The Fort Crockett Flyers were eliminated from the 8th Corps Area Football Tournament, suffering defeat at the hands of the Fort Sill evelen on December 7th at the Fort Sam Houston Field by the score of 27 to 13. Although the Flyers lost, they played the best game of their season. Handicapped by a small group of reserves and lack of weight, the Flyers were no match for the Red Legs, who had a squad of 64 men and an extra heavy line. The score at the half was 20 to 0, but this did not daunt the former champions, as they came back to make two touchdowns by the aerial route.

The sting of such a defeat was lessened when the team received news of the Kelly Field triumph over the Red Legs. It looks as though the Trophy will remain in the Air Corps for another year.

The Flyers feel that they have had a fairly good season, despite the loss of the Corps Area championship, for they defeated the Dr. Peppers, their deadliest rivals, by a score of 13 to 7, and ended the season with the two other Galveston teams in a three way tie for the city championship.

A game with a City All-Star team is scheduled for December 21st, the proceeds thereof to be turned over to charity.

The basketball season has already begun here. A Post team was entered in the City League and is making good progress. The two games played thus far resulted in victories.

Lieut. John H. Fite was transferred from Fort Crockett to March Field. Lieut. Fite was formerly Personnel Adjutant at Fort Crockett and was active in all athletics. Rumor has it that an affaire d'amour called him West. The Third Attack Group wishes him cloudless skies and happy landings in his new home.

Mrs. Davenport Johnson, wife of the Commanding Officer, returned to Fort Crockett after a long stay with relatives in Europe.

Lieut. Marion Dixcon, Air Reserve, pilot, with Hal Roach, of the Roach Comedy Studios; Miss Helen Morgan, and Arthur Loew, of the Metro-Goldwyn-Mayer Picture Corporation, were the guests of officers of Fort Crockett on December 15th. They made a brief stop at Galveston enroute to Mexico City for the selection of a suitable site for the filming of "Conchista," in which Miss Morgan will star.

San Antonio Air Depot, Duncan Field, Texas, December 2nd.

Major A.W. Robins, Commanding Officer; Captain C.E. Branshaw, Chief Engineer Officer; Lieut. L.S. Webster, Station Supply Officer, and Lieut. C.E. Thomas, Jr., Depot Supply Officer, attended the annual Engineering and Supply Conference held at the Materiel Division at Wright Field, Dayton, Ohio., Dec. 1st to 5th.

Lieut. A.W. Vanaman, of the Materiel Division, Wright Field, dropped in for a pleasant informal visit at this Depot on November 13th, while on a hunting trip in this vicinity. Lieut. Vanaman was formerly Chief Engineer at this Depot.

Lieut. Myron R. Wood, of the Office Chief of the Air Corps, while at Kelly Field recently in connection with a forced landing at Austin, Texas, of a P-12C, which he was ferrying from Seattle, Wash., to Langley Field, Va., paid a brief informal visit to the Depot on Nov. 14th, and was greeted by his old friends here. Lieut. Wood was Depot Supply Officer here some years ago.

Lieut. Milo McCune, of Langley Field, Va., stopped over at this Depot on Nov. 14th-15th, en route ferrying a P-12C from Seattle to his home station.

Captain Wm. K. Ennis, of the 35th Division Aviation, Texas National Guard, at Houston, was a visitor at the Depot November 14th and 15th, having ferried in an O2-H plane of that organization for repair.

Captain Dudley B. Howard, while on leave of absence and en route from March Field, Calif., to his new station, Wright Field, Ohio, was a visitor at this Depot the latter part of November with his family as the guest of Lieut. A.S. Albro and family.

Major J.H. Pirie, of the Office Chief of the Air Corps, afforded this Depot the pleasure of an informal visit on December 1st while in this vicinity. Major Pirie was Commanding Officer of the Depot in 1926 and 1927.

Mr. Albert Jarvis, of the Curtiss-Wright Corporation, Paterson, N.J., arriving in San Antonio for a stay of some months as the general service representative of that corporation for military aviation activities in this territory, called at this Depot on December 1st.

Lieuts. E.V. Harbeck and A.S. Albro rejoined this Depot on December 1st from an extended cross-country flight, ferrying two P-120's from the Boeing Airplane Company's factory at Seattle, Wash., to Langley Field, Va., and ferrying two P-1 planes from the latter field to Kelly Field. They reported nothing untoward on this flight except some degree of weather at the beginning and at the ending of the trip.

Selfridge Field, Mt. Clemens, Mich., December 1.

During November, Major Brower and Lieut. Griffith spent a week in Dayton as a member of the Pursuit Board in session there.

Major Brett, Post Commander, made a cross-country flight to Fort Leavenworth during November.

94th Pursuit Squadron: November 23rd saw the start of the westward trek of the old P-12B's, which are being transferred to Rockwell Field. Three pilots from Selfridge Field started for Rockwell early Sunday morning, and will return from Seattle, Wash., in three of the new P-120's. In the near future it is planned to start all the remaining P-12B's on the road to Rockwell, and then the 94th will go back to the P-1's, which are now being used by the 27th Pursuit Squadron.

Selfridge Field followed a new plan this year in regard to its football team. Instead of having a team for each squadron, and one for the post as well, it was decided to have only the Post team. Lieut. Harbold, engineering officer for the 94th Squadron, was selected as head coach for the team, and it is agreed by all that the choice was a good one. During the entire season, Selfridge lost only one game. This was a return engagement with Port Huron and was a well fought contest even though we came home with the small end of the score.

As proof of the fact that "Skippy" did not expect someone else to do all the "dirty work," we find him blossoming out just a few days before the Mitchell Trophy Race with a "busted" nose. A close investigation was made by his brother officers in the 94th, and it seems to be rather a proven fact that "Skippy" really did get the "bad" nose in a football game. The nose seems to be improving rapidly, and of course Coach "Skippy" is improving right along with the nose.

It is one of the customs of the 94th Squadron to hold forth with a rousing big dinner on Thanksgiving Day each year. This year was no exception to the rule, and quite a number of guests were invited, including Col. Eddie Rickenbacker.

Sgt. Hoffman, who seems to know just how to make the most out of a dead turkey and all the trimmings that go with it, had a most appetizing menu planned out.

17th Pursuit Squadron: On November 25th, Lieut. Coleman went to Washington with the 94th Squadron to participate in the ceremonies for Col. Rickenbacker.

The main trouble encountered in the maintenance of our P-120's so far has been with the ring cowl brackets breaking. An average of three ships were out daily because of broken brackets. The Engineering Officer decided to take the cowling completely off until stronger brackets could be procured from the Boeing plant. At present we have four ships fitted with the new brackets, and they have given no trouble to date. A decided decrease in speed and maneuverability was noticed with the rings off.

On November 6th the Squadron was assigned two new officers, who just reported from the Air Corps Advanced Flying School, namely, Lieuts. Heiman and Merrill. We now have sixteen officers in the Squadron all told.

The Squadron made preparations for a real home-like Thanksgiving Dinner. Captain Hoyt authorized the spending of funds for decorations and ordered a real good job; with the result that on Thanksgiving Day the personnel did not recognize their dining room. Invitations were sent to all officers of the Squadron

as well as to officers of the field who were unattached.

On November 14th Captain Hoyt flew to Grayling, Mich., for the purpose of hunting deer, spelled D-E-E-R. He got one. The Captain had not been out more than 15 minutes on Saturday morning before he had his deer. He reported that the bullet went in at the base of one of the antlers, knocking it completely off.

On November 8th Lieut. Hixson flew to Indianapolis, Ind., to attend a Reserve Officers' banquet.

27th Pursuit Squadron: During the month three additional ships were assigned to the Squadron, bringing the total up to 22.

Since the 36th Pursuit Squadron was organized on October 1, 1930, the following officers were attached for flying to the 27th Pursuit awaiting the arrival of the P-6's: Lieuts. Elliott, Olsen, Brignall and Johnson. Recently, several P-6's arrived at this station, and the above pilots are now flying ships of their own organization.

Fair weather prevailed during most of the month, allowing the squadron to participate in several tactical problems with good results.

On November 12, 1930, Lieuts. Boatner, LeMay, McGuire and Davis left for Manistique on a hunting trip. It is understood that while they were in the wilds of Northern Michigan they shot three deer.

Throughout the month the 27th engaged in a strenuous program, and the P-1's were kept in first class condition throughout the month.

36th Pursuit Squadron: Major Brower arrived on November 11th with the fourth P-6, and Captain Ott and Lieuts. Griffith and Egan proceeded to New York for three more ships. It is expected that within a short time the 36th will have enough planes to take an active part in the training now being carried on.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, December 15th.

Major A.W. Robins, Commanding Officer; Captain C.E. Branshaw, Chief Engineer Officer; Lieuts. L.S. Webster, Station Supply Officer and C.E. Thomas, Jr., Depot Supply Officer, this Depot, attended the annual Engineering and Supply Conference held at Wright Field, Ohio, Dec. 1st to 5th. They reported an enjoyable and beneficial conference.

Lieut. Donald F. Fritch, upon completion of his tour of duty in Panama, will be assigned to duty at this Depot.

Mr. Stanley W. Richardson, Wright Field, Dayton, Ohio, recently visited here to instruct personnel concerned and correct difficulties encountered in the operation of machine bookkeeping. Visits to San Antonio stations will require about two weeks' time, after which he will proceed to the Pacific Coast.

Lieut.-Colonel Lewis H. Brereton, Commanding Officer of Air Corps Troops, Fort Sill, Okla., leading a formation of three O-19's, arrived here December 1st for the purpose of having these planes inspected. He departed for Fort Sill on December 5th, leading a flight of three O-19B's.

Lieut. Robert D. Moor, Selfridge Field, leading a flight of three P-12B's, arrived here Dec. 3rd, departing on the 5th, leading a flight of five of these planes bound for the West Coast.

Captain Howard B. Nurse, Constructing Quartermaster, Fort Sam Houston, Texas, and 2nd Lt. Elmer E. Kirkpatrick, Jr., QMC, Ft. Sam Houston, visited here Dec. 4th for conference relative to location of a new Oil Reclamation building.

Lieut. Charles C. Scott, 36th Division Aviation, Texas National Guard, Houston, arrived in an O-2 December 8th, and departed same date.

Captain George W. McEntire, Boston Airport, Mass., and 1st Lt. Charles M. Cummings, Instructor, Ohio National Guard, Cleveland Airport, Ohio, paid an informal visit to this Depot recently.

First Lieut. Joseph A. Wilson, Boston, Mass., enroute to the West Coast in order to ferry a plane back to his home station, paid an informal visit to this Depot on Dec. 12th. Lieut. Wilson, formerly stationed here as Utilities Officer, took the opportunity of greeting old acquaintances.

During November the following production of airplanes and engines were turned out by the Engineering Department of this Depot: Airplanes overhauled: 2 A-3, 1 B-5A, 3 BT-1, 4 O2-H, 1 O-19B, 2 P1-D, 2 P1-F, 6 PT-3, 1 PT-3A, 1 PW-9C, total 23. Airplanes repaired - 1 A-3, 2 A-3B, 2 BT-1, 1 BT-2B, 1 Condor, 1 C-7A, 3 O2-H, 1 O-19B, 1 P1-B, 1 P1-C, 1 P12-C, 1 PT-3, 1 PT-3A, 1 PW-9C, 1 O2-M3, total repaired, 19. Engines overhauled: 31 Curtiss D-12, 10 Pratt & Whitney, 30 Wright J-5, 2 Wright J-6, total 73; Engines repaired - 27 Liberty, 2 Pratt & Whitney, 6 Wright J-6, total 35.

Rockwell Field, Coronado, Calif., December 5th.

Lieut. R.M. McGlinn, of the 95th Pursuit Squadron, deserted the fast diminishing ranks of Rockwell Field bachelors. The ceremony was performed at Redwood City, Calif., on November 27th and united Lieut. McGlinn and Miss Catherine Comiskey of that city. Lieut. George E. Price, of the 95th, served as best man. After a short honeymoon, the newlyweds returned to Coronado, where they are now at home to their host of friends at 909 Olive Avenue.

Lieut. and Mrs. Arthur Ronin recently announced the arrival of a daughter, Delphine Ann Ronin. Mother and daughter are reported to be doing nicely.

Received by the Seventh Bombardment Group - a Loening Amphibian Oa-1C, equipped with Liberty motor, inverted, and wheels, retractable. In the words of a certain local officer - "Now, ain't that sump-in!" According to latest red hot dispatches from the Group Operations Office, under our good friend Capt. Grisham, said Duck will be used as an "alert ship." Each day, one pilot of the Group will be detailed as the "alert pilot" (we wonder), and will be required to make two landings on water as well as two on land. Many wagers are being offered as to the length of time the trusty Loening will stand up under the "alert" system.

Rockwell Field has a tennis team. Entered in the Bay City Tennis League in the face of some rather stiff competition, the squad has put up a creditable showing despite some very severe handicaps. Play in the league matches is helping to develop everyone's game which will prove of ill omen to the March Field aggregation when the inter-field match is played. The team is comprised of Lieuts. Charles H. Howard, Stanley K. Robinson, Carl B. Fry, Russell W. Munson, Ivan L. Farman and John N. Stone.

Captain Miles W. Kresge addressed the local reserve school December 4th on the subject of Aerial Bombing. The scope of Captain Kresge's talk was closely allied with the recent bombing tests conducted at Fort Sill, Okla. The San Diego reserve organization is deeply interested in the work done at Rockwell, and members of this command are fostering every opportunity to help the Reserve cause along.

The squash teams of Rockwell Field and the University Club of San Francisco are to meet in the near future to decide which outfit is the strongest in this kind of sport. Each squad has one victory to their credit, and the coming encounter promises thrills aplenty.

Major Barton K. Yount, Commanding Officer, accompanied by Lieuts. C.P. Kane, Depot Supply Officer; B.M. Giles, Chief Engineering Officer; and E.M. Robbins, Station Supply Officer, of the Rockwell Air Depot, departed via rail Nov. 26th for Wright Field, to attend the annual Engineering-Supply Conference.

Major A.L. Sneed arrived at this station Nov. 3rd, ferrying a Douglas BT2-B to his home station, Fairfield Air Depot. While here, Major Sneed renewed acquaintances with officers and civilian personnel who served under his command when he was at Rockwell Field.

Captain John M. Clark, Mather Field, arrived Nov. 18th to confer with Major Yount and Lieut. Kane relative to the Air Corps supply situation at his home station.

During the month of November, the Depot Supply made a total of 249 shipments of Air Corps supplies to activities in the control area. During this same period, 188 shipments were received from manufacturers, contractors, and other Air Corps stations.

Fairfield, Ohio, Air Depot, December 2nd.

The following are a few of the visitors at this station during the past two weeks: Lieuts. Rhudy and Slaughter from Selfridge Field on cross-country mission, Nov. 15th; Lieut. McConnell and Mr. Betry, Norton Field, Nov. 17th, on cross-country mission; Lieut. Lanagan from Chanute Field, Nov. 17th, for minor repairs on an O-25 airplane; Capt. Williams and Lieut. Seaton, Nashville, Tenn., Nov. 18th, on cross-country mission; Major Kelly, Norton Field, Nov. 18th; Lieut. Persons, Maxwell Field, Nov. 18th in an O-19 for major overhaul; Capt. Colgan and Lieut. Mitchel, Lunken Airport, Nov. 18th on cross-country mission; Lieut. Phillipi, Norton Field, and Lieut. Winnings with Lieut. Bourg as passenger, Lieut. Fields with Sgt. Kinder as passenger, Schoen Field, Nov. 20th, on cross-country missions; Lieuts. Souza, Burgess, Privates Evans, Smith and Sgt. Jackson, Chanute Field, Nov. 19th, for motor change; Lieut. Lidster, Selfridge Field, Lieut.

Hewitt, Little Rock, Ark., and Major Crom, Offut Field, Nov. 21st for major overhauls; Capt. Ott with three passengers from Selfridge Field, and Lieut. Cummings with Lieut. McQuilkin as passenger, arrived on the 21st on cross country missions - Captains McCullum and Vance, Bowman Field; Major Mann and Sgt. Carmichael, Chicago, Nov. 22nd, enroute on cross-country missions; Lieut. Alverson and Sgt. Webster, Norton Field, Nov. 23rd, enroute on cross-country missions - Lieut. Longfellow with five passengers, Nov. 24th, from Bolling Field enroute to Chanute Field - Captain George, Lieuts. Hunting, Timberlake, Ellinger, Schlater and Fitzmaurice, France Field, Nov. 24th, from Cleveland, enroute to Stout Field - Lieut. Reed, Selfridge Field, Nov. 24th for a motor change - Lieut. Craigie, France Field, Nov. 25th, enroute to Scott Field on cross-country mission - Lieut. Zimmerman, Norton Field, Nov. 25th on cross-country mission - Major McDonnell and Lieut. Haddon, Bolling Field; Capt. Pascale with four passengers, Langley Field, Nov. 27th enroute on cross-country missions - Lieut. Newhall with Sgt. Ossler, Chicago, Ill.; and Lieut. Jackson with Private Wheelover, Chanute Field, Nov. 28th, on cross-country missions - Lieut. Lucas V. Beau, Jr., Air Corps Instructor, 45th Division Aviation, Colorado National Guard, Nov. 19th, to ferry to his home station, Lowry Field, an O2-H airplane overhauled at this Depot.

Major A. L. Sneed attended the Army - Notre Dame game at Chicago, Nov. 29th.

Lieut. Melvin B. Asp, accompanied by Lieut.-Col. L. E. Goodier, Jr., also attended the Army-Notre Dame game at Chicago.

Second Lieut. Leon W. Armour, Air Reserve, reported Dec. 1st for a two weeks' tour of active duty. He was assigned to the Supply Department.

Another "Get-Together Party," sponsored by the Wilbur Wright Officers' Club, was held at Side Slip Inn on Friday evening, Nov. 21st, and was enjoyed by everyone present.

The Women's Aeronautical Association gave a luncheon Nov. 25th at the Officers' Club, at which time the contract bridge lessons given by Mrs. James Hunt were continued.

Fairfield, Ohio, Air Depot, Dec. 16th.

Major A. L. Sneed, Commanding Officer; Capt. Edward Laughlin, Engineer Officer; Lieuts. George V. McPike, Depot Supply Officer and John A. Austin, Station Supply Officer, attended the Engineering-Supply Conference at Wright Field, December 1st to 4th.

Capt. Edward Laughlin departed on 20 days leave of absence Dec. 7th, during which time he visited in Trenton, N.J., and New York City.

Lieut. Frederick M. Hopkins, Jr., departed for Pope Field, Dec. 5th, to obtain an O-19 airplane to be overhauled at this station. He returned on the 10th.

The Officers' Club was twice the scene of social functions in the past two weeks - a Dance on December 2nd for the entertainment of the officers attending the Engineering-Supply Conference, and their wives; and another Get-Together Party on December 13th.

Among those visiting the post during the past two weeks, the following were noted: Lieuts. Alexander and Harris from Pope Field, Dec. 2nd, for minor repairs to O-19 airplane - Capt. Pascale and four passengers, Langley Field, Dec. 2nd, enroute from Selfridge Field to Langley Field; Capt. Stromme, France Field, Dec. 2nd, enroute from Buffalo to Scott Field on cross-country mission - Lieuts. Peck and Norton, Maxwell Field, Dec. 2nd, on cross-country mission from Bowman Field to Maxwell Field, - Lieuts. Anderson and Marriner from Chanute Field Dec. 2nd on cross-country flight - Lieut. Parker, Selfridge Field, Dec. 4th, for change of motor - Capt. Wright and Pvt. Barrack, Richards Field, from Schoen Field, Dec. 8th, for major overhaul - Lieut. Davis, Selfridge Field, Dec. 8th, enroute from Maxwell Field to Selfridge Field on cross-country mission - Capt. Hayes and Lieut. Harris, Scott Field, Dec. 8th, enroute to Bolling Field - Lieut. Ballard with nine passengers from Selfridge Field on Dec. 9th - Lieuts. Maitland, Patrick, Drumm, Schramm, Boeker and Palmer, Kelly Field, Dec. 9th, on cross-country mission - Lieut. Brownfield, Marshall Field, Dec. 9th, for major overhaul of his plane - Lieut. Johnson, Selfridge Field, Dec. 11th, for change of motor - Lieut. Webster, of Brainard Field, December 11th, on cross-country mission to Bolling Field.

Crissy Field, Presidio of San Francisco, Calif.:

The Crissy Field basketball team lost the first game of the season to H Co. 30th Inf.; score 22 to 18. C Co., 30th, defeated us on November 28th to the tune of 30 to 11. On Dec. 5th, Crissy Field defeated the Presidio Athletic Club 33 to 9. Crissy Field plays basketball games every Friday night in the Post Gymnasium, which was formerly the ROTC hangar. Usually there will be one or two games played there by outside teams, so that there are three hours or more of entertainment every Friday evening for those who wish to watch.

A baseball league, playground variety, started Dec. 2d. Five teams were made up out of the personnel of the Post, so that every department was represented. The officers made one team, and the departments are divided up into 4 teams of enlisted men; the Photo Section, Line, Supply and Headquarters. The interest is quite keen, and there is good material on all teams. There is so much interest that now the men like to play and look forward to the games, and play whenever possible. The league has 20 games scheduled and in ten days, 9 of the league games have been run off. It was thought that 20 games would be too much, and the league was an experiment. The results were better than hoped for. At present the standing percentage is: Officer, 800; Supply, 667; Line, 500; Photo Section, 250; Hq., zero.

An inter-departmental track and field meet held Nov. 26th, in the morning from 8:30 to 11:45 included the following events: A 100-yard relay; 75-yard sprint; potato race; rescue race; sack race; three-legged race and other old standbys. The meet ended up in a play-ground baseball game between the officers and enlisted men, the officers losing. So much fun was the result of the ball game that the ball league was started. A beautiful plaque, called the YMCA Trophy, donated by the Presidio YMCA, was won by the Line. Score for the meet was: Line, 30; Hq., 24; Transportation, 17; Materiel, 7. The meet was a success. Officials were "Tex" Hunter, (YMCA) Referee; Capt. Prosser, A.C., Starter; Lieut. Brewer, Air-Res., in charge of the meet; Lieut. Boudreaux, Clerk of Course; Lieut. Upston, A.C., Lieut. Ted Smith, Air Res. and Lieut. Crew, Air Res., Judges.

Crissy Field's new tennis court is about 98% completed. It has a foundation that will last through the next war, and the court is conveniently located between Headquarters and the Reserve Hangar.

Monday, Dec. 22d, was the appointed day for a smoker for the entire Post under the auspices of the Athletic Officer, Lieut. Brewer. Features of the Smoker were: Music, that is, Jazz; 8 rounds of amateur fights and smokes. The 30th Infantry loaned their ring for use that evening.

Lieut. E.B. Abbey of the Buildings & Grounds Division from the Chief of the Air Corps' office was here for a few days to confer with Col. Lahn in regard to the speeding up of the buildings at the new Marin Bombing Base. All of the Bay District are very much interested in the opening up of both of the new fields - Alameda Repair Depot and the new field in Marin County.

FOOTBALL

KELLY FIELD WINS OVER AIR CORPS RIVALS

By Jack R. Germaine, Army Sports Correspondent.

The fighting Flyers from Kelly Field defeated their Air Corps rivals, the Brooks Field Maroons, 6 to 0, on Thanksgiving Day and ended the season in a deadlock for first place honors with the 1929 champions, the Twenty-third Infantry Doughboys, in the San Antonio Army Football League.

An extra game will be necessary to decide the championship and will be played on New Year's Day between the Kelly Field Airmen and the 23d Infantry Doughboys. The final standing is an exact duplication of last year, both the Flyers and the Doughboys being tied for first place at the close of the season, the Infantrymen from Ft. Sam Houston finally emerging victors after a three-game series, two of which ended in ties.

The battle for the "Air Corps football supremacy" was waged on the Brooks Field gridiron under ideal summer weather conditions before a crowd estimated at 3500 soldiers and civilians.

The Game.

Brooks Field won the toss and chose to defend the north goal. Cundiff, Kelly end, kicked off to Smith, who made a 12-yard return to his own 25-yard line. The Maroon backs, headed by Smith, star halfback, plunged through the

mighty forward wall of the Kelly Field Flyers for two consecutive first downs, placing the pigskin on Kelly's 32-yard line before they were halted. Kelly Field duplicated the Maroon's feat, rushing the ball to the Maroons' 20-yard line, featuring a sensational aerial attack that amazed the Brooks Field grid-ironers. A series of criss-cross plays moved the ball within the shadow of the Maroons' goal-post where Turner, Kelly back, plunged over the center of the line for the touchdown, the only one of the game, and what turned out to be the winning margin. Cundiff's try for extra point failed when a trio of Maroon tacklers rushed through to smear his kick.

The opening quarter ended shortly thereafter with Kelly Field in possession of the ball on Brooks' 33-yard line.

During the second quarter, the Flyers, headed by Parton, Mylnchek and Turner, carried the ball to the Maroons' 25-yard line, where Decuir, Maroon back, intercepted a pass.

Again, Kelly Field threatened to score when a 35-yard pass from Parton to Holtzclaw was successful, placing the ball on the Maroons' 43-yard line. Vick broke through for a substantial gain, setting the ball on the enemy's 24-yard line. It was at this time that Kelly fumbled and Porter, stellar tackler for Brooks recovered, ending another Kelly Field threat.

In the final quarter, Sartain punted to Kelly Field's 18-yard line, a 53-yard punt. Two line plays failed to net the Kelly backs any yardage, and on attempting a trick-play, Turner fumbled and Van Deventer recovered for Brooks Field. Two off-tackle plunges by Sartain netted nine yards, putting the ball on Kelly's 9-yard line. This was the first time during the game that the Maroons really threatened to score. Freeman missed a first down by inches, and Kelly took the ball on downs, Parton punting out of danger as the gun sounded, ending the game.

Outstanding performers included Sartain, Smith, Pratt, Porter and Van Deventer for the Brooks Field Maroons, and Mylnchek, Turner, Parton and Holtzclaw for the Kelly Field Flyers.

Score by Quarters: Kelly Field 6 0 0 0 - 6
Brooks Field 0 0 0 0 - 0

Scoring Touchdowns: Kelly Field (Turner); First Downs: Kelly Field (6), Brooks Field (4); Penalties: Kelly Field - 6 for 65 yards; Brooks Field - 3 for 25 yards.

DOUGHBOYS WIN FIRST EIGHTH CORPS AREA BATTLE FROM BROOKS FIELD

By Jack R. Germaine, Army Sports Correspondent.

Lieut. "Spike" Nave's Twenty-third Infantry Doughboys from Ft. Sam Houston, undefeated in the recent San Antonio Army football loop, opened its bid for Eighth Corps Area football laurels, scoring a 13-0 victory over the Brooks Field Maroons in the opening game of the Eighth Corps Area football tournament.

The game was played under ideal football weather conditions before a crowd estimated at 3000 on the Ft. Sam Houston gridiron, Saturday afternoon.

The Aviators from Brooks Field never had a chance against the rugged Doughboy combination that clicked like a veteran machine from the opening whistle till the final gun, piling up eighteen first downs as compared with two by their opponents.

Doughboys Score on Pass in First Quarter.

The Infantrymen from Ft. Sam Houston scored once in the initial quarter. Taking the ball on their own 42-yard line shortly after the opening kickoff, Umberger, Paine and Nave, with their terrific line plunges and off-tackle smashes carried the ball deep in the Maroon territory when a pass from Umberger to Minnis, a six-foot-four right end, was over the goal and complete for a touchdown. Sartain, Maroon quarterback, made a valiant attempt to bust up the pass but failed when the pigskin landed square in the arms of the waiting Doughboy, Minnis. A pass from Lieut. Nave to Umberger clear out to the right end of the field was complete for the extra point.

The second quarter failed to see any team score although the Doughboys threatened. The Maroons seemed to brace up considerably but were still lacking with offensive power.

The second and final touchdown of the Doughboys came in the middle of the third quarter. Taking the kick on his own five-yard line, Umberger, of the

Doughboys, evaded a half-dozen Maroon tacklers before being downed after a 45-yard run. Again the offensive punch of the Infantrymen came to life, marching straight down the field with Paine, Umberger and Doshinko leading the attack. Umberger plowed through the center of the Maroon line for the touchdown. Nave's kick for the extra point was wild and the third quarter ended 13-0.

The Maroons displayed their only real football in the final quarter when they completed a forward pass that netted them seventy-five yards. A bullet pass of ten yards from Sartain to Freeman was complete, the Maroon quarterback galloping 65 yards before being overtaken by Umberger. It looked like the Brooks Field Flyers were going to cross the chalk-line of the Doughboys. Their threat was halted on the Doughboys' ten-yard line where they hit a stone wall, failing to net any yardage on four plays. The game ended shortly afterwards with the Infantrymen in possession of the ball in midfield.

The bands from the Air Corps Training Center and the Twenty-third Infantry were on hand for this colorful occasion.

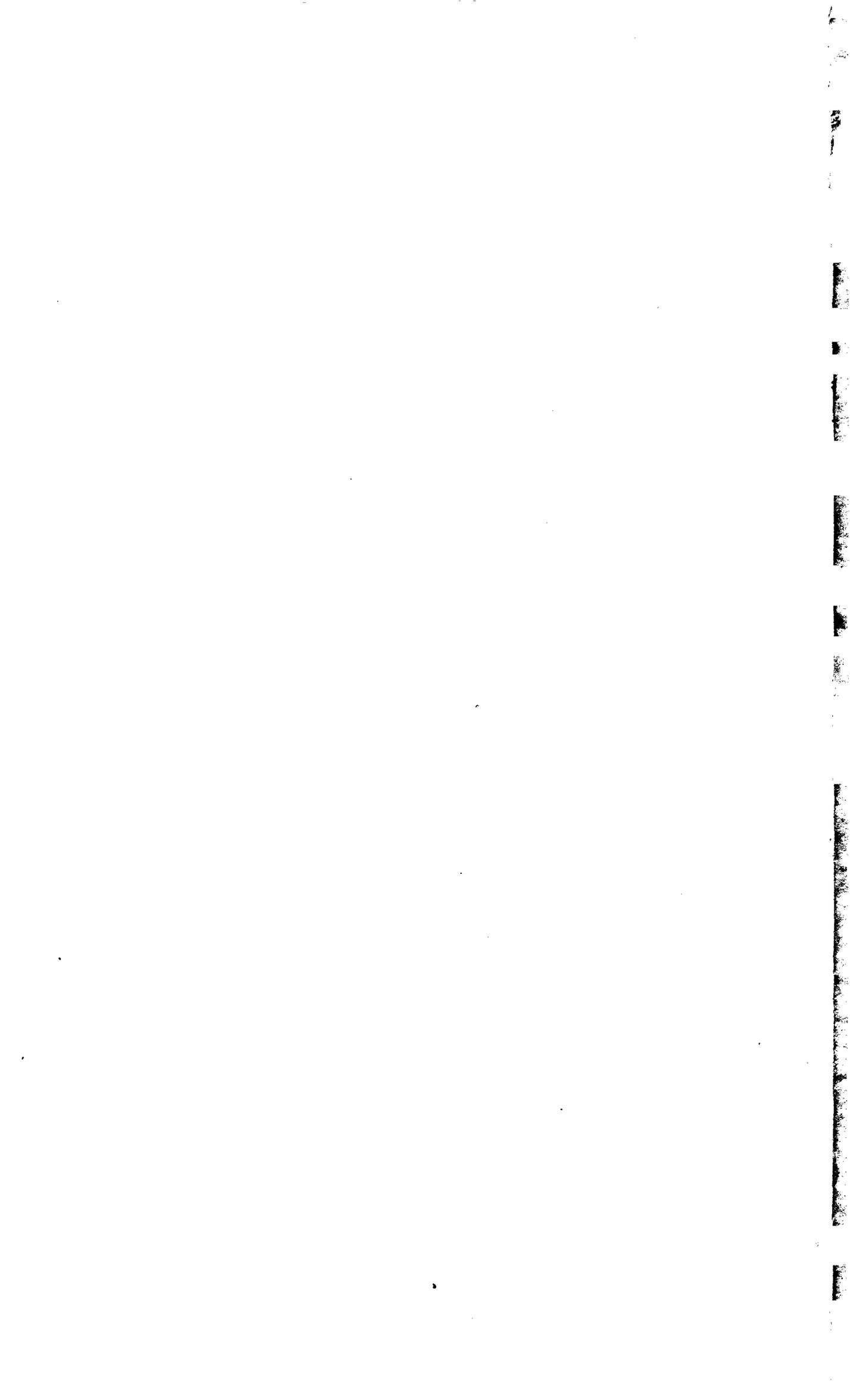
A radio public-speaking unit was installed by the Second Signal Company of Ft. Sam Houston where Capt. Shelton, an expert announcer, kept the spectators informed as to the progress of the game and all the outstanding features.

Serial No. 301. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
DEC. 9th - DEC. 31st INCL.

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