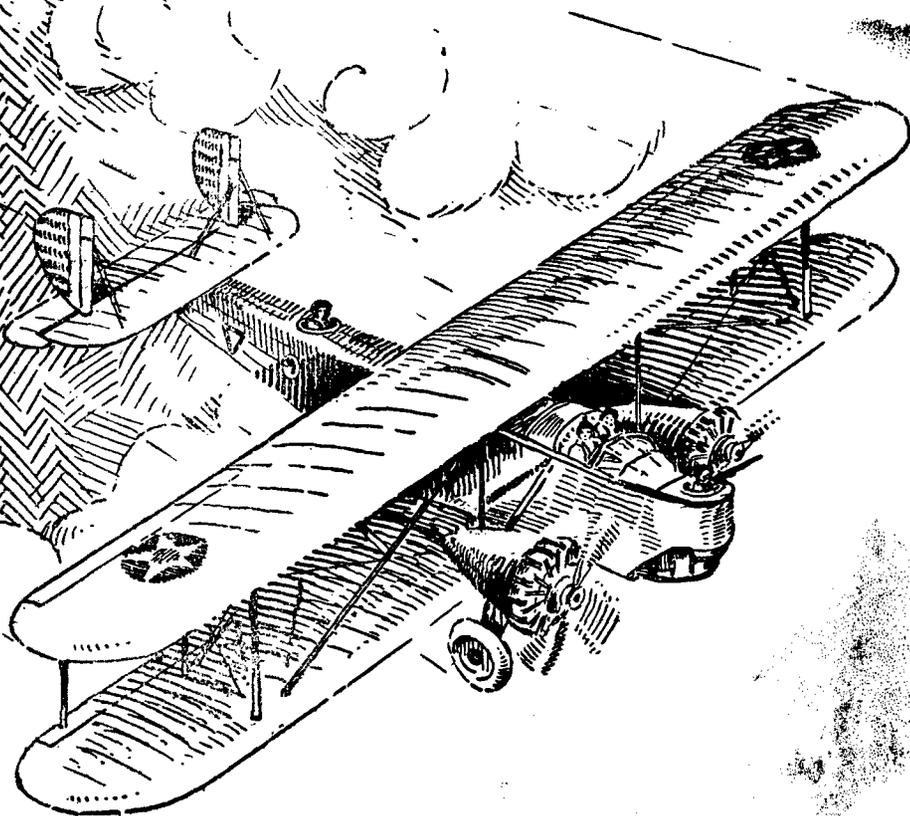


U.S. Air Service

AIR CORPS NEWS LETTER



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Information Division
Air Corps

January 15, 1931

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.

Publishers are authorized to reprint material appearing in this publication.

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MILITARY AVIATION FOR 1930

Operating with the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, as its departmental head, and Major-General James E. Fechet as its Chief, the Air Corps on December 31, 1930, completed three and one-half years of its Five Year Expansion Program.

The latest figures compiled on the subject (October 31, 1930) give the Air Corps the following strength in personnel:

Air Corps Officers, Regular Army-----	1,204
Detailed to the Air Corps (mostly student officers)-----	139
Reserve Officers on extended active duty-----	240
Total number of Air Corps Reserve Officers-----	5,700
Air Corps enlisted men-----	12,086

Foremost among its members are the three Assistant Chiefs of the Air Corps, each holding the rank of Brigadier-General. These officers, together with their duties are:

General Benjamin D. Foulois, Chief, Plans Division, Office of the Chief of the Air Corps, Washington, D.C.

General Charles H. Danforth, Commanding the Air Corps Training Center, Duncan Field, San Antonio, Texas.

General Henry Conger Pratt, Chief of the Materiel Division, Air Corps, Wright Field, Dayton, Ohio.

During the past year, two Assistant Chiefs of the Air Corps (Brigadier-Generals William E. Gillmore and Frank P. Lahm) retired from that status.

Under the direction of the Chief of the Materiel Division at Wright Field, a program of development and research of considerable magnitude, even in the face of rather limited appropriations, was vigorously carried on. The lessons learned from the joint Army-Navy maneuvers, the extensive Air Corps Exercises held last spring in the vicinity of Sacramento, California, and the trend of high-performance commercial aircraft, as well as the approximately 36,000,000 aircraft miles actually flown last year by the Air Corps, are being applied directly to the new designs now in embryonic stages.

Engine development was carried on along two general lines, direct air cooling and high temperature liquid cooling. With the increase in power plants of observation airplanes from 425 to 600 horsepower, the geared propeller, liquid-cooled engine held its own in the increasing field of air-cooled radial engines. The conventional radial air-cooled motor of 525 horsepower was successfully "stepped up" to 575 horsepower. Tests of a 1400 h.p. X type engine of 24 cylinders was carried on, and interesting results obtained.

Among other tests allied to power plants were those carried on with anti-detonating fuels, Diesel aircraft engines, automatic superchargers, and fuel pumps.

In the field of airplanes, the Keystone B3A, similar to the old LB-7, except for a single rudder assembly, was adopted as the standard type bomber. A number of single-engine cabin airplanes of a commercial type were bought and placed in the service for aerial photographic uses. The Douglas O-25A and O-32 and the Thomas-Morse O-19, are being used for observation purposes, together with a number of Curtiss Falcon OL-E's.

The Curtiss Falcon A3-B still holds the field as the Attack airplane, while the new Boeing P-12C and some Curtiss P-6 airplanes have been adopted for Pursuit work. Transport airplanes of medium capacity, but possessing high speed, have been bought and placed under service tests.

Among the experimental airplanes which were tested during the past year, and which may affect Pursuit design, should be mentioned the Berliner-Joyce, the Curtiss XP-10, the Boeing XP-9 and the Curtiss XP-17. A new type of long-

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distance reconnaissance airplane, the Fokker XO-27, is also undergoing tests with a view to its practicability for that purpose. This is a mono plane with two engines and retractable landing gear, and has often been referred to as a "flying wing."

Out in the field certain changes have taken place in the Air Corps organization. Among these changes have been the formation of the 20th Pursuit Group Headquarters, the 55th and 77th Pursuit and the 80th Service Squadrons at Mather field, Sacramento, Calif.; the 2nd Balloon Company at Pope Field, Fort Bragg, N.C.; the 36th Pursuit Squadron at Selfridge Field, Michigan, and the concentration of Air Corps enlisted men in Hawaii to afford strength for the new organizations already and soon to be found there.

Construction work and the planning of layouts at many of the present and future stations were carried on to keep pace with the growth of the Air Corps. At Randolph Field, San Antonio, Texas, and Maxwell Field, Montgomery, Alabama, construction of a general character has taken place to take care of the movement of the Air Corps Primary Flying Schools to the former field and the Air Corps Tactical School to the latter. Mitchel Field, Long Island, New York, and Selfridge Field, Mt. Clemens, Mich., have been provided with new quarters and barracks, with the addition of a hospital at the latter field. Noncommissioned officers quarters were in the process of construction at Langley Field, Va. Barksdale Field, the site near Shreveport, La., was turned over to the War Department, and building preparations made with a view to providing facilities for the Third Attack Wing to be stationed there sometime in the future. The site in Marin County, Calif., for the proposed new Bombardment Group, and the one at Alameda, Calif., for the Air Depot on the Pacific Coast, have not yet been accepted by the War Department, but consideration is already being given to the possible layouts of buildings and grounds at those places.

Playing a prominent role in Air Corps activities, as they always have, it is not surprising to note that in the past calendar year the various Air Corps schools have graduated an unusually large number of officers and enlisted men, as follows:

Air Corps Advanced Flying School, Kelly Field, Texas, 275 students, comprising 72 officers, 201 Flying Cadets, one Air Corps noncommissioned officer and one foreign officer.

Air Corps Tactical School, Langley Field, Va. - 14 Air Corps officers, 11 officers from other branches of the Army, 3 Marine Corps officers, and one foreign student.

Engineering School, Wright Field, Ohio, - 11 Air Corps officers.

Air Corps Technical School, Chanute Field, Rantoul, Ill. - 24 Air Corps officers, 629 enlisted men, and 28 other students, including officers from the Air Corps Reserve, National Guard, and foreign students. Of noteworthy mention in connection with this school is the fact that a total of 80 Air Corps officers were detailed to take instruction, starting in September, in the various courses offered the commissioned personnel. This large number of student officers constituted a record in the annals of the Chanute Field school.

As flying is the major activity of the Air Corps, it might be well to refer to the extensive maneuvers held during April at Mather Field, Sacramento, Calif. Every combat unit stationed in the United States participated in these exercises, which lasted four weeks. More than 135 airplanes, service type, coordinated into the First Provisional Wing, went through intensive training in the coordination of various types of aviation which the exercises afforded. The size of such a temporary organization will be quadrupled during May, 1931, with the formation of the First Air Division and the holding of maneuvers in the northeastern States.

Some of the features of the 1930 exercises were the cross-country flight of a Bomber, equipped with a gyro pilot, from the East to the West Coast and return, also its participation, so equipped, in a simulated bombing raid out to sea; a squadron maneuver of the 95th Pursuit Squadron of 19 airplanes at an altitude of 28,000 feet, and the transmission of pictorial messages by radio from plane to ground. Worthy of mention is the fact that during these exercises and also during its participation in the National Air Races at Chicago late in August, the Air Corps did not suffer a single fatality.

Although the Air Corps has for some time given up any special endeavors to attain spectacular flight records, one feature of the 1930 activities was the flight by an Air Corps Transport plane (Ford type) without stop from the States to France Field, Panama Canal Zone, as part of the routine ferrying flights

between this country and our field on the Isthmus.

In aerial photography, Air Corps photo sections have completed thousands of square miles of photographic surveys for the U.S. Coast and Geodetic Survey and other agencies of the Federal government.

Radio developments were mainly along the line of "homing devices," or directional indicators. These may be described briefly as devices for directional tuning whereby the airplane pilot may quickly get the bearing of any radio or broadcasting station in operation at the time, and by two or more cross-bearings be able to plot his position accurately. A similar development work, although not strictly in radio, was carried on by the Air Corps with the General Electric Company on the Sonic (sound-echo) Altimeter for blind landings and flying in fog.

With the placing of contracts and delivery of a large number of new airplanes during the year, and the policy adopted of ferrying most of them from the place of manufacture to the various stations to which they were allotted, Air Corps pilots were afforded considerable cross-country flying experience.

Awards of the Distinguished Flying Cross were made during the year to Captain Ulysses G. Jones, 1st Lieut. Walter T. Meyer, 2nd Lieutenant Edwin W. Rawlings, Staff Sergeant Robert F. Summers, Air Corps, Regular Army, and Capt. Ashley C. McKinley and Lieut. Dean Cull Smith, Air Corps Reserve. The first four named men received the decoration for heroic conduct at sea off the Island of Hawaii in endeavoring to effect the rescue of the crew of a Bomber which dived into the water due to engine failure. Captain McKinley and Lieut. Smith received the coveted decoration for their notable work while serving with the Byrd Antarctic Expedition. Including these six awards of the Distinguished Flying Cross, the number thus far awarded by the War Department totals 43.

Among the accomplishments of the Army Air Corps during the calendar year 1930, the following may be mentioned:

The Arctic Patrol Flight of the First Pursuit Group, undertaken to test the behaviour of personnel, planes and equipment under the most severe winter conditions, returned to Selfridge Field, Mich., from Spokane, Wash., on January 29th. The flight involved a total distance of 3,500 miles, and was participated in by 23 pilots and 20 mechanics, utilizing 18 Pursuit planes, three Cargo planes and one observation plane.

Aside from the fact that one pilot was injured in a crash during a raging blizzard and that several others suffered frost bites, there were no untoward incidents in this long aerial jaunt through the frigid northwest. One plane was lost, being damaged beyond repair in the crash referred to.

Lieut. Edwin B. Bobzien and Technical Sergeant Stockwell, of the 15th Photo Section, Crissy Field, Presidio of San Francisco, Calif., completed in January a most interesting photographic mission in Arizona. They took photographs and mapped an area, 400 square miles, of ruined prehistoric cities and canals constructed in that locality from 800 to 1,000 years ago.

Lieut. William A. Matheny, Air Corps, was selected for the 1929 Cheney Award for the most outstanding and meritorious act performed by any individual eligible to receive it. Lieut. Matheny's act of valor and self sacrifice occurred when he went to the assistance of a fellow flyer who, following the crash of a Bomber while en route from Managua, Nicaragua, to France Field, Panama, was thrown out of the plane, momentarily stunned and unable to move from the vicinity of the wrecked craft which had caught fire. Running back to the burning plane, Lieut. Matheny assisted the injured airman to his feet, dragged him away from the flames and rolled him along the ground to extinguish the flames on his person. Lieut. Matheny was severely burned in his rescue effort.

Lieut.-Colonel Jacob E. Fickel, Lieuts. Albert F. Hegenberger and Ennis C. Whitehead, on February 20th, completed a successful non-stop flight from Miami, Fla., to France Field, Panama Canal Zone, a total distance of 1200 miles, the greatest part of which over water, in 11 hours and 25 minutes. The plane flown was a Ford Transport, powered with three Wright J-5, 300 horsepower, air-cooled engines.

A total of 51 students (16 officers of the Regular Army, one officer from Colombia, South America, 33 Flying Cadets, and one Staff Sergeant, Air Corps) graduated from the Air Corps Primary Flying School, Brooks Field, San Antonio, Texas, on February 28th.

Entering the two Primary Flying Schools of the Air Corps at Brooks Field, Texas, and March Field, Calif., to begin training March 1st, were 244 candidates, comprising 195 civilians, 44 enlisted men, Air Corps, and five enlisted men of other branches of the service.

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A total of 95 students, comprising 14 officers of the Regular Army and 81 Flying Cadets, graduated from the Advanced Flying School, Kelly Field, Texas, on February 27th. All but ten of the graduating Cadets accepted extended active duty tours under their Reserve Commissions with Air Corps tactical units.

Members of the 113th Observation Squadron, Indiana National Guard Air Service, in cooperation with the American National Red Cross, performed commendable work in patrolling the flood-stricken area along the Wabash River from Vincennes, Indiana, to the mouth of the river. The flood was caused by intermittent freezing and thawing of this river. Numerous patrol flights were made, marooned persons located, relief parties directed to them, and food, medicine, clothing and other necessities dropped by the airmen to persons in need thereof.

During a photographic project in the Northwest, Captain Albert W. Stevens, piloted by Lieut. John D. Corkille, made a remarkable long-range photograph of distant mountain peaks. While flying some 20,000 feet above Crater Lake, Oregon, a photograph was taken which broke all previous records in long-range photography. The finished photograph showed the various mountain peaks very distinctly, including Mt. Rainier, 270 miles distant from the spot over which the plane was flying.

Captain Albert W. Stevens, Air Corps, was designated by the War Department to receive the 1929 award of the Mackay Trophy in recognition of several notable flights, including high altitude, long-range aerial photographic and night photographic flights.

Returning from the Air Corps Exercises, conducted at Mather Field, Sacramento, Calif., the 2nd Bombardment Group of the Air Corps, stationed at Langley Field, Va., flying in formation, eclipsed its previous record for the transcontinental journey to the Pacific Coast to the extent of 1½ hours, returning to its home station in 28 hours and 20 minutes.

Flying in a "Fleetster" low-wing monoplane, Major-General James E. Fechet, Chief of the Air Corps, piloted by Captain Ira C. Eaker, of Bolling Field, D.C., after flying to the West Coast to attend the Air Corps Exercises at Mather Field, Sacramento, Calif., visited a number of Air Corps activities on the Pacific Coast prior to returning to Washington. The entire distance traveled on this trip to the Coast and return, which totalled 7905 miles, consumed 58 hours and 25 minutes flying time, making the average speed for the whole trip 145 miles per hour. The fastest time made on the entire trip was from Fargo, N.D. to Washington, D.C., via Chicago and Dayton, the distance of 1300 miles being covered in 7 hours and 20 minutes, or at an average speed of almost 180 miles per hour.

Air Corps Bands were established and stationed with organizations, as follows: the Air Corps Technical School, Chamute Field, Rantoul, Ill.; the Third Attack Group at Fort Crockett, Galveston, Texas; the 6th Composite Group at France Field, Panama Canal Zone; and the Air Corps Training Center at Kelly Field, San Antonio, Texas.

The June graduating class of the Advanced Flying School, Kelly Field, Texas, numbered 95 students, comprising 16 officers of the Regular Army, one foreign officer, 77 Flying Cadets and one Air Corps Staff Sergeant.

Eleven officers graduated from the Air Corps Engineering School at Wright Field, Ohio, on June 30th. All but two of the graduates were assigned to duty in the various branches of the Materiel Division.

The Advanced Flying School at Kelly Field, Texas, organized a course in Instrument or "Blind" Flying, to be hereafter given to students attending that school. During the period June 15th to 25th, instructions in that course were given to the 40 flying instructors on duty at the school.

Of the 235 Cadets graduating from the United States Military Academy, West Point, N.Y., on June 12th, 86 were detailed to the Army Air Corps for flying training, and were assigned to the class commencing October 15th.

Flying in formation, the 3rd Attack Group, Fort Crockett, Galveston, Texas, successfully completed a Dawn to Dusk Flight to Chicago, Ill., in order to participate in the Military Tournament and Exposition held at Soldiers Field the latter part of June.

The Department of Photography of the Air Corps Technical School, Chamute Field, Ill., made tri-lens photographs of approximately 100 square miles of quadrangles in the State of Illinois for the U.S. Geological Survey.

The double "Jinx" - Friday, the 13th - proved no terrors for Air Corps officers in and near Washington, for some fifty of them gathered at a dinner on Friday, June 13th, to do honor to Brigadier-General William E. Gillmore, Assistant Chief of the Air Corps, on the eve of his retirement from active service.

Students attending the communications course at the Air Corps Technical School at Chamute Field, Rantoul, Ill., participated in a rather unique form of graduation exercises. It transpired that on graduation day they were on detached service at Chicago, Ill., in connection with the Military Exposition and Tournament. Arrangements were made with Radio Station WLS, Chicago, to conduct the graduation exercises via Radio during the afternoon performance of the war show. Telegrams from the Commandant and Assistant Commandant of the Technical School, which were read over the microphone of the broadcasting station, were received and acknowledged by the students of the Communications Course while flying in the vicinity of Soldiers Field. Each of the graduates was called upon by the studio announcer for remarks pertaining to the course of instruction. The students, one by one, responded quickly, and finally two of the radio performers in the studio of Station WLS sang "Congratulations," thus concluding what probably proved the first time graduation exercises of any character were ever conducted entirely via radio.

During the refueling endurance flight at Chicago of the Hunter Brothers, a radio-equipped airplane from the Air Corps Technical School, Chamute Field, Rantoul, Ill., was flown to the scene of the flight in order that a microphone and headset may be dropped into the endurance plane to enable the flyers to broadcast their experiences over the Columbia Broadcasting Chain. The Hunter Brothers talked via telephone to the Army plane, and the operator therein transmitted their talk by radio to the ground station at the Sky Harbor airport, from which point the talk was relayed again by telephone to the broadcasting station of WBBM, Chicago, and from there simultaneously broadcasted to all radio stations throughout the United States affiliated with the Columbia radio network.

Mather Field, Sacramento, Calif., was reopened to serve as a temporary station for several new units of the Air Corps, reconstituted under the provisions of the Five-Year Air Corps Expansion Program. Units reconstituted at Mather Field and to be stationed there pending the completion of quarters at the stations they are to be regularly assigned were Headquarters 20th Pursuit Group, 80th Service Squadron, 77th and 55th Pursuit Squadrons.

A total of 236 civilian and enlisted candidates were selected by the Chief of the Air Corps to undergo flying training at the two Primary Flying Schools of the Air Corps at March and Brooks Fields, with the class commencing instruction July 1st.

Three officers from the Materiel Division of the Air Corps, Wright Field, Dayton, Ohio, Major A.H. Gilkeson and Lieut. Donald L. Bruner in an O-22 plane, and Lieut. H.P. Rush in an O2-H plane, started for Washington in the afternoon, arrived at Bolling Field, D.C., without incident, started on their return flight to Dayton at 10:00 p.m. that night, and landed at Wright Field at 2:10 o'clock in the morning. The airmen were guided solely by the equipment in their planes, there being no lighted airways from Washington to Dayton until Columbus, Ohio, is reached.

Lieuts. A.T. Johnson, E.K. Warburton and A.A. Straubel, representing the First Pursuit Group, Selfridge Field, Mich., won the first three places in the annual Aerial Gunnery and Bombing Matches held at Langley Field, Va., the pilots being credited with scores of 807, 747 and 725, respectively.

Photographic personnel stationed at France Field, Panama Canal Zone, completed an eight-day photographic mission to the Republic of Costa Rica, for the purpose of obtaining aerial photographs for that country of the proposed route of the Pan-American Highway.

A composite Pursuit Squadron of the First Pursuit Group from Selfridge Field, Mich., under the command of Captain Ross G. Hoyt, Air Corps, attended the American Legion Convention in Boston, Mass., during the latter part of September and staged several aerial demonstrations for the benefit of the Legionnaires.

Three enlisted men, stationed at Mitchel Field, Long Island, N.Y., made a successful demonstration of parachute jumping from three planes flying in formation. When the three ships reached an altitude of 2,000 feet, the parachutist on each ship, at a signal from the leading ship, jumped into space. They dropped a distance of more than 100 feet before pulling the ripcords of their 'chutes, thus clearing the formation by a safe margin. The parachutes opened promptly and the soldiers floated safely to the ground.

Army airmen stationed at Crissy Field, Presidio of San Francisco, Calif., cooperated with the U.S. Navy in combined maneuvers in the vicinity of San Francisco, Calif.

August 1st saw the assignment of Brigadier-General Henry C. Pratt as the new Chief of the Materiel Division at Wright Field, Dayton, Ohio.

Army airplanes participated in the National Air Races at Chicago the latter part of August, but only to the extent of demonstrating to the spectators the flying qualities of the latest service type airplanes now in use by the Army Air Corps. Pursuit planes from Selfridge Field, Mich.; Bombardment planes from Langley Field, Va., and Observation planes from Wright Field, Ohio, performed various maneuvers in formation and otherwise, and the consensus of opinion of many who attended the Races was that the Army airmen added considerably to the success of this big annual aviation spectacle.

Graduating from the Advanced Flying School, Kelly Field, Texas, on October 11th were 85 students, comprising 42 commissioned officers and 43 Flying Cadets. Among the commissioned graduates were 35 members of the West Point graduating class of June, 1929.

The 36th Pursuit Squadron was organized at Selfridge Field, Mich., on October 1st, and placed under the command of Lieut. M.L. Elliott, Air Corps.

The 67th Service Squadron, Air Corps, was reconstituted and organized at Kelly Field, Texas, on October 1st and placed under the command of Lieut. Max F. Schneider.

The 94th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Mich., comprising nine P-12 Pursuit planes, while participating in the dedication of a new airport at Muskegon, Mich., flew in formation the distance of 195 miles back to their home station at an altitude of 25,000 feet. The pilots resorted to the use of oxygen after reaching 15,000 feet altitude. The supercharged "Wasp" engines with which the planes were powered worked to perfection at the high altitudes and carried the little Pursuit planes back home in an hour and 15 minutes.

During the latter part of October, three giant "Condor" Bombers from Rockwell Field, Calif., loaded with an assortment of bombs, ranging from 300 to 2,000 pounds, participated in a bombing demonstration over the rocky hills in the vicinity of Fort Sill, Oklahoma, for the purpose of testing the effectiveness of present day armament equipment. Very interesting results were obtained. The bombs were dropped from altitudes varying from 4,000 to 15,000 feet.

A practical demonstration of the effectiveness of Attack planes in combat operations against enemy air forces was conducted in October at Camp Stanley, near San Antonio, Texas. Twenty obsolete airplanes, no longer fit for service, were arranged on the ground to simulate a squadron airdrome in war time. Ten Attack planes from the Third Attack Group of the Air Corps at Fort Crockett, Galveston, Texas, 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. Small fragmentation bombs were used during the first two attacks at an altitude of 400 feet. Practically all the planes were damaged as a result of this attack, and three caught fire. An attack was then made on the remaining planes with 100-pound demolition bombs, which resulted in their total annihilation.

Colonel Edward V. Rickenbacker, premier American war-time flyer, on November 6th, was presented by the President of the United States with the Congressional Medal of Honor in recognition of his extraordinary achievements in the late war in combat against the enemy. Present at the ceremony were prominent officials of the War Department, also Colonel Rickenbacker's comrades who were members of the 94th Squadron when he commanded it, and present members of the 94th Pursuit Squadron who flew to Washington from Selfridge Field for this occasion.

The Mason M. Patrick Trophy Race, limited to members of the Third Attack Group of the Air Corps, was held at Galveston, Texas, on November 22nd. A total of 19 pilots participated in this race, which was won by Lieut. C.L. Westley, who averaged a speed of 149.2 miles per hour over the 60-mile triangular course.

Lieut. Louis A. Vaupre was the winner of the Mitchell Trophy Race, held at Selfridge Field, Mt. Clemens, Mich., on November 22nd, before an estimated crowd of about 20,000 people. Prior to the race, a flying exhibition was staged at the field, which furnished many thrills for the spectators. There were a total of 18 entries in the race. Lieut. Vaupre's average speed was 146.7 miles per hour.

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The 50th Observation Squadron was organized at Luke Field, T.H., on Nov. 1st. A new building, containing the kitchen, mess hall, and orderly room, was occupied the first day, and about 20 huts were built around it, forming a very pleasant squadron area facing the harbor.

MAJOR OCKER REWARDED FOR BLIND FLYING TRAINING DEVICE

Recognition in the form of a check from the Government for \$1,000 for the valuable service he rendered aviation in general, and the Air Corps in particular, by the invention of his blind flying training device, was received by Major William C. Ocker, of Kelly Field, Texas. Payment of the money to Major Ocker was authorized by a special Act of Congress for the assignment of patent rights in the device to the Government.

Major Ocker was one of the first flyers to realize the fallibility of the human senses as a true barometer of the actions of an airplane in flight when the vision was cut off by fog or other weather conditions.

To convince pilots that their "feel of the ship" was largely a myth, he designed a small box with bank and turn indicators and other instruments for use in connection with a revolving chair. This training device proved without doubt that man-made instruments are more reliable than the human mechanism in flight. By rotating a pilot in the chair, with outside vision cut off and only the flying instruments in view, Major Ocker was able to prove that a flyer may get the illusion that he is turning in one direction while his instruments indicate he is turning the other.

Realization of this fact had much to do with producing the experimentation that has already resulted in the inclusion of a blind flying course in the curriculum of the Air Corps Training Center and the adoption of instrument flying instruction by commercial firms.

Major Ocker is said to be the first Army officer to receive a monetary reward for a patent assigned to the Government. Inventions patented by members of the military service become the property of the government without purchase, but Congress by a special Act voted to pay Major Ocker \$1,000 to remunerate him in part for the time and money expended in perfecting his training device.

Cloudy weather which has interfered with regular flying instruction at the Air Corps Training Center has brought startling developments in the practice of fog or instrument flying at Kelly Field. The instruments have been found so reliable that Pursuit formations, led by Captain John K. Cannon, have been maneuvering in clouds with the two rear ships hugging the edges of the leader's wings to keep from getting lost. In a plane equipped with blind flying instruments, including an artificial horizon and a gyroscopic compass, Captain Cannon has found that accurate flying can be done in the densest fog or clouds. On his first formation flights he was accompanied by two instructors, but some of his later flights were made with cadets piloting the other two ships.

FIRE DESTROYS BACHELOR NONCOM. QUARTERS AT FT. CROCKETT

The bachelor noncommissioned officers barracks at Fort Crockett, Galveston, Texas, which are located between the Air Corps Supply building and the 13th Squadron barracks, were gutted by a fire of undetermined origin on the evening of December 23rd. Shortly after the alarm had been given, there was a large crowd assembled. Crews of men were set to work in fighting the fire while other carried bunks, foot-lockers and other articles of value to safety. The fire which was on the second floor of the wooden building appeared to be beyond control at one time and a call was sent to the city fire department. Before they arrived, however, the soldier firemen had the conflagration pretty well under control.

Shortly after the civilian fire-eaters got into action, the fire was declared out and the crowd dispersed. Three noncommissioned officers lost all they had, with the exception of a few valuable papers they were able to snatch from the flames. As yet, no estimate has been placed on the property destroyed.

From the San Antonio Military Review of January 2, 1931, on page 4, column to be exact, we learn that Private ETACINUUNU NUNUNUNU is a member of the 46th, a Brooks Field. He has just completed his K.P. initiation and is reported as having been detailed to duty on the line.

Says the Line Chief: "What's the matter with you, NUNUNUNU, you look worn out NUNUNUNU - "The gang have been kidding me about my Christian name."

Line Chief: "What is your Christian name?"

NUNUNUNU: "I don't know; I'm a Mohammedan."

Line Chief to Engr. Officer: "Sir, that fellow NUNUNUNU is up to his old tricks again."

REVIEW OF MATERIEL DIVISION ACTIVITIES FOR 1930

By Brigadier General H. C. Pratt
Chief, Materiel Division, Air Corps

The past year, which in many organizations has been one of stern retrenchment under existing depressed economic conditions, has seen at Wright Field the steady progress necessary for the efficient carrying on of government functions, which in good times or bad must continue to operate successfully for the preservation of public welfare.

In accordance with the policy of military organizations, various changes of personnel have occurred, important instances being the succession of Brigadier-General H.C. Pratt as Chief of Materiel Division to Brigadier General B.D. Foulois; of Major H.H. Arnold as Executive to Major Jacob E. Fickel; of Captain A.E. Jones as Assistant Executive to Captain J.G. Whitesides; and the appointment of Captain Whitesides as Adjutant. Captain Grandison Gardner replaced Captain E.R. Sorenson as Assistant Commandant in charge of the Engineering School, in which 16 officer-students enrolled on July 1, 1930. This is the largest class the school has accommodated since its inauguration at Wright Field, and the graduation on July 1st next will be the ninth since the school was opened at McCook Field.

Wright Field is the headquarters for the Materiel Division, which includes under its jurisdiction six air depots, consisting of Fairfield, Ohio; Little Rock, Arkansas; Middletown, Penna.; Rockwell Field, Calif.; Scott Field, Ill., and San Antonio, Texas; also six procurement planning offices, located in New York City, Buffalo, Chicago, Detroit, San Francisco and Cleveland (the office in the last named city is administered by the Materiel Division in Dayton); and three procurement inspection districts - Eastern, Central and Western. The Air Depots are concerned mainly with the supply, maintenance and repair of airplanes, engines and equipment operating within their areas. At Fairfield during 1930, for instance, 6021 tons of material were received and shipped. There are 400 airplanes in this area to be maintained. A total of 168 airplanes and 511 engines were overhauled at this Depot during the year. On duty at this Air Corps activity are twelve officers and 445 civilians.

At Wright Field, where the experimental engineering, procurement and executive functions of the Materiel Division are administered, 97 officers and 1077 civilians are employed. The year has seen steady progress toward the completion of the building and construction program. A night lighting system, making a picturesque setting for the flying field, has been installed. Concrete runways and aprons have been laid around the hangars. Additional bays have been added to the radio, foundry, wood shop, and wind tunnel laboratories, and the construction of permanent roofs and walls for many of the buildings of former temporary structure is virtually completed. A concrete reservoir for water supply now stands on the hill, and a tank for a necessary soft water cooling system for engine testing and torque stands has been placed next to the Dynamometer Laboratory. A temporary engine propeller test stand and a permanent boiler house have been built. Sheds for the parking of employees' automobiles have also been added. Altogether the year has done much to give the Field the appearance of having arrived at a stage of comfortable usability lacking in the earlier stages of its development.

Experimental Program

Officers, civilian employees, and building programs are but adjuncts, however, to the central Air Corps purpose, which is to place the United States foremost among the air organizations of the world. In the carrying out of this military aviation development, the most expert air engineering talent available is constantly engaged. Intensive research and test work are involved in this program and a direct contact with the foremost representatives of the aircraft industry.

It has been the experience of the Air Corps that while inventions may have their place in the progress of any art or science, sound achievement has been the result of gradual development, and while the Materiel Division has contributed its share of patentable inventions to the industry, its main effort is devoted to improving, refining, removing objectionable features and keeping pace with the increasing demands of the service. Since 1927, when the boom in commercial aviation started, aircraft manufacturers have been engrossed mainly with commercial development. This has brought about certain

refinements of airplane structure that can be adapted to the military airplane, but it has not fostered the development of the strictly military airplane power plant in which high power is the primary requirement. During 1930, owing to the decreased volume of business, commercial contractors turned again to the government as a main source of business supply, so that the nation's aeronautical engineering talent is more fully at the Government's disposal than at any time during the past three years. There are a number of interesting new military airplanes. These airplanes show a definite trend toward all-metal construction. The metal monocoque fuselage has distinct advantages over the present standard type of structure which consists of a fabric-covered steel fuselage, the wings being of wood or metal with fabric covering. Metal construction offers a saving in weight, an improvement in streamlining, and consequently an increase in speed. There are now being produced all-metal monoplanes for attack, bombardment, pursuit and observation airplanes. While both biplanes and monoplanes have appeared during 1930, there has been a strong leaning toward the mono-plane construction.

Those who are familiar with the Air Corps designations of bombardment, observation, pursuit, transport, primary and basic training types of airplanes, will be interested to learn that several new types have appeared during the year. These are the photographic and attack airplanes, which were formerly in the observation group but have been divided off into individual types, and three new models grouped under the transport type, namely, the cargo, ambulance and workshop planes.

Although observation airplanes will continue to carry photographic equipment when so detailed in time of war, there is a definite need for an airplane especially adapted for photographic uses and which in time of war would have no particular military value except that it could be converted to a light transport plane.

The attack planes also show marked digression from the parent military observation types. And the breach continues to widen with the development of the former. The new models are low-wing monoplanes with monocoque fuselages, racing type wings, making possible increases in speed over the present models of about 50 miles per hour.

A new experimental observation plane provides for the seating of a crew of three in tandem. Besides the tri-motor transports now standard, a number of single-engine transports are being tested for use as tenders to pursuit airplanes, carrying crews and minor parts while heavier ones will carry engines and other bulky equipment as well as personnel.

Several of the new experimental airplanes produced this year have incorporated the "Gull type" wing - so named for a suggested similarity in shape to the wing of a gull. The depressed center section of this wing allows very good vision for the pilot. Aerodynamic disadvantages, however, may outweigh the vision advantages, and this can only be determined by thorough testing. Another wing of peculiar interest is an internally braced, metal, shell-type one with a span of 55 feet and exceedingly light in weight. Recently tested at the Materiel Division, surprising results were obtained, in that the load it proved capable of carrying was approximately double that which had been anticipated in its designing.

Retractable landing gears, tried out at McCook Field in 1923 and embodied in the Verville Racer, reappeared in several types of airplanes in 1930, but with greatly improved engineering features.

Propellers: During 1930, approximately 70 whirl tests were run on propellers, hollow-steel bladed ones being among them. Controllable pitch propellers have been flown in service test with satisfactory results. Tail wheels (full swivel) form part of all standard equipment. Cowling and streamlining have increased speed considerably. The use of brakes has been extended to all types of airplanes, including the training types.

Power plants: The greatest emphasis for the military airplane has been placed upon increased speed. To obtain this it was necessary to have engines of greater power and efficiency. The trend has been to increase the power output of engines of the present piston displacement by developing the maximum horsepower possible from each cylinder. This has been done increase of revolutions per minute, gearing, supercharging, increase of compression ratio, and improved cylinder design. An increase of from 10 to 20 percent in horsepower for engines with standard cylinder bores has been achieved during 1930 as a result.

Further improvement, it was realized, could be obtained with improved fuels, and great effort has been expended toward this end. The knock which is so troublesome to automobile drivers, when encountered in aircraft engines, soon proves absolutely destructive. Hence the aim was to obtain a gasoline which could be run in these high powered engines without knocking. A new gasoline specification was written for obtaining this improved product, and since it is generally admitted that the Air Corps creates the standard for domestic aviation gasoline, it is believed a higher grade product for all aviation use has been the result of the year's work.

We are all familiar with the radial air-cooled type of engine with which Colonel Lindbergh flew to Paris and which has been the popular aviation engine ever since. For commercial aviation purposes it has proved suitable and reliable, and during the past three years it has been difficult to interest manufacturers and designers in any other type. The Air Corps, however, has never abandoned the liquid-cooled engine for high powers and speeds. Nor have the military organizations of France and Great Britain, and when in the Schneider Cup Race in the fall of 1929 a British pilot accomplished 357 miles per hour in a racing plane equipped with a Rolls-Royce engine of 1950 horsepower, the point of the military organizations was well proved. This was not a speed that could be held for regular service airplanes, of course, but was enlightening from the point of view of what could be accomplished. Decreased head resistance and more efficient cowling are possible with the liquid-cooled types, and when ethylene-glycol is used, a smaller radiator is possible, along with smaller volume of liquid and a consequent saving in weight.

The Air Corps was the first service in the world to adopt the use of ethylene glycol as a cooling medium for engines, and it has been thoroughly service tested during the year in flight. Development for the strictly military type of airplane, therefore, has been with the liquid-cooled engine. The air-cooled engine with the refinements of installation evolved during the past two years continues as the standard training and transport engine.

Aircraft Equipment: Great interest was aroused last year when the Guggenheim Foundation borrowed Lieut. James H. Doolittle from the Air Corps and undertook a program of development of instruments that would enable a pilot to fly "blind," which condition so often proves unavoidable in fog or adverse weather. The Air Corps has continued this development under Lieut. Albert F. Hegenberger, making it one of the major instrument activities. Many tests have been run during the year on an "artificial horizon" instrument, similar to that used by Lieut. Doolittle, but with improved features. This instrument automatically informs the pilot of the location of the true horizontal flying position in respect to the ground. The method of indication employed with this instrument is very natural, a horizon bar appearing to move up and down as the nose of the plane is lowered and raised respectively. As the plane is banked to right and left, respectively, the horizon bar appears to rotate in counter clockwise and clockwise movements.

A directional gyroscope, another important blind flying instrument, indicates the exact magnitude of turn in degrees for short periods of time. Experiments have been in progress on various types of highly sensitive altimeters, so sensitive as to indicate the height of the plane even within ten feet of the ground, and several types show decided promise. This instrument is essential for use in fog blankets which extend to the very ground.

Oxygen equipment, compasses, thermometers, flight indicators and the engine instruments have also undergone improvement.

Aerial Photography: Work has been carried on to make possible the taking of night photographs at greater altitudes than ever before achieved, which in connection with quick-work development of prints would be of inestimable value in time of war. The developing of pictures while still in flight has been shortened to eight minutes from the time of exposure to the finishing of the print. A small hand-held camera has been developed for obtaining "spot shots" in enemy territory at altitudes varying from 1,000 to 5,000 feet.

Aircraft Radio: As aircraft radio has become more specialized, the work has been divided into three distinct types of communication. These are: Liaison Communication (communication between aircraft in flight and units on the ground), Command Communication (communication between air units, or within an air unit in flight), and Aids to Navigation, which enables a pilot to obtain weather information, course ranges, and various other navigational data directly rather than through an operator.

The story of aircraft radio shielding is one of great interest and achievement. Anyone who has a radio in his home knows the static resulting from the slightest electrical interference. Some idea of the problem involved in eliminating interference in the narrow confines of an airplane with a high powered motor and generators may be surmised. While this work has been in progress for several years, the past year has been one of distinct advancement, and most satisfactory shielding results have been obtained. Radio sets have also been reduced in size and weight, and improvements effected therein have made for greater reliability and simplicity of operation.

Electrical Equipment: Batteries, wiring installations, volt meters, ammeters, switches have undergone improvement. An electric tachometer has been approved which, without any mechanical but only an electric connection, permits a pilot to read before him the speed of an engine set at a distance from the cockpit, as in multi-engined types of airplanes.

Many residents of Dayton will remember Major Schroeder's record altitude flight and how his eyes suffered serious injury from freezing because he was forced to lift his goggles for an instant which had become so frosted that he could not see. Electrically heated goggles are now ready for production which will not frost or fog over in the extremely low temperatures of altitude flying.

New light weight landing lights have been designed. Flush type marker lights have appeared which are visible in rather bad weather from 4,000 feet.

A portable gasoline engine generator set which can be handled by two men and transported by air permits the operating of lighting apparatus, external energizers, etc., from a temporary airdrome.

A completely modernized electrical system, which enables Pursuit airplanes to operate with a direct cranking electric starter, battery ignition, etc., at at less weight than with the present hand starter is, perhaps, the most outstanding electrical feature of the year.

Miscellaneous Equipment: Safety belts, cockpit heaters for altitude flights, engine heaters, tool kits, wrecking and fire trucks, have undergone steady improvement. Tests have been continued on a 5,000-sq. ft. parachute for lowering an airplane to the ground. The Flight Tutor, an apparatus to be used for preliminary flight training, consisting of an airplane fuselage equipped with propeller and full airplane controls, and mounted in a frame 18 feet high, has operated with complete satisfaction under service tests.

An important feature of the year's work, not heretofore touched upon, has been the attempt at standardization between the Army and Navy of all parts and equipment used by both services, leading to greater efficiency of production and reduction in expenses.

Besides the work of actual development, the scope of which has been but partly touched upon in this article, the work of such sections as the Procurement, Industrial War Plans, Legal, Maintenance, and Administration, cover a wide range of activities which more indirectly lead to the advancement of aircraft.

Concentrated as the work of the Materiel Division has been during 1930, much remains to be done in 1931, the scope for development and refinement ever widening with improvement of the science, and its definite acceptance as one of the most important defense adjuncts of the Nation.

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VALUE OF THE RAND-McNALLY MAPS ✓

Heads up, all ye good cross-country flyers, ye "cracking" good pilots of the Air Corps! The cross-country envelope, in case you don't know it, contains among other things, a Rand-McNally of the entire United States, railroads and open switches all included. It's a good stunt to extract said map and tuck it away in a handy place in your cockpit before starting the good old 2500-mile jaunt from here to there.

"Imagine my embarrassment," stated one pilot who held himself up as a horrible example, "when I got off the strip map I held in hand and didn't know on what side of the strip I was on, and then found that I couldn't reach back ten feet from where I was sitting and open the baggage compartment to extract my map of the United States. Seeing the word 'Cartersville' on a building roof didn't mean a thing to me. I didn't even know in what State it was.

"Yes, the people laughed when they saw me circle the town; but they were astonished when I landed, climbed out, and immediately dove for the cross-country envelope in the baggage compartment and extract therefrom one Rand-McNally with railroads and open switches included."

CLOUD TRAVELERS, CAVALRYMEN AND CATERPILLARS

Ordinarily, it does not fall to the lot of the average Army flyer to be listed in all three of the categories mentioned in the above heading; nevertheless, it is a fact, gentlemen.

Fort Riley, Kansas, as everyone knows, is an old Cavalry post - the Cavalry stronghold, one may add. The Cavalry School is one of the most important activities there. Some few years ago, the War Department decided to station an Air Corps unit at Fort Riley and, as a result, Marshall Field was established at that post. This field was named in memory of the late Colonel F. C. Marshall, Cavalry, who unfortunately lost his life in an airplane crash. At the present time, Marshall Field is the station of the 12th Observation Group, Air Corps.

As the old saying goes, - "When in Rome, eat Roman candles." Coming in contact with so many Cavalry officers in one place, it is but natural that the Air Corps officers should become interested in horses and, conversely, the Cavalrymen in the airmen's stock in trade. As a result of this intimacy between Cavalrymen and Airmen, many of the former have been taken for rides in the air, and a considerable number of the latter have been disporting themselves on the backs of the noble steeds which are the pride of the Army's mounted troopers. Both found each other's mode of transportation interesting as well as exciting.

It is learned from the News Letter Correspondent from Marshall Field that in a Horse Show recently held at Fort Riley, nearly all of the Air Corps officers stationed at Marshall Field entered this Show; that the lowest score made was 95%; that 2nd Lieut. Lester E. Wagner carried off first place with a score just one point shy of being "perfect," while 2nd Lieuts. Robert S. Butler and Louis E. Massie placed 3rd and 4th. Incidentally, it may be mentioned that Lieuts. Wagner and Butler are Reserve Officers on extended active duty with the Air Corps. All of which is "going some" for flyers who are not supposed to be any great "shakes" as horsemen. It is just too bad that another Air Corps officer did not qualify in the select class, as that would have added another feather, or something of that sort, in the cap of the flying service of the Army - that of being able to point with pride to "The Four Horsemen of the Air Corps."

As if the achievement of an honored place amongst the participants in the Horse Show was not enough, Lieut. Massie took a graceful initiation into the mythical Caterpillar Club. He and his passenger, Private Luddington, became full members of the Club when a plane flown by Lieut. Butler, one of the Three Horsemen mentioned above, crashed into them and cut the tail surfaces of their ship entirely off. The two men in the disabled airplane took French leave of it at about 2,000 feet and brought their ripcords along to show to their comrades as verification of their adventure.

Even a Caterpillar Club initiation did not faze Lieut. Massie, and several days later he proceeded to immitate a very popular member of a royal family in Europe. During a run, his horse stumbled and fell. Lieut. Massie, due to the low altitude he was traveling at the time, was unable to resort to his parachute. His mount had no regard whatever for one of Lieut. Massie's two perfectly sound legs, and landed plump on top of it. For several days thereafter the adventurous Lieutenant was under the weather nursing a severely wrenched "pin."

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TERRIBLE CONDITIONS

If what Napoleon said is true - that an Army travels on its stomach - then the soldiers of the Air Corps at Mather Field, Sacramento, California, can do some traveling.

With the price of grapes down so far that many vineyard owners near the field are not bothering to harvest their crops, the Mess Sergeants of the several Squadrons merely gallop, via trusty flivver, to where some obliging farmer allows them to load up a basket, sans cost, of luscious fruit and gallop back to the mess hall, where hungry and discriminating mouths are waiting.

Nor is that all. Each morning a detail of K.P.'s, a bushel basket between them, go out on the flying field and there pick the mushrooms that have sprouted overnight. The enlisted mechanics at Mather Field do not know what a steak looks like unless they see it smothered in the tasty, edible fungi.

It's a hard life!

AERIAL PHOTOGRAPHY AT FORT SILL, OKLAHOMA

There is no photo section at Fort Sill, although, as the News Letter Correspondent puts it, "from the standpoint of photographic work and available climatic conditions, this is an ideal location for a section." Proof of this statement, he goes on to say, lies in the fact that 51 hours and 45 minutes were flown on photographic missions here during the month of November.

As a satisfactory substitute for a photo section, the 83th Observation Squadron has a photo detachment second to none. This detachment consists of seven men, five of whom are graduates of the Department of Photography, Air Corps Technical School, and operates under the leadership of Lieut. Claire Stroh. The equipment is the same as that of any photo section, less a K-3A camera and Fairchild Photographic airplane.

Much of the Photographic work is done for the Field Artillery School, and consists of Mosaics and strip mosaics, controlled, and gridded for the firing of problems in lieu of a map. Pinpoints and obliques of maneuvers and battery positions are used as records of accomplishment and for detecting flaws in maneuvering and camouflaged positions. During the month of November, a photographic record, consisting of both verticals and obliques, was made of a war strength Artillery Battalion, and from the time it started out on the march until it went into position for firing. A mosaic of the entire military reservation 16 miles long, and with an average width of 8 miles, was flown at an altitude of 15,000 feet, and is in the process of being laid to control and gridded.

A number of missions in quick work photography and night photography are scheduled for the future. There is a good opportunity here for research and experimentation for the scientifically inclined.

In addition to the work with the Field Artillery School, six of the Squadron officers are assigned to Lieut. Stroh at a time for tactical photographic training. They are trained in the flying of oblique, pinpoint, and mosaic missions. In order that these training missions may serve a dual purpose, pinpoints and obliques of all airports and flying fields within a radius of 150 miles of Fort Sill, are being taken. Mosaics have been flown of Oklahoma City, Wichita Falls, and various sections of the reservation. During this course of training, each officer will have flown from 25 to 30 hours as pilot and photographer, and upon completion of said training should be competent to perform any average photographic mission required. In order for the officers to understand the effect of tilt and poor flying, they are required to lay these mosaics.

During October, when the hard surface tests of bombs were conducted at this station, the 83th Photo Detachment covered the tests both by ground and aerial pictures to the satisfaction of all concerned.

In conclusion, the News Letter Correspondent states: "A few missions have been flown when the ceiling was below 1,000 feet. It was during a drizzling rain, but we got pictures. When the C.G., or his staff, say they want pictures we don't say 'maybe,' but we deliver the goods."

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FORT CROCKETT PIGSKIN WARRIORS PLAY TWO TEAMS IN ONE GAME

The Fort Crockett "Flyers" played a charity game recently at Galveston, Texas, with the Dr. Pepper and Little Hurricane elevens. The two civilian teams alternated with each other in playing the Flyers. The Little Hurricanes played the first and third quarters, while the Dr. Peppers played the second and fourth quarters. It was thought this arrangement would be unfair to the Flyers, who had won over the Peppers and lost to the Hurricanes. However, they walked right through the civilian teams, scoring a touchdown in each quarter. The final score saw the Golden Tide victorious to the tune of 25 to 0. Although the soldiers were really playing two teams, they were unaffected by the fresh material thrown against them and were able to gain on all of their plays. Tut Imlay and Ted Landon, both all-Americans, alternated in carrying the ball in the third quarter, when an average of five yards was made on each play. This win over the two local civilian teams places the Flyers in the same fix as Jimmy McLarin. We've beaten the best but hold no title for it.

SHOOTING STRAIGHT
By Corporal Punishment ✓

"I was much interested," writes a Correspondent of the News Letter, "in a recent article in a leading magazine on time and split-second action, on the synchronization of timed movement so necessary to successful circus acrobats."

"I wonder just how much that applies to us Army pilots in our aerial gunnery practice or, to take a more serious point of view, in aerial combat in time of war?"

"Why is it that ordinarily on ground targets better scores are made on the 180° turn approach than on straightaways or 90° approaches? It's timing and rhythmic action that does it. On the straightaways there is no start of the unconscious beat of time the pilot should have properly to swing his nose down on the target and crack a run of bullets through the bulls-eye. The pilot is continually flying toward the target; he merely dips his nose at the 1400-foot back-line and dives for the target, pulling the trigger when his sights are on the target, usually just before the 400-foot stop line.

"No timing, no start from zero, just a continued movement toward the target. This condition is somewhat the same with the 90° approaches, except that there may be a slight break if the pilot forgets his target, pulls up into a stall and kicks the plane over, keeping his mind off the target until he sees it traveling down his sights as he pulls up his nose. Where the synchronism comes in, however, is with the 180° approaches. I don't mean that synchronization of the guns with the propeller and engine, but that coordination of time and movement that tells a pilot he will get his sights on the bulls-eye just two seconds before he hits the 400-foot stop line, or that enables him to go through all the movements, with faultless precision, so that when his sights are on the target, they will be on the bulls-eye, his plane just back of the stop line and flying for two seconds in unwavering flight toward the target. Above all, he will be in quite the mood to press the trigger on the control stick between his knees.

"The pilot flies over the target line slightly to one side of the target he is to fore upon. He crosses the 400-foot line and loses all sight of his target. Back in his head, however, he knows it is there. It is the goal of his subsequent actions. Five seconds later, just before reaching the 1400-foot back line, his nose goes up, his throttle eased back. Up, up, until it is almost stalling; then a gentle kick on the rudder eases her over the hump and she starts on the rush downward. The unconscious beat of time has started.

"The throttle goes forward; the motor picks up, and the slight waverings of the plane in its arc are ironed out by the propeller's pull. The stop line flashes across the sights and the pilot's finger settles into the curved trigger control on the stick. The engine is turning over at 1500, barely aiding gravity in its pull on the diving airplane.

"A second later the sights hit the target. Up to this time the pilot has barely noticed the target, merely its position in relation to his line of flight. And now, as an ante-climax to his whole maneuver, and at just the instant that it should the target becomes a reality. The sights travel up the target, from bottom to top, then settle back on the bulls-eye in response to an instinctive forward pressure on the control stick. It is the gun sight, not the airplane, that the pilot is flying down toward the target.

"The sights are settling down on the black spot, The fingers on the control stick suddenly squeeze. For a brief second a 'facking' trip-hammer strikes the air.

"Nine shots - nine hits.

"The climax of perfect synchronism!"

The above communication sounds so nice that a brief denouement seems appropriate to the occasion. Says an observant member of the target detail to his buddy:

"Hey, lookit!"

"Yeah? At what?"

"No, I mean lookit. This here now guy in No. 36 ship. Boy, he sure slapped 'em right through the spot. Only --"

"Only what?"

"Only it was on Number 2 target, and the dope I got was Number 36 was to shoot on Number 5 target. He musta counted from the wrong end. Oh, yeah, he was countin' from the wrong end when he made his approach over the target line from behind the line, looking at it backwards, see! Boy, that's luck!"

"Oh, yeah?"

"You know it. 'Cause the lad also and previously shootin' on Number 2 target was Lieut. Jones in Number 24 ship. When Lieut. Smith comes up to score the hits, you keep your trap shut or I'll take a ---"

"I didn't say anything."

"Well, you better not. Well, anyway, Jones gets a big score - his own and what was made by the pilot in Number 36. Boy, he never had anything like that in his life. Tonight I'll phone in his score to him personal. I'll also ask him for that three-day pass I been homin' to get from this detail. He always does act lenient when he's feelin' good."

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ARMY AND NAVY AGREE ON SPHERES OF ACTIVITIES OF THEIR AIR FORCES

At a conference recently between the Chief of Naval Operations, Admiral Pratt, and the Chief of Staff of the Army, General Douglas MacArthur, an agreement of far-reaching importance was consummated governing the operations of the Army and Navy Forces during peace. Basing their conclusions on those fundamental principles of National Defense which should properly govern both services, the agreement reached leaves the Air Forces of each free to develop within well defined limits and each with a separate and distinct mission.

The Naval Air Force will be based on the fleet and move with it as an important element in solving the primary missions confronting the fleet. The Army Air Forces will be land-based and employed as an essential element to the Army in the performance of its mission to defend the coasts both at home and in our overseas possessions, thus assuring the fleet absolute freedom of action without any responsibility for coast defense.

Up to this time no satisfactory line of demarkation had been evolved, but the discussions have resulted in a clearer evaluation of the fundamental principles involved in the use of the air weapon. The present agreement is being heralded as the beginning of the closest cooperation that has ever existed between the two great branches of our National Defense. It is, therefore, welcomed with acclaim by the personnel of both the Army and the Navy.

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FLYING TIME BY THE 88th OBSERVATION SQUADRON

A total of approximately 7,000 flying hours was credited to the 88th Observation Squadron, Fort Sill, Oklahoma, during the past year. Leading in flying time was Lieut. J.H. Roe, with a maximum of approximately 375 hours. There was an even distribution of time among the flying personnel assigned to the Squadron.

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PRAISE FOR THE FIRST PURSUIT GROUP

The year 1930 was a period of much progress and activity at Selfridge Field, Mt. Clemens, Mich., the home of the First Pursuit Group. Enlisted personnel are now adequately housed. Construction work was started on 36 new sets of officers' quarters, and the tactical squadrons are rapidly receiving their quota of the latest type of pursuit flying equipment.

On Saturday, December 13th, the First Pursuit Group, consisting of three squadrons of 18 planes each, and the Group Commander and Staff in a Headquarters Element of three planes, met Rear Admiral Byrd, of South Pole fame, and escorted his plane from the outskirts of Detroit to the Municipal Airport. On the following Monday, officers of the Group were guests at a reception given by the City of Detroit.

On Thursday, January 1st, the First Pursuit Group assisted at the inauguration of the new Governor of Michigan, the Honorable Wilbur M. Brucker, by flying a demonstration formation over the State Capitol, Lansing, Michigan, during the ceremonies. The effectiveness of the demonstration may be judged by the following letter sent to Major George H. Brett, Commanding Officer of Selfridge Field, by Mr. Paul A. Martin, General Chairman of the Inaugural Committee:

"My dear Major:

In the past years I have witnessed many aerial displays - both big and little. I have seen them on fields nearby and far distant - and fields of

prominence and those not so prominent - but I want to say to you that I have never seen an aerial display which so impressed me with its timeliness, its efficiency and its complete coordination, as was that which you put on in connection with the inauguration. I want to express to you the appreciation of the inaugural committee for the part which you and your men played and in doing so I am expressing the appreciation, as well, of every man, woman and child who saw it, and the appreciation also of Governor Brucker in whose behalf it was staged.

I am indeed sorry that you were not able to be present for the events that followed, but I can appreciate just why that was so.

Will you kindly express to the members of your command the thanks due to them on the part of the inaugural committee?

If we can, at any time, be of service to you do not fail to communicate with us.

With all good wishes, and kindest personal regards,

Very sincerely yours,
Paul A. Martin."

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AERIAL PHOTOGRAPHY IN THE PHILIPPINES ✓

The 6th Photo Section, Nichols Field, P.I., completed three large mosaics of a total of 400 square miles in East-Central Luzon, and road strips in four provinces during the month of November. All of this work is for the use of the Philippine Division during the forthcoming Spring maneuvers. This Photo Section is also engaged in making tri lens photographs covering the artillery ranges of Fort Stotsenburg reservation, an area of about 300 square miles.

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NIGHT FLYING BY THE 94TH PURSUIT SQUADRON ✓

The 94th Pursuit Squadron participated in the first night flying which has been done in the First Pursuit Group, Selfridge Field, Mich., for quite a while, and in that connection has developed a satisfactory flare mount and release for use on the Boeing P-12 airplane. Lieut. Harry A. Johnson, Commanding Officer of the Squadron, and Lieut. A.T. Johnson, Assistant Armament Officer of the Squadron, worked out the mount, and in all tests it proved satisfactory and filled all their expectations.

The flare is held in a vertical position directly in front of the leading edge of the lower wing, in line with the N strut. An arrangement of clamps around the strut tends to hold it rigid, and padding prevents any damage to the wing. A good six inches of the flare projects below the wing, so that there is no danger, when it is released, of the flare fouling. The release cable is led along the leading landing wire, through guides, up to the cockpit.

Before actually testing the releasing qualities of the arrangement, test flights were made with the flares mounted. The plane was dived and maneuvered to see if the added weight out near the tip of the wings had any effect upon the flying qualities of the ship. The change of performance was so slightly noticeable that it could be entirely disregarded, and when the release was tested, no difficulty whatsoever was experienced in dropping the flares. The flare mount can be installed and removed in a few minutes, and is never on the plane except when it is so desired in order to fly at night.

Incidentally, the P-12 is a good night-flying ship. With the wide range of visibility, maneuverability and landing qualities that they possess, in the pursuit line especially they have no peer.

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36TH PURSUIT READY TO START WORK

With the delivery of eleven P-6 airplanes, the 36th Pursuit Squadron, recently organized at Selfridge Field, Mich., is in a position to begin a period of intensive training. Six more airplanes are expected to be received shortly. The last six are to be Prestone-cooled and are eagerly awaited, as they are expected to be considerably faster than the water-cooled jobs.

The Squadron is proud to have in its ranks Lieut. Louis Vaupre, the winner of the Mitchel Trophy Race, which was held at Selfridge Field on November 22nd.

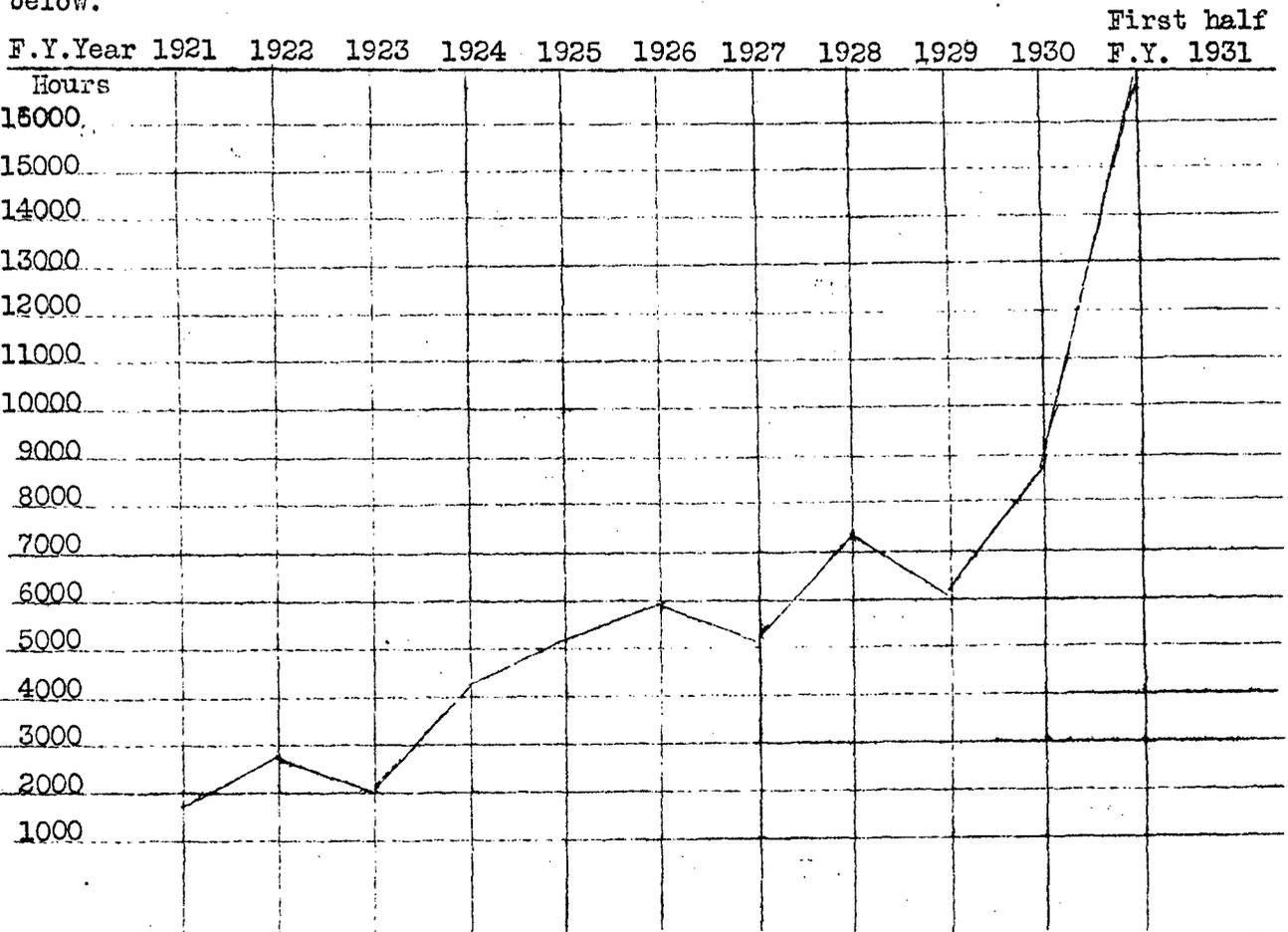
REDUCTION OF FATALITIES IN THE ARMY AIR CORPS

Touching on the reduction of fatal accidents in flying operations, it can be stated without reservation that the record achieved by the Army Air Corps in this respect during the six months period from July 1, 1930 to December 31, 1930, as compared with those previously made, is nothing short of spectacular. In this half year, approximately 16,908 hours were flown for every fatal accident, as compared with 1,718 hours flown for every fatal accident in the year 1921. It will thus be noted that in this modern day and age, with vastly superior types of airplanes, a very considerable increase in the amount of flying, improved flying training methods, and other factors too numerous to mention in the limited discussion it is intended to give this important subject at this particular time, flying operations in the Army Air Corps are very nearly ten times safer than they were a decade ago.

The following tabulation shows the number of flying hours per fatal accident each year for the past ten years, viz:

Year (Fiscal)	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	First $\frac{1}{2}$ F.Y. 1931
Flying Hours per fatal accident	1718	2717	1992	4253	5183	5866	5032	7316	6125	8700	16,903

The progress the Air Corps has been making to increase the safety factor in flying, particularly during the first half of the Fiscal Year 1931, when there were 11 fatal accidents (6 officers of the Air Corps, Regular Army, and 5 Air Corps Reserve officers) may be noted at a glance from the chart given below.



The 7th Bombardment Group, Rockwell Field, Coronado, Calif., has been very fortunate in securing the services of Mr. Dean Blake to conduct a series of lectures on the subject of Meteorology. Mr. Blake is with the U.S. Government, in charge of the Weather Bureau in San Diego.

ELIMINATING KINKS IN TOW TARGET CABLE BY LEAD "FISH."

According to the News Letter Correspondent from Nichols Field, P.I., the 2nd Observation Squadron experienced a lot of trouble the past year with the tow target equipment. The greatest difficulty at the beginning of the target practice season was the fact that with the large B-9-A targets, the cable would kink and break when the target was released. Staff Sergeant O.W. Willcox finally exercised his ingenuity and invented a weight for the end of the cable, which consists of a lead "fish" on the end of a 12-inch rod which is fastened to the release and which prevents the cable from twisting and helps materially in keeping down the kinks.

During the month of November the 2nd Observation Squadron conducted a large number of tow target and tracking missions with the 60th Coast Artillery at Fort Mills, Corregidor. Both day and night missions were flown. From Nov. 3rd to 8th, a combined maneuver was carried out with the 60th Coast Artillery, both day and night attack missions being flown.

The Squadron expects to break all previous records for aircraft hours flown during the month. Flights were made to Mindoro, Baguio, Carranglan, Lingayen Gulf and Biangue, where a wonderful emergency landing field was located. Lieut. Backes reports that this field is large enough for the entire Group and perfectly drained and sodded.

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STUDYING EFFECT OF ATMOSPHERICS ON PHOTOGRAPHIC FILM

Over a period of two days, eight flights were made at Mitchel Field, N.Y., under the supervision of Mr. Arthur L. Scheen, of the Eastman Kodak Company, to determine the effect on film of the various atmospheric conditions found at the high altitudes from which aerial mosaics are made. Two of the flights were made by Lieut. Arthur Merriweather, pilot, and Technical Sergeant Dryer as photographer. The other six flights were made by the photographic team of Lieut. Guy H. Gale, pilot, and Master Sergeant Cates, photographer.

A new instrument, furnished by the Eastman Kodak Co., was carried in the ship. This instrument, called a meteorograph, records graphically the temperature, relative humidity and atmospheric pressure. It is interesting to note that while on the ground the humidity rises as the temperature drops. In the upper air the reverse is found to be true. Above 10,000 feet, the humidity drops as the temperature goes down.

The flights were all made at the same altitude, but under different climatic conditions. The film is being developed and will be carefully studied to determine the effects caused by the varying atmospheric conditions encountered.

The cameras used were the T-2, four-lens type, and the K type, single lens camera. These cameras are used by the U.S. Army Air Corps and most of the civilian mapping concerns.

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TWO MORE PURSUITERS INITIATED INTO THE CATERPILLAR CLUB

On December 2nd, while the 17th and 94th Squadrons, 1st Pursuit Group, were engaged in a series of attacks on each other, Lieut. Ryan, of the 17th, and Lieut. Underhill, of the 94th, ran together. Both pilots were forced to jump and both landed safely after floating down for 4,000 feet. The entire squadron circled around while they floated to earth to see that they landed safely. About half an hour later both of them returned to Selfridge Field via automobile. They were quite badly shaken up but otherwise none the worse for their experience.

Speaking of Lieut. Underhill, the News Letter Correspondent states that his actions immediately following the crash were so free from embarrassment that he should receive a medal of some sort in addition to the gold bug received from the Irving Company. Not only did he notice what time the crash occurred, but he actually took off his glove and timed his descent from 5,000 feet. However, he failed to bring back the rip cord, for which he was severely censured. At that, "Eddie" was lucky to get out with minor bruises and a lame shoulder.

There are probably enough 1st Pursuit Group members of the Caterpillar Club to form a Selfridge Field Chapter thereof.

"CALIFORNIA, HERE I COME."

The News Letter Correspondent from Rockwell Field, Coronado, Calif., evidently must be a native son. He says: "There are many spots in the world which seem to possess a peculiar attraction for one. Anyone who knows California realizes its vast size and the great distance which separates Northern and Southern California. Southern California - or rather Agua Caliente, Baja California, is a place where less than three short years ago was a sterile desert. It is now the garden spot of the world, outrivaling anything European. Its architecture is of the Spanish-California type, with dazzling white walls and red tile roofs, and the flowers and colors of high extravagance.

The golf links lie at the right - a green mantle flung over parched hills and cared for at eventide by whirling sprays of the fairway. The new Golf Club at Agua Caliente is a lavish affair."

Now to go on with our story. On December 20th, the great Gladiators of March Field descended on our peaceful surroundings, with the sole and evil intent of defeating the Rockwell Field Romans in the ancient and honorable games of Golf and Tennis.

The day of the battle dawned cold and clear on the battlegrounds of Agua Caliente. Both factions were prepared to do or die for their Alma Mammy. With much ado, the hostilities started. The battles were long and strenuous, but after the dust had cleared and the casualties counted, the Golf fracas was declared a draw, while the tennis racketeers from Rockwell took five of six matches from their pedagogue opponents.

It was a great day of glory for the locals, and for all at Agua Caliente.

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NEW PLANES FOR THE 94TH PURSUIT

During the month of December, the 94th Pursuit Squadron, Selfridge Field, lost all of the P-12B's that they received last Spring, immediately preceding maneuvers. As the new P-12C's were completed out at the Boeing factory in Seattle, the old P-12's were flown out to the Rockwell Air Depot. They were to undergo major overhaul before being delivered to Mather Field. Meanwhile, the pilots proceeded by rail to Seattle and ferried new ships back to Selfridge Field.

The 94th will receive the next consignment of new Boeing ships. They are to be the latest, with all "lugs" removed. This new series will be the "D" type, with a high compression Pratt and Whitney "Wasp," and present plans call for February delivery.

Meanwhile, the 94th is flying P-1's, and for the first few hours, the saying that "an oleo landing gear covers a multitude of sins," was proved beyond the shadow of any doubt.

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BOMBING MISSIONS AT ROCKWELL FIELD

The 95th Pursuit Squadron recently engaged in some very interesting Bombing Missions in conjunction with the 11th Bombardment Squadron. Six P-12's were loaded with five 25-lb. live bombs apiece, and a rendezvous three miles off the Coronado Strand was made with a three-ship Bomber formation. The Pursuit flight made dive bombing attacks on the shadow of the Bombers, releasing bombs from the six ships simultaneously.

The results were most gratifying to the Pursuiters, as time after time direct hits were recorded. The mighty men of the 11th, however, claim that they still cease to worry over Pursuit attacks, so the war urges on.

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During the month of December, the Rockwell Air Depot, Coronado, Calif., completed major overhaul on 16 airplanes and 39 engines. Twenty-one planes and twenty-six engines were received during the month for overhaul. Four thousand, one hundred and eighty-nine and three-quarter man hours (4,189-3/4) were expended in the Engineering Shops of the Depot for the manufacture and repair of Air Corps equipment other than airplanes and engines.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Reserve Officers ordered to extended active duty: (January 2 to June 30, 1931) To Crissy Field, Calif.- 2nd Lieuts. Nelson D. Jenkins and Allen Chapman, Oakland, Calif.; Myron Elmo Lackey, San Francisco, Calif.- To Dodd Field, Texas: 2nd Lieuts. Henry Bishop Fisher; Grosvenor R. Paine, Dallas, Texas;-To Langley Field, Va.: 2nd Lieut. William James McCracken, New York City - To Rockwell Field, Calif.: 2nd Lieuts. Wm. Groen Jr., Whittier, Calif.; Robert K. Urban, Abilene, Texas; Paul Lester Foster, San Diego, Calif. - To Mitchel Field, N.Y.: 2nd Lieuts. William H. Thomas, Elwood City, Pa.; Ferdinand Eble, Jr., Washington, D.C. - To Scott Field, Ill.: 2nd Lieuts. Charles C. Cunningham, Indianapolis, Ind.; James H. Gray, Champaign, Ill.

February 1 to June 30, 1931: 2nd Lieuts. Robert D. Cassell to Fort Crockett, Texas; Desmond S. Shipley, New York City, to Mitchel Field, N.Y.

January 9 to June 30, 1931: 2nd Lieut. Cedrick B. Davis to Rockwell Field.

February 15 to June 30, 1931: 2nd Lieut. Percy O. Brewer, San Jose, Calif., to Crissy Field, Calif.

February 18 to June 30, 1931: To Selfridge Field, Mich.- 2nd Lieuts. Edward Campbell Davis, Jr., Atlanta, Ga.- To Fort Crockett, Texas: Charles F. Skannal, Shreveport, La.; Paul LeRoy Torrence, Billings, Montana; Charles Edward Jost, Eugene, Oregon; James Columbus Neely, Memphis, Tenn.; John H. Catchings, Atlanta, Ga. - To Rockwell Field, Calif.: Virgil W. Vaughan, Denver, Colo.; Paul B. Balfour, Seattle, Wash.; Lake Moore, Jr., Denver, Colo.; Frank M. Crismon, Salt Lake City, Utah - To Langley Field, Va.: Ray W. Clifton, Gering, Neb.; Albert B. Duke, Oklahoma City, Okla. (From March 2nd) - To Scott Field, Ill.: Eugene Michael Kruse, Kansas City, Mo.; - To Post Field, Okla.: Julian Miles Joplin, Dallas, Texas. - To Maxwell Field, Ala.: Herbert P. Horton, Wollaston, Mass.

Officers relieved from Detail to the Air Corps: To the Field Artillery, 2nd Division, Fort Sam Houston, Texas - 2nd Lieuts. William H. Allen, Jr. - To Infantry, 2nd Division, Fort Sam Houston, Texas: Harry C. Anderson, John P. McGinness, 1st Lieut. William V. Gray, 2nd Lieut. Winston R. Maxwell, Harry C. Kirby - To 6th Coast Artillery, Fort Winfield Scott, Calif.: 2nd Lieuts. Charles J. Odenweller, Robert F. Haggerty, Harry R. Boyd - To 7th Infantry, Vancouver Barracks, Wash.: 2nd Lieuts. Samuel P. Kelley, Francis J. Corr - To 1st Cavalry Division, Fort McIntosh, Texas: 2nd Lt. Edward F. Kumppe - To 18th Infantry, Fort Schuyler, N.Y.: 2nd Lt. Samuel Roth - To Hawaiian Department, for duty with Coast Artillery troops: 2nd Lt. Willis A. Perry - To 22nd Infantry, Fort McPherson, Ga.; 2nd Lt. Joseph E. James, Jr. - To 63rd Coast Artillery, Fort MacArthur, Calif.: 2nd Lt. Charles C. Cloud, Jr. - To 3rd Field Artillery, Fort Benjamin Harrison, Ind.: 2nd Lt. Thomas I. Edgar - To 26th Infantry, Plattsburg Barracks, N.Y.: 2nd Lt. George W. Lermond.

2nd Lieuts. Tracy K. Dorsett, Conlidge, Texas, and Harry LeRoy Clark, Aurora, Ill., both of the Air Corps Reserve, to active duty at Fort Crockett, Texas, February 18 to June 30, 1931.

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CONTRACTS FOR NEW PLANES AND EQUIPMENT

Contracts for new Air Corps equipment, involving an expenditure of \$1,420,006.72, were recently approved by the Assistant Secretary of War, as follows:

The Fairchild Airplane Manufacturing Corporation will receive a contract for \$60,513.99 for the procurement of six Fairchild Photographic airplanes, Model F-1A, and spare parts. This type of airplane has been service tested and will be equipped with the Pratt & Whitney "Wasp" SR-1340-D engine. The airplanes are required to equip Photographic Sections of the Air Corps. A number of F-1 airplanes, of which the F-1A is an improved model, are already in photographic service in the Air Corps.

The Consolidated Aircraft Corporation will receive a contract for three fast single-engine, air-cooled, small Transport planes, Model Y1C-22, and spare parts, at a total cost of \$79,040.35. These airplanes will have the Wright R-1820-E engine installation. The purchase of these airplanes is required for service test purposes, there being need of a fleet of small and fast transports in the Air Corps.

The Stearman Aircraft Corporation, Wichita, Kansas, will receive a contract

for four Stearman Primary Training airplanes, Air Corps Model YPT-9, spare parts and prints, at a total cost of \$26,756.50. These airplanes will have the Wright Model R-540, five-cylinder radial air-cooled engine installation, which is similar to the Wright R-975 engine, for experimental and service test purposes. This particular type of airplane has not been previously purchased by the Air Corps.

The Pratt & Whitney Aircraft Company, Hartford, Conn., will receive two contracts for air-cooled engines, at a total cost of \$641,883.82. One of these contracts will be for a total of 52 "Wasp" engines for installation in the Fairchild Photographic airplane, F-1A, and Douglas Model BT-2C Basic Training airplane, and the other is for 60 Pratt & Whitney "Hornet" engines, Type R-1690-B, for installation in the Model O-38 Observation airplanes, to be manufactured by the Douglas Aircraft Company, Santa Monica, Calif. The number of engines in each case will be sufficient for installation in the airplanes mentioned and provide additional spare engines.

The Douglas Aircraft Company, Santa Monica, Calif., will receive a contract for 30 Observation airplanes, Model O-38, and 20 Basic Training airplanes, Model BT-2C, in the total amount of \$567,137.46. These airplanes are standard production types in use by the Air Corps. The Model O-38 airplane will have the Pratt & Whitney "Hornet" engine installation, and the Basic Training airplanes will have the Pratt & Whitney "Wasp" engine installation.

The Wright Aeronautical Corporation, Paterson, N.J., will receive a contract for 16 Wright Engines, Type R-540, and spare parts, at a total cost of not to exceed \$44,675.20. These engines are being procured for service test on eight Primary Training airplanes now being procured, and to provide additional engines as spares.

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ASSIGNMENT OF OFFICERS OF OTHER BRANCHES TO AIR CORPS TACTICAL SCHOOL

The Secretary of War has approved the following quota of students, at the next course at the Air Corps Tactical School, Langley Field, Va., of branches other than the Army Air Corps:

Infantry, 2; Field Artillery, 2; Coast Artillery, 2; Cavalry, 2; Signal Corps, 1; Chemical Warfare Service, 1.

To be eligible for detail as students at this School, these officers must be senior Captains or above.

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THE GAME HUNTERS OF BOLLING FIELD

Captain Bayley and Lieut. Robertson, of Bolling Field, D.C., went on quite an extensive hunting trip down in the wilds of North Carolina. They went out with the idea of hunting "big game," supposed to be found in that State. Well, after hunting continuously for about 24 hours, they both spotted someone's home-raised turkey and, of course, being most anxious not to come back empty handed, they both decided they must get him or her (the turkey), so both fired several times and missed! "Looks as though our target practice wasn't of much value to these two," is the comment of the News Letter Correspondent.

When asked what they got on returning, Captain Bayley replied to the writer very sarcastically - "We got back 'cold,' and everything else but the big game." Another big game hunt was marked up in the failure columns. Better luck next time.

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WE HEAR FROM MATHER FIELD

According to the News Letter Correspondent from Mather Field, Sacramento, Calif., there are now approximately 350 enlisted men and 20 officers stationed at that field. He states that the ships are in the minority, but adds that there has been so much to do in the way of organization that the lack of flying has not been keenly felt. New arrivals of both ships and men are reporting almost daily, so that it won't be long now.

Glad to hear from Mather Field. The material received from the Correspondent reached here too late for insertion in this issue of the News Letter, and will therefore appear in the next issue. Other fields which have been backward in News Letter contributions are requested to "come across."

NOTES FROM AIR CORPS FIELDS

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Brooks Field, San Antonio, Texas, Jan. 1st:

1st Lieut. O.G. Kelly, famed trans-continental flyer, now stationed at Brooks Field, piloted the plane conveying several enlisted men from Brooks and Kelly Fields to Chanute Field, where they will matriculate in the Air Corps Technical School.

2nd Lieut. Richard D. Reeve, after several weeks spent in the Ft. Sam Houston Base Hospital, again reported for duty at Brooks Field and is now the Fire Marshall and Police and Prison Officer, relieving 2nd Lieut. A.L. Harvey.

1st Lieut. L.L. Koontz, 2nd Lieuts. T.H. Baxter and M.R. Nelson of Brooks Field are in Buffalo, New York, where they will procure from the Thomas-Morse Aircraft Corp. three O-19C airplanes for ferrying to Kelly Field.

The Quartermaster, Brooks Field, from an appropriation of \$1000.00 allotted for the purpose, purchased 1200 cubic yards of gravel and is now laying an "Apron" from Hangar 8 to Hangar 11 of the Field.

Lieut. Fred T. Young, Quartermaster Corps, Brooks Field, spent a 15-day leave, which included the holiday season, in San Antonio.

Lieut. D.D. Fitz Gerald returned from Santa Monica, Calif., where he procured from the Douglas Aircraft Company a BT-2B airplane for delivery to Brooks Field.

During the absence of General Charles E. Danforth, Commanding General of the Air Corps Training Center, Lieut.-Colonel H.B. Clagett, Commanding Officer of Brooks Field, served in his stead.

Capt. C.E. Austin (Cav) Quartermaster of Brooks Field, was appointed Agent Finance Officer during the absence on leave of 1st Lieut. F.T. Yeunt, Q.M.C.

2nd Lieut. G.L. Murray, Brooks Field, is away on leave of absence which will continue through the holidays.

The 58th Service Squadron of Brooks Field, though the youngest in point of organization, is one of the most enthusiastic. 1st Lieut. O.L. Rogers commands the organization, and William M. Terry is 1st Sergeant.

Lieuts. L.L. Beery, G.F. Schulgen and S.E. Prudhomme, all of Wright Field, visited Brooks Field, December 17th, having flown three latest type Douglas airplanes, equipped with the Prestone Cooling System, with which they have been making tours of the various fields for the purpose of conducting service tests of the cooling system. These officers spent three days at Brooks Field, and while here a number of crack pilots of the Field flew the planes in furtherance of the test for both day and night flying.

All flying personnel of Brooks Field completed the required amount of night flying for the year 1930.

Capt. C.C. Nutt, Lieuts. C.P. Bradley and L.H. Douthit returned from Buffalo, N.Y., where they procured three O-19-B airplanes which they ferried to Kelly Field. These planes are to be put in use at France Field, Canal Zone.

Headquarters Air Corps Troops, Ft. Sill, Okla., Dec. 31, 1930:

Nine planes were sent to San Antonio to be inspected. The first three on Dec. 2nd were piloted by Major Brereton, Lieuts. Bryan and Tidwell. Passengers were Tech. Sgt. Townsend, Staff Sgts. Ritchie and 2nd Lieuts. Moore and Houle. Passengers were Sgt. Leonberger, Cpl. Whitman and Pvt. Whatman. On Dec. 15th three more were flown to Duncan Field by Lieuts. Stroh, Fleming and Hunt. Passengers were Capt. O'Neill, A.C.; Capt. Dawson, M.A.C. and Lieut. Ralph Holmes, A.C.

Announcing the engagement and approaching marriage of their daughter, Icy V. to Major L.H. Brereton, Commanding Officer, Air Corps Troops, Ft. Sill, Okla., Mr. and Mrs. W.B. Larkin of Wichita Falls, Texas, entertained with an elaborate dinner party at the Wichita Club. The marriage is scheduled to take place February 21st, 1931.

Other cross-country training flights and ferrying trips of the month were Lieut. Campbell to Pncco City, Dec. 6 - Lieut. Wait, carrying Cpl. McCraw to

Ardmore, Dec. 6th; Lieut. J.C. Pitts to Ft. Riley, Kans., Dec. 13th; Lieut. Tidwell to Ft. Crockett, Dec. 13th; Lieut. S.J. Young, pilot, Lieut. S.J. Wait, passenger, to Superior, Nebr., Dec. 13th; Lieut. J. Roe, pilot, St. Sgt. Shaw, passenger, to Dallas, Tex., Dec. 15th; Lieut. Mitchell and Pvt. Radlein to Brooks Field, Dec. 20th; Lieut. Dugan to Ft. Riley, Kans., Dec. 20th; Lieut. Britton, Pvt. Rogers, passenger, to Bartlesville, Okla., Dec. 21st; Lieut. Stroh, Sgt. Leonberger, passenger, to Denver, Dec. 23d; Lieut. Houle to El Paso, Dec. 23d; three planes to Dallas, Dec. 27th, piloted by Capt. Hickey, 1st Lieuts. Rice and Shankle, passengers, Maj. Swing, F.A., Sgts. Carter and Shaw; Lieut. C.H. Miller, Cpl. Green, passenger, to Memphis, Dec. 29th and Lieut. Fleming pilot, Sgt. Zeloski, passenger, to Duncan Field, Dec. 30th.

The following officers were on leave during the holiday season: 1st Lieuts. Rice, Shankle and Ritchie and 2nd Lieuts. C.K. Moore, Whitten, Dugan, Bryan, Percefull, Fleming, Pitts, Wait, Campbell, Johnston and Tarro.

The 1st Balloon Company accomplished two free balloon flights this month. The first flight, Dec. 13th, was piloted by 2nd Lieut. R.C. Holmes, the passengers being Lieut. J.H. Roe, Air Res.; Sgt. L.S. Rayburn and Cpl. Wm. Doty, A.C. The second flight, Dec. 20th, was piloted by Capt. Neal Creighton with Sgt. J.V. Wyllsey, passenger.

1st Lieuts. Rice and Shankle went on leave together and spent about ten days in Nogales, Ariz., primarily on a business trip, with dove-shooting as a side issue.

Lieut. D.E. Whitten and Sgt. N.B. Stimmel left Friday the 19th for Camp Wood, Texas, on a four day hunting trip.

Fort Crockett, Galveston, Texas, Jan. 1st:

The Post basketball team lost its first game the other night when they played the Santa Fe Five, 1929 champs. Both teams were on equal terms until the last few minutes of play, when a sudden burst by the Railroaders put the final score at 30-24. The Flyers have a wonderful chance to win the city championship this year, which is their first in the local league.

With the 8th, 90th and 13th Attack Squadrons and the 60th Service Squadron entered, the Post basketball league will get under way shortly. The 13th Squadron, 1930 champs, has lost only one man. Lieut. Peterson, star center, left the Group and his position on the team will be taken by Lieut. Charles Jost, former player and coach at the University of Oregon. We predict the 13th will have a harder time keeping their title than they had winning it.

Lieut. E.S. Shepherd organized a Post Soccer team and, although it lost its first game 2-0, it appears as if they will be dangerous opponents in their league. The players showed a wealth of experience and skill but were lacking in speed and condition.

Santa Claus, adopting the latest means of travel, arrived at Ft. Crockett, Wednesday afternoon, Dec. 24th, in an A-3B, piloted by Lieut. Robert K. Taylor, who made a special trip to the North Pole for the kindly old gentleman. His appearance on the parade ground, set in motion the annual Christmas celebration given each year by the Officers' Club. Each of the 130 children who attended received gifts from Saint Nick, who distributed them from in front of the largest Christmas tree that could be obtained in Galveston. When the celebration was over, the tree was placed out on the parade ground, where its one hundred 25-watt bulbs glowed each night of the holiday season.

The wedding of Miss Esther Brown, daughter of Mr. and Mrs. L. Brown of St. Cloud, Minn., and 2nd Lieut. Clayton Stiles, Air Corps Reserve, was quietly solemnized Wednesday evening, Dec. 24th, at the home of Mr. and Mrs. Paul A. Drouilhet, with Rev. L. Montgomery, Army Chaplain, officiating. After the ceremony, the bride and groom departed on a wedding journey to Montgomery, Mexico, to remain until Jan. 3rd, when they will return to Galveston.

Marshall Field, Ft. Riley, Kansas, Jan. 3rd:

On Dec. 29th, the word was received that Lieut. W.H. Sherwood of this squadron, who was on an extended cross-country to his home in Pennsylvania, crashed and was killed near Waterford, Penna., about a quarter of a mile from his parents' home. Lieut. Sherwood was a graduate of Kelly Field, Texas, with the July, 1929 class.

Lieut. Lloyd Hunt of Ft. Sill, spent December 21 and 22 at Ft. Riley visiting friends.

Lieut. Glenn Holland flew to Chicago, Ill., on Dec. 30th, to visit friends for few days.

Lieut. J.M. Joplin took a cross-country to Lubbock, Texas, and from there to Dallas, Texas, to visit his parents over the holidays.

On Dec. 27th, Lieut. Blackburn went to Dayton, Ohio, as a member of the Observation Board, to discuss and select some new Observation ships.

Lieut. L.R. Brownfield took his brother Hugh Brownfield, a law student at Ann Arbor, Mich., as far as Chanute Field on his way back to school after the holidays.

Lieut. C.C. Cunningham, A.C. Reserve, was relieved from active duty, Dec. 31. Later he received orders placing him on active duty for six months at Scott Field, Belleville, Ill.

Luke Field, T.H., Dec. 10th, 1930:

The following named Second Lieutenants, Air Reserve, arrived for duty at this station from Kelly Field, Texas, on November 10th and were assigned to organizations, as indicated: Howard B. Lathrop, Jr. and Edward N. Coates to 50th Observation Squadron; Lawrence T. Pugh and Floyd E. Nelsen to the 23d Bombardment Squadron and George W. Peterson to the 4th Observation Squadron.

2d Lieut. Donald W. Armogost, arrived at this station on Nov. 26th and was assigned to duty with the 4th Observation Squadron.

2d Lieut. F. Edgar Cheatle, A.C., transferred to this station from Wheeler Field on Nov. 20th, was assigned to the 72d Bombardment Squadron for duty.

Capt. Joe S. Underwood, Q.M.C., was appointed Post Quartermaster, vice Capt. Herman G. Halverson, Q.M.C., retired.

Flying training consisted of aerial gunnery, aerial navigation, inter-island flying, cross-country flying, night flying and aerial photography.

On Nov. 21st, this group sent a flight of six LB-6 airplanes, 13 officers and 17 enlisted men to the Island of Hawaii.

On Nov. 25th, a flight of nine O-19 airplanes and four A-3B airplanes, 16 officers and 10 enlisted men were sent to the Island of Hawaii.

The above flights were made as a part of the aerial navigation course outlined in Training Program No. 1, these headquarters, dated Oct. 15, 1930.

4th Observation Squadron: During the last month this squadron was the scene of great activity, preparatory to the start of the training season. As the training starts with aerial gunnery and bombing, guns and bomb racks were installed.

Very little trouble was experienced with the new O-19B airplanes, and the pilots have nothing but praise for the new ships. With these ships the squadron is expected to repeat, if not improve, the very good showing of last season, and everyone can expect to hear from the squadron in the near future about our "expert gunners and bombers" and our cooperative work with other branches of the Army, which will include about every type of mission known to Observation Aviation.

On Nov. 15th, our former Squadron Commander, Capt. George P. Johnson, sailed on the U.S.A.T. SOMME for his new station, Langley Field, Va. An Aloha flight of six LB-6 airplanes, six O-19B airplanes and one Amphibian airplane took off to bid him good-bye and best wishes.

50th Observation Squadron: Capt. Frank H. Pritchard was assigned to the command of the 50th Obs. Sqdn., and the following officers are assigned for squadron duty: 1st Lieut. Richard H. Dean, 2nd Lieuts. Edgar T. Noyes and Edwin W. Rawlings, A.C. and 2nd Lieuts. Edward N. Coates and Howard B. Lathrop, Air-Res.

Four O-19B airplanes were turned over to the Squadron, permitting it to start flying in earnest.

It has been rumored that there are several outstanding athletes in this organization, and it is anticipated that Lieut. Lathrop will soon have teams which can compete with those of the rest of the squadrons for the Kuntz-Moses Trophy.

Fairfield, Air Depot, Ohio, Jan. 6th:

Maj. Malcolm C. Grow, Post Surgeon, departed Dec. 29th, as passenger with Capt. O.O. Niergarth, pilot, for Kelly Field, Texas, returning Jan. 2d.

Capt. Edward Laughlin returned here Dec. 21st after spending a 14-day leave of absence in the East.

Lieut. Hugh A. Bivins, on Dec. 27th, ferried an airplane to Kelly Field, Texas, returning here Jan. 3d.

Lieut. M.B. Asp and Sgt. Joseph Corzetto (E.R.C.) made a cross-country trip to Chicago on Dec. 20th.

Pvt. John R. Fullaway, who was on detached service at the Army Medical Center, Washington, D.C., returned Dec. 21st.

A Christmas Party, sponsored by the Officers' Club for the children of the military personnel of this Depot and Wright Field, was held at Side Slip Inn on Dec. 24th. Old Santa Claus remembered the youngsters; the predominating toys he brought were airplanes for the boys and pianos for the girls. The children and the grown-ups as well, enjoyed the party very much.

The annual New Year's Dance, sponsored by the Officers' Club each year, was cancelled, and the money given to Charities for the needy.

The Welfare Association, under the direction of the civilian employees of this Depot, cancelled the annual Christmas Party, and used the money for the distribution of baskets filled with groceries for the needy.

Among those visiting the Post during the past two weeks, the following were noted:

Dec. 16th - Lieut. Cummings flew in from Cleveland; Lieut. Rivers made a cross-country trip from Chanute; Maj. Cook stopped en route from Schoen Field to Bolling Field; Lieut. Spiers cross-countried to Norton Field.

Dec. 17 - Lieut. Vaupre, Selfridge Field, flew cross-country to this Station; Lieut. Carpenter and Sgt. Deardorff flew in from Stout Field for minor repairs on an O2-H; Lieuts. Genaro and Bentley made a cross-country trip from Schoen Field.

Dec. 18 - Lieuts. Koontz, Baxter and Nelson arrived here from Cleveland on cross-country trips from Kelly Field.

Dec. 19 - Lieut. Briggs, Rockwell Field, stopped en route from Scott to Cleveland.

Dec. 20 - Lieut. Birnn, pilot, and Capt. Lake, passenger, Rogers Field, arrived from Scott en route to their home station; Lieut. McConnell piloted a PT-1, which had been given a major overhaul at this station, to Cleveland; Lieuts. Mosher and Johnson made a cross-country trip from Selfridge; Lieut. Bartron, Kelly Field, stopped here en route to Buffalo on a cross-country mission; Maj. Cook, Schoen Field and Maj. Cone, Little Rock, stopped here en route from Bolling Field on cross-country missions.

Dec. 21 - Capt. Weedy departed in an O2-H airplane and Lieut. Smith in a PT-1 airplane, which had been given major overhauls at this Depot, for Bowman Field; Lieut. McNeil and Sgt. Smith, Roberts Field, departed in an O17 airplane, which had been given a major overhaul at this Depot, for Bowman Field; Lieut. Dice with six passengers made a cross-country trip from Chanute in a C-3; Sgt. Nendell and Pvt. Holloway made a cross-country trip from Chanute.

Dec. 22 - Col. Westover, Ft. Leavenworth, departed in a P1-A airplane, which was given a major overhaul at this station; Lieut. Abgey, Cleveland, made a cross-country trip to this Depot.

Dec. 23 - Lieuts. Goldsborough and Terry, March Field, in a BT-2 stopped en route from Scott Field to Burgess Field.

Dec. 24 - Lieut. Ryan, Chanute Field, stopped en route to Bolling on a cross-country mission; Lieut. Burns with four passengers, Langley Field, stopped en route from Bolling to Chanute; Lieut. Bisson, Langley Field; Lieuts. Ghovanoli and Coleman, Selfridge Field, stopped en route on cross-country missions.

Dec. 27 - Lieut. Starrett, Chanute Field, stopped en route on a cross-country mission.

Dec. 29 - Capt. Connell; Major Stone, Ft. Leavenworth; Lieuts. Duke and Aker, Langley Field, and Lieuts. Winings and Wolfe, Schoen Field stopped en route on cross-country missions.

Dec. 31 - Lieut. Harmon with six passengers, Langley Field; Capt. Smith, Cleveland; Lieut. Harris with one passenger, Boston; Lieut. Gates and Cadet Fichraine, Miller Field; Lieut. Ryan and Pvt. Starr, Chanute Field and Lieut. Lewis with nine passengers stopped en route on cross-country missions.

Jan 2d - Lieuts. McConnell and Runage, Norton Field, made a cross-country trip to this station; Lieut. Taylor with three passengers, Scott Field, stopped en route on a cross-country mission.

Jan. 4th - Lieut. Harris, Richards Field, arrived from Stout Field for an airplane, which had been given a major overhaul at this depot.

Nichols Field, P.I., Dec. 11th:

66th Service Squadron: Capt. Vernon L. Burge was on detached service at

Ft. McKinley for five days for contact training in Infantry operations and tactics. During his temporary absence, 1st Lieut. O.A. Anderson was in command.

1st Lieut. Joseph Smith returned on the 10th of November from leave of absence in China and Japan. He reported an enjoyable trip.

1st Lieut. James S. Stowell was on detached service at Camp John Hay for five days, Nov. 2d to 7th.

During the month, Staff Sgts. Harry Meyers, Arthur R. Hadley and Bernard J. Nied were discharged and reenlisted the following day.

The Squadron volley ball team has been organized and has shown up fine at the practice games.

The new barracks for this organization, a two story building accommodating 100 men, is virtually completed.

28th Bombardment Squadron: The Squadron started for Baguio on its second annual vacation bright and early on the morning of Nov. 11th. An enjoyable trip was made by train to Damortis, and from there by truck to Camp John Hay, arriving at 3:00 P.M. After a fine rest of fifteen days, the Squadron declared themselves ready for the trip home. Mention must be made of the able supervision of Lieuts. Morris and Myers in providing for an enjoyable trip.

Clark Field, Pampanga, P.I., Dec. 12th:

A flight to the Mindoro Sugar Estate at San Jose, Mindoro, was made by a six-plane flight of P-12's and one DH on Nov. 4th, returning the following day. The officers participating in the flight were: Maj. John B. Brooks, Capt. Aubrey Hornsby, Lieuts. William C. Morris, Wilfrid H. Hardy, Kirtley J. Gregg, Milton M. Murphy and Allen R. Springer.

A ground reconnaissance to the Cagayan Valley and Northern Luzon was made by Maj. John B. Brooks and Lieut. Thomas W. Blackburn for the purpose of locating landing fields in that area. Suitable sites were located at Bagabag and Echague.

Lieuts. Thomas W. Blackburn, William C. Morris and Wallace E. Whitson will participate in the Department Golf Championship Tournament on Dec. 15th to 18th. Lieut. Morris recently made "A Hole in One" on the Baguio Golf links. With the pride of one who has accomplished the impossible, Lieut. Morris will exhibit the ball, which has been mounted, to anyone desiring to see it.

Night flying maneuvers in conjunction with the Coast Artillery Corps were performed by a flight of P-12's on the 6th, 7th and 8th of November. The maneuvers were conducted from Nichols Field as a base of operations.

On Dec. 8th, twelve P-12's left this field, to be joined by a flight of Amphibians and O-2's from Nichols Field, for the purpose of maneuvers in connection with meeting the Army Transport "GRANT" off Bondoc Point. Rain squalls forced their return when within about thirty miles of the point of rendezvous in the passage.

During the week of Dec. 1st to 6th, five parachutes training jumps were made by enlisted men of the organization. Cpl. Eger, the last man to jump, landed in the jungles at the border of the field, and it was with some difficulty that he was found, after an hour's search. He left his parachute in a tree and was looking for a way out.

The Aerial Gunnery and Bombing season opened the latter part of November.

Our new swimming pool is nearing completion and is expected to be opened in about two weeks.

Bolling Field, D.C., Jan. 12th:

Christmas was here once again and a grand time was had by all. Of course, the kiddies of Bolling Field were feted royally again this year. A most charming and interesting little Christmas play was put on by the kiddies and was staged and produced by one of our most talented ladies, Mrs. Robertson, assisted by her most able husband, Lt. Robertson. It was a grand success and all feel Lt. and Mrs. Robertson have missed their vocation by coming into the Army and not following the lines of our famous producers, Mr. Ziegfeld and Mr. Carroll.

Lieuts. Stranathan and Giovannoli just returned from a most enjoyable Christmas visit to Florida, San Antonio and other desirable points, where the sun is shining the hottest. They were on extended cross-country flights.

Lieut. Cousland met with quite a serious accident while en route to New York with the Secretary of War. The top of the cabin of the Fleetster fell

in on his head and cut and bruised him rather seriously at the time.

Selfridge Field, Mich., Jan. 12th:

A large number of Selfridge Field officers availed themselves of leave during the Christmas holidays; some even went farther and availed themselves of a marriage license and a minister. Among those acquiring the "Order of the Ball and Chain" were Lieuts. Sheldon B. Yoder, A.C. and Norman B. Olsen, A.C., and Horace J. Reid, Air-Res.

27th Pursuit Squadron: Lieut. H.J. Reid returned from leave to announce that Lieut. and Mrs. H.J. Reid were at home to callers.

Three members of the Squadron made trips to the Boeing factory at Seattle, Wash., for new P-12-C's. They were Lieuts. Boatner, McGuire and Morgan.

The Squadron now has twelve new ships and expects to complete the full Squadron assignment within the next month.

Lieut. B.L. Boatner was cited for blindness by Maj. Brower and awarded a beautiful and serviceable pair of green glasses to wear at critiques.

The usual quota of leaves were granted, leaving the Squadron rather short of pilots over the Christmas Holidays.

17th Pursuit Squadron, A.C.: The officers of the 17th sponsored the December Dance. After much deliberation, the officers in charge decided to hang an open parachute in the middle of the room and decorate with red and green streamers from the banner of the chute outward following the shroud lines. A huge fireplace was built to house the orchestra and stockings were hung on the mantle to make it seem more like Christmas. The dance was very successful and everyone had a good time.

Lieuts. Moor, Theisen and Van Aulken returned on Dec. 19th with three new P-12C's from the Boeing Factory at Seattle, Wash. They made the trip in record time, after encountering a lot of fog and bad weather. Lieut. Coleman who returned from Seattle in Major Brett's element on Dec. 17th, reported bad luck in making a forced landing in Texas on the way out with a P-12B. He turned over on his back but escaped uninjured.

A big Christmas dinner was served by the 17th Squadron on Christmas day. The Mess Hall was all decorated with the Christmas colors, and from reports it was a gala affair. Nine officers attended and all enjoyed themselves and the dinner to the utmost.

All the Squadron officers returned from leave over the Christmas holidays and are back on duty for another big year.

94th Pursuit Squadron: Mr. Sgt. Simmons was assigned to the 94th upon reporting for duty from the Philippine Islands.

57th Service Squadron: The month of December found this Squadron the same old guardian angel for the Pursuit Group out in the cold winter wind trying to rectify the sins of the pilots by bringing in the wrecks and repairing the remains of same.

The biggest job was the installation of a supercharged 5V-1570 in XP-16 and then repairing the damage done by fire to the same ship. But thank the Lord! "Old Jona" is now safe at Dayton. Allah be praised.

The holidays were very quiet, several of the officers being on leave and the men on pass. Most of them went home to tell the mothers what pilots and good mechanics they are, and how the Army would have to cease operations if they were not back to duty on time.

The Annual Christmas dinner was held in the Mess Hall. The officers on the Post and their families, as well as men and families, all attended and, after a most delightful meal with turkey and all trimmings, returned home to spend a full and sleepy afternoon.

The Squadron is looking forward to a good year of hard work and its usual good service.

We wish everyone "A Happy Landing and Non-crack up New Year!"

36th Pursuit Squadron, A.C.: The 36th Squadron has now reached its authorized strength of 120 men, and has its full quota of grades and ratings.

The basketball squad, coached by Lieuts. Brignall and Pincomb, is rapidly rounding into form. Two teams have been organized, both of about equal strength. Practice scrimmages with other organizations have indicated that the 36th will be up with the leaders when the Post League gets under way.

Lieut. Olsen is on his way to Seattle via Mather Field to ferry home a new P-12.

With the closing of the football season, the Selfridge Field Post Team enjoyed one of the most successful years for some time. They were victorious over all Service teams on their schedules, losing but one game to the Port Huron Merchants, the last game of an otherwise perfect season.

All eyes are now turned toward the coming basketball season which officially opened Jan. 6th. Inter-squadron games will be played to decide the Post Champions. The schedule is arranged so as to allow each team to meet three times. The games will cover a period of two months from Jan. 6th to March 6th. With two months of stiff opposition, candidates for the Post team can be readily picked.

Six teams again compose the schedule with but two changes. The 15th Observation Squadron, which moved to Scott Field, Belleville, Ill., will be replaced by the newly organized 36th Pursuit Squadron. The following teams complete the schedule to be played: 36th Pursuit Sq., 27th Pursuit Sq., 17th Pursuit Sq., 94th Pursuit Sq., 57th Service Sq., 1st Pursuit Gp.Hq.

Hangar No. 9, the local Gym, is in constant use by teams rounding into shape. Pre-season "Statisticians" are among the many onlookers. The main topic of interest is who will obtain 2nd Lieut. Harry "Light Horse" Wilson, the main cog in last year's runnerups, - Headquarters.

Rockwell Field, Coronado, Calif., Jan. 8th:

An elaborate Cabaret Dance was held at the Officers' Club on Dec. 19th. The Club was decorated with parachutes, draped from the ceiling so as to form canopies, an abundance of mistletoe and a huge gaily decorated Christmas tree. Tables were placed around the Club, which lent a truly "Cabaret Atmosphere". Talent was recruited from members of the command and their wives, which added a humorous and entertaining diversion to the evening.

About seventy-five couples were present to enjoy the festivities.

Capt. F. O'D. Hunter reported for duty at Rockwell Field on Dec. 22d, and was assigned as Commanding Officer of the 95th Pursuit Sq. Capt. Hunter has made rapid strides in his new office, and great things may be expected of the Squadron under his tutelage.

The lectures which Mr. Blake of the San Diego Weather Bureau has given were very interesting and instructive, and the knowledge gained therefrom by the officers of the Group will prove invaluable in the future.

Until the zero hour for Maneuvers, the 7th Bombardment Group has its work cut out for it. With the holidays in the background and an intensive training program laid out for both the 11th Bombardment Sq. and 95th Pursuit Sq., Rockwell Field will be a continuous scene of concentrated activity.

Radio missions, altitude flights, formation drill, navigation flights and various tactical missions will occupy the major part of the program which the two squadrons will carry out.

Pursuant to instructions contained in a letter from the Chief, Materiel Division, a Board of Officers has been appointed to meet at the Depot for purpose of furnishing the Materiel Division with General Plans and Specifications for a Standard Air Corps Depot arrangement and layout, in connection with the future move of the Rockwell Air Depot to Alameda. Members of the Board are as follows: Maj. Barton K. Yount, A.C., Maj. Wood S. Woolford, M.C., Capt. L.I. Cooke, Q.M.C., 1st Lieut. C.P. Kane, A.C., 1st Lieut. B.M. Giles, A.C., 1st Lieut. E.M. Robbins, A.C. and 2nd Lieut. Virgil D. Westbrook, Air-Res.

Through conference with the various Commanding Officers within the Rockwell Control Area, a detailed plan has been worked out whereby all tactical airplanes needing overhaul will be repaired prior to May 1st, so that only a minimum number of these planes will be in the Depot during the month.

The Depot Supply Department of the Rockwell Air Depot received and shipped as follows during the month of December:

Incoming Freight and Express received	631,018 lbs.
Outgoing " " " shipped	498,255 "
Amount of incoming parcel post	653 "
Amount of outgoing parcel post	468 "
Amount of material shipped by airplane	241 "
Number of shipments received	215
Number of shipments made	267

Average time elapsing from date of receipt of requisitions to date of shipment of all items available in stock, in days 2.

Kelly Field, San Antonio, Texas, Jan. 10th:

The Pursuit, Attack and Observation Sections have completed their night and instrument flying. The students in these sections have all flown from Dallas or Waco to San Antonio at night. A line of beacons is being installed along the entire route, which gives the present class an immense advantage over the former ones. It is probable that this will be the last class to fly this route. Consideration is being given to the selection of another route where there will be no beacons and the terrain will be equally favorable.

Capt. Thomas W. Hastey, upon his arrival at Kelly Field on Jan. 1, 1931, from the Office of the Chief of the Air Corps, was appointed Adjutant of the Advanced Flying School. Lieut. James A. Mollison, who has been Adjutant for the last seven months, is going back to his old position as Assistant Senior Instructor of the Observation Section.

The 48th Sq. trounced the 43rd Sq., 44-33 and the 68th Sq. bowled over the 41st Sq., 38-28 in the two games played Jan. 8th at Kelly Field. In the first game, the 43rd Sq. led, 21-19, at the half, but were outplayed in the second half. The second tilt was tied at 16-all at the half.

Lieuts. J.T. Flock and I.M. Palmer, Kelly field pilots, were ordered to Santa Monica, Calif., to secure two new O-38 airplanes which they will ferry to Houston for the Texas National Guard. Five of the planes have been assigned to the Texas National Guard flyers.

Lieut. R.P. Todd, Kelly Field Cadet, who escaped injury Jan. 7th when his plane overturned at San Angelo while taking off from the Municipal Airport there for the return trip to San Antonio, was brought back to the field the next day in a plane flown by Lieut. D.T. Crow, instructor at the field.

Cadet Todd went to San Angelo on a cross-country flight with five other student pilots of a flight commanded by Lieut. Neil B. Harding.

Lieut. Crow was commanding a similar student cross-country flight to San Angelo and brought the stranded pilot back to San Antonio.

A truck was sent from the field Thursday to bring the wrecked plane back to the repair plants at Duncan for reconstruction.

LANGLEY FIELD FOOTBALL 1930

The Langley Field football team recently completed one of the most ambitious and successful seasons in football ever undertaken by a post team. After a successful season in 1929, it was decided to branch out, to include a number of colleges in the football schedule for 1930, with a view to raising the standard of athletics at Langley Field and gaining recognition among the colleges as a serious football contender. The 1929 Langley team was outstandingly successful. It played 13 games, winning 10, tying 1 and scoring 245 points to 22 for the opponents. The 1930 team played 14 games and, while there were five losses and one tie, the opposition was largely made up of college teams.

Capt. George I. Usher, who acted as head coach in 1929, sought the colleges in Virginia, West Virginia, Maryland and North Carolina for the 1930 schedule. Many of them were glad to accept the invitation for games at Langley Field and after the games they invariably left with a soft spot in their hearts for Langley Field and a different idea of the Army; this in spite of the fact that many of them took home with them the short end of the score.

The 1930 schedule was ambitious but the team measured up to it. Preliminary work started Aug. 20th, with the idea of having the team in good physical condition for the first game on Sept. 20th. The first two weeks were spent in conditioning exercises and drill in the fundamentals. The original squad of 106 candidates was cut day by day until a squad of 40 men remained, -hard muscled, well trained athletes in first class condition. Various combinations were used in signal drill and scrimmage to determine the starting line-up for the first game. Nothing was left undone in the preliminary work to build up a winning outfit.

On Sept. 20th the team, and most of the Post, journeyed to Williamsburg, Va. to play the strong William and Mary team, champions of the Virginia Conference. The coaches of both teams experimented with various line-ups and, while the work of both teams was far from smooth, a good football game resulted. The Langley tackling was poor and, as a result, Scott and "Red" Maxey, an outstanding halfback in 1930 football, made several long gains. The score, William and Mary 19 - Langley Field 7, was the closest in any of William and Mary's home games this year. Their only defeat was at the hands of the Navy. They tied Harvard 13-13.

On the following Saturday, Campbell College came to Langley to open their season. They were licked 7-0 in a hard game, the first of two losses during the season. On Oct. 3d, the Langley Team went to Quantico to play the strong Marine team. The score, Marines, 7 - Langley, 0, indicates the fast game it was. The next game with Naval Apprentice School, Newport News, at night was a win for Langley, 14-7. The next week was rather disastrous. The team went to Beckley, W. Va., to play New River State College, Champions of the West Virginia Conference. The trip by bus and loss of sleep, took too much out of the players and they lost 25-7 to a team that outweighed them twenty pounds per man.

A long stand at home started on Oct. 25th and also a string of victories.

Shenandoah College came to Langley to be defeated 25-6. Then Ft. Monroe was beaten 20-8 and Ft. Eustis 57-0, to clinch the Championship for the Southern District, Third Corps Area. On Nov. 18th, Atlantic Christian College came up from North Carolina, to lose to Langley 25-6. On Armistice Day the team from Potomac State College in West Virginia was played in Newport News before a large crowd, Langley losing the first game near home 12-7 in a hard fought battle. On Nov. 15th the Langley team met the famous Gallaudet College at Langley in the fifth game in thirteen days and the third game in eight days. Ringle, Gallaudet's outstanding fullback, third highest scorer in the country in 1929, was largely responsible for the victory of his team; the score being Gallaudet 13 - Langley 7. The team was tied in this game and did not play with the usual "pep". The strong Oak Ridge Military Institute team, an outstanding Southern team, tied Langley on Nov. 22nd, 6-6.

On Nov. 30th, a big, powerful, confident Carlisle Barracks team came to Langley Field for the Corps Area Championship game. There were rumors that Carlisle expected to win by four touchdowns, and so confident were they of winning that they did not bother to bring with them the Championship Flag which they won last year. They happened to run into a hard fighting, unbeatable Langley team, and it was evident after the first few plays that Carlisle's first downs would be few and far between. Their 200-pound fullback plunged again and again into an impenetrable Langley forward wall for no gain. They tried the ends with no greater success and finally in the last quarter as a forlorn hope resorted to a passing attack which did not produce any results. The net total of their first downs in this game was three. In the meantime Langley on offense was running the ends, slicing off tackle and cracking the line. In the third quarter Hetrick went in when the ball was on the 15-yard line. Less than a minute later his educated toe put a perfect drop kick between the uprights. In the next quarter from the 15-yard line again Hetrick in an off tackle play smashed through into the open and across the line. The final score, 9-0, indicates the hard, close game it was, probably the best game ever played on the Virginia Peninsula.

Although the Carlisle game was the last scheduled game, Langley defeated the Hampton Athletic Club team in Hampton on Nov. 8th in a game for charity. The score (34-0) gives only a slight indication of Langley's superiority. Every man of the squad of 36 played in this game.

It is impossible to select any outstanding star on Langley's 1930 team. No effort was made by the coaches to build the team around any one or two men. Capt. Usher, as head coach, with Lieuts. G.G. Lundbert, C.R. MacIver and 1st Sgt. Steve Stanowich as assistants, had a wealth of material to select from. There were many veterans from the 1928 and 1929 teams and there were men, new on the Post, who had played at school and college. The difficulty was in selecting the best 40 from a squad of more than a hundred.

In the backfield the final squad had "Red" Tyrell, a veteran of 1928 and 1929, one of the best ball carriers in this part of the country and a real triple-threat star. There were Lieut. Day, a consistent line plunger, and P. Keys, an equally effectual gainer through the line. Both were exceptionally strong on defensive play. Collins, in his first year of football, developed into a fast, shifty back who made many long gains. Gates and Raymond, small, light and fast, wiggled and twisted their way to many a first down. Hetrick, steady, level-headed and dependable, could always be counted on and, in addition, became an expert drop kicker. Owens, fast and a deceptive runner, smashed through off tackle time and again. Howard, a punter extraordinary, was a wizard at placing punts inside the opponents' 5-yard line. He punted consistently for an average of better than 45 yards for the season. McKinney, at fullback, kicked, passed and plunged the line. Kerr, a 10 second man, a dangerous broken field runner, was responsible for many a gain and for several touchdowns. These men

made up a set of backs who would gladden the heart of any coach and they were equally effective on defensive as on the offensive.

To the linemen, who bore the real brunt of the opposing attack, and who opened holes for our backs to go through, too much credit can not be given. Always outweighed by from ten to fifty pounds, they consistently outplayed their heavier opponents. Alert, hard charging, hard tackling, to them goes a large share of the credit for a successful season. The centers, Reiter and Sault, were towers of strength on the offense and defense. As roving centers on defense, they seldom failed to diagnose the play and were there to back up the line in the right place. Cargo, a reserve center, strong and enthusiastic, gained experience which will make him a strong contender for a regular place next year. At guard, Jennette and Fosse were unbeatable. Fosse, a veteran of four years experience on Langley teams, was an alert ball hawk, a hard, fast charger and sure tackler. He recovered many fumbles by the opposing teams. Jennette, smaller, lighter, weighing 156 pounds, would make any college team. The tacklers, Holmes and Piper, weighing only 158 pounds each, were always outweighed but never outplayed. Time and again they were through the opposing line to smear the play. The ends, Kowaleski, another veteran, and Donn, fast, sure tacklers, were a joy to watch. Opposing receivers of punts never moved far after making the catch. Opposing interference had to be good to gain around the ends.

The reserves for these players were almost as effective as the men they relieved. Mason and Worrell, at guard, T. Keys and Stronbert, at tackle, and Leedy and Tuodi on the ends took up where the first string men left off, and carried on. To them belongs much credit. Brewer, a veteran of last year's team played through half the season, when he was hurt. Powell, another veteran tackle, had hard luck and broke two fingers which kept him out of action. Spotts, a promising guard candidate, sustained an injured knee in the Campbell College game, which kept him from playing again. He will be a strong candidate next year. Trexell, a guard, Keffer and Angerer, tacklers, and Ferguson and Aupke, ends, all played hard, dependable football. Sgt. Steve Stanowich, a coach and a veteran of many a football battle, was always ready to step in when needed.

Not much glory goes to the linemen for their part in making up a winning team. They take the poundings, the backs take the cheers, but to watch Fosse and Jeannette come out grinning after a hard game it would seem that they get a lot of fun out of it.

The type of football played by all these men was a credit to them. In a hard game they tackled hard enough to shake the stands. It was hard football but it was clean. The team was alert, well drilled, each man knowing his job on each play. The team spirit was beyond praise. No opposing team was ever presented with a touchdown as a gift; to get it they had to fight for it. The ability of the team, the coaching it received, mark it as being on a par with many college teams and better than a good many. It has brought glory, prestige and credit to Langley Field and to the Army and has done much to show the public the type of athletes and athletic teams the Air Corps and the Army can produce.



Serial No. 302. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
Jan. 1st - Jan. 15th Incl.

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The Air Corps Library, Munitions Building, Washington, D. C.

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MEMORANDUM FOR THE RECORD

DATE: 10/15/54

On 10/15/54, the following information was received from the [redacted] regarding the [redacted] of the [redacted] in the [redacted] area. The [redacted] advised that the [redacted] had been [redacted] by the [redacted] on [redacted] and that the [redacted] had been [redacted] by the [redacted] on [redacted].

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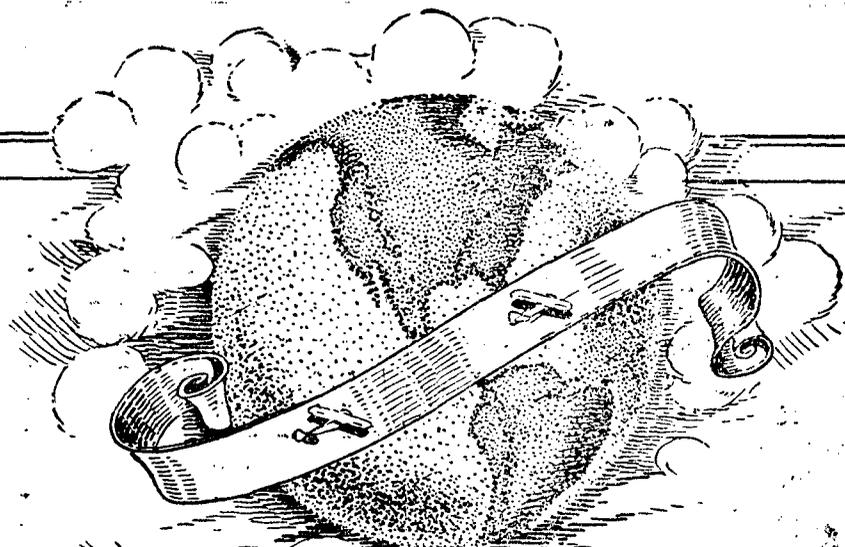
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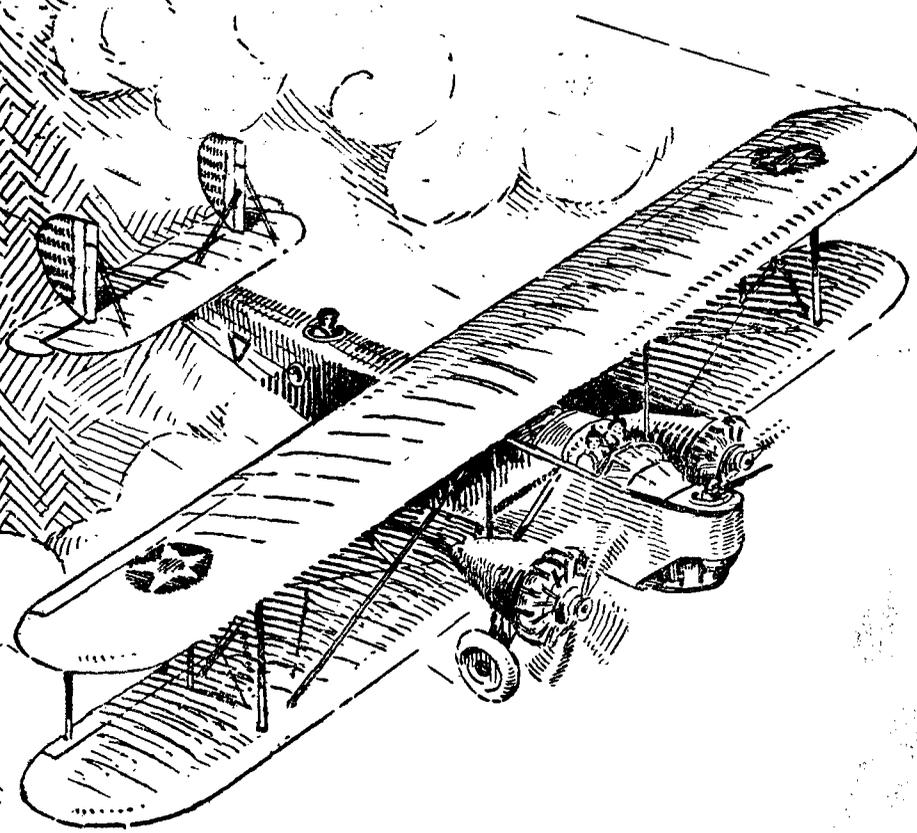
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AIR CORPS
NEWS LETTER



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

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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.

Publishers are authorized to reprint material appearing in this publication.

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HOW MUCH DO YOU KNOW ABOUT PISTOL SHOOTING

By Lieut. J.L. Hitchings, Air Corps.

Ed. Note. This is the first of a series of articles for the News Letter by Lieut. Hitchings on the subject of pistol shooting. The purpose of same is to induce Air Corps officers to join in the pleasant and valuable sport of pistol shooting, to outline the steps necessary for them to become excellent shots, and to aid them in organizing clubs.

1. In shooting any hand gun, where are the eyes focussed at the instant of firing, and why?
2. What two technical meanings has the word "roll" in pistol shooting?
3. How is the roll of the shoulder obtained?
4. Why is the roll of the revolver the most reliable method of rapid fire cocking?
5. Which gives the greater accuracy - a pistol grip permitting a straight wrist, or one requiring a downward bend of the wrist, and why?
6. What three general rules govern the grip in modern pistol shooting?
7. What rule governs the position of the thumb?
8. What six braces prevent the pistol barrel from swerving up, down, to the right and to the left?
9. What rule governs the position of the left shoulder, arm, and hand?
10. The German pistol team, which will compete with the United States in the next Olympics, are said to have abandoned the Tell grip for the duelling pistol grip. Why do Americans consider this a wise move on their part?

(Answers to these questions are given at the end of the article).

These questions are propounded to the Air Corps officer for a definite purpose, namely, to shatter the unfortunate illusions that prevent him from becoming a good shot. The first and worst illusion is that because we wear the uniform, we know how to shoot a pistol. My own little bubble of conceit on this subject was definitely shattered at Camp Perry, and since my return from that excellent school of disillusionment I determined to compile for my brother officers a series of articles setting forth the accepted doctrine of the experts, and thus save for them the hundreds of dollars and thousands of rounds I have spent learning the elements of the game. This series will contain all the information necessary to choose weapons, to become a good shot, to construct pistol ranges, and to organize and run a pistol club. They will run consecutively in the Air Corps News Letter, as long as they are considered of sufficient value to print, until the series is complete.

The second illusion referred to is that because of some mysterious physical requirements, good shots are born, not made. Some laymen believe that an exceptionally steady arm is required, picturing the good pistol shot as of the football player type. A close study of our best shots in action will soon destroy this illusion. The reason many police representatives at Camp Perry are large men is not that large men make the best shots, but because large men make the best policemen. Other laymen suppose that exceptional eyes are required. Dr. I.R. Calkins, who has represented us on International pistol teams since 1903, and who is still the best all-round pistol shot in the country, is a gentleman of short stature, an arm only moderately steady, average build, and wears glasses! The answer is that a technique of pistol shooting exists as complex as the technique of fencing and even more definitely agreed on; and that the best shots are those who have best mastered this technique.

And the third illusion is that the pistol has little value in the Air Corps. This is believed wrong for two reasons. First, the next war, authorities agree, will more probably than not be open warfare, and will then bear the same relation to the last one that a scrambled egg bears to a poached egg;

second, because the wobbling arm of the pistol shooter produces the same sighting effect as the unsteady head of the airplane gunner, the art of pistol shooting approaches more closely the art of airplane gunnery than does either shotgun shooting (relatively inaccurate snapshooting with a steady base) or rifle shooting (relatively superaccurate shooting with a steady base); and it is therefore believed that pistol shooting is the best possible training for airplane gunnery.

Contemplated titles of future articles to be submitted are as follows:

- How to Organize a Pistol Club.
- How to Construct Pistol Ranges.
- The Automatic Pistol vs. the Revolver.
- A Discussion of Arms.
- A Discussion of Ammunition.
- The Springfield Revolver Club Doctrine.
- Summary of Rules for Shooting.
- Matches and Medals.
- Comparative Scores.
- Coaching.
- Camp Perry, if possible.

The answers to the questions propounded in the beginning of this article are given below, as follows:

1. The general rule is that the last glance must be^{at} the most unsteady alignment. With a rifle, this is the sight-target alignment, and the last focus of the eyes is on the target. With a pistol, on the contrary, it is the alignment of the front and rear sights, and the last focus of the eyes must be on the sights.
2. The roll of the shoulder in getting proper position with any handgun; and the roll of the revolver in rapid-fire cocking.
3. By rotating the right shoulder until it comes under or nearly under the chin, arm extended, palm up, and then rotating the hand at the wrist to bring it to firing position.
4. Because all other methods require extreme doubling of the thumb, which is impractical in cold weather, when the thumb is stiff.
5. One requiring a bent wrist, because the bones and muscles of the body most nearly approach a machine rest when they are locked without strain.
6. Hold the palm of the hand vertical; hold the gun in line with the arm; get as high a grip on the gun as possible.
7. All good modern shots hold the thumb high, in line with the barrel.
8. The two feet, controlled so that the weight rests equally on the heels, are the basic braces, holding the gun steady in all directions. The weight of the barrel prevents it from swerving down. The second finger, behind the trigger guard, supports it. The thumb, pressing right, prevents it from moving to the left. The trigger finger prevents it from moving to the right.
9. The left shoulder should be dropped. To accomplish this, keep the left arm down, placing the left hand in the trousers pocket or letting it hang free. Do not raise the shoulder by placing the left hand on the hip.
10. Because the Tell grip is believed to have too many points of contact, rendering it difficult to coordinate the muscles of the hand.

The second article of the series on pistol shooting, entitled "The History of the Pistol," by Lieut. Hitchings, will appear in the next issue.

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CAPTAIN BEAM TELLS OF CUBAN AIR SERVICE

Captain Rosenham Beam, who in 1927 was Executive Officer of the Air Corps Training Center under General Frank P. Lahm, visited Brooks Field, Texas, recently while enroute from San Francisco to Havana, Cuba, where he is stationed as supervisor of the Cuban Air Service. The occasion for Captain Beam's trip to San Francisco was a sad one, he having suffered the misfortune of losing his wife.

In 1927, Captain Beam was detailed by the United States government, at the official request of the Cuban Government, to assist them in establishing a training field similar to those maintained in this country. Lieuts. Jack Hodgson and James Gillespie were ordered to Havana as assistants to Capt. Beam.

A number of Cuban students had attended the flying schools of the United States, but it was believed by their Government that, since Cuba is centrally located as a flying center and officials entertained the belief that instruction in their native language would serve as an impetus to the completion of the flying course, the establishment of a flying school on home ground would more nearly insure a greater interest in the subject of aviation. Captain Beam and Lieuts. Hodgson and Gillespie were detailed for a three-year tour of duty, but at the official request of the Cuban government this tour was extended an additional year.

Captain Beam states that when he and his assistants arrived at Havana they found the Cuban Air Corps to consist solely of two pilots, four obsolete ships and one hangar. With characteristic American ingenuity, these three Air Corps officers immediately began formulating plans to improve the depressing situation. These plans embraced the construction of a suitable airdrome, containing a power plant, three service hangars, machine and supply shops, parachute shops, school buildings, a meteorological laboratory, and an operations office. With little difficulty, these plans were made realities, and the equipment, to which has been added an underground gasoline and oil supply system, is believed now to be quite adequate for the training of aviation students.

With satisfactory equipment, the Cuban School has made steady progress. Today there are 28 trained pilots, forming two tactical squadrons which, in Captain Beam's opinion, compare favorably with the most efficient units in the United States Army Air Corps. Five graduates of the School already have passed 1,000 hours in the air and, in addition, attained qualification as pilots of tri-motored transport planes. During the past year, the Cuban Air Corps flew 570,000 miles without so much as a forced landing, a record of which Captain Beam is very proud. The units of the Cuban Air Service are equipped with 22 modern "Wasp" powered pursuit "Hawk" planes, and eight Vought "Corsair" planes.

The enlisted personnel of the Cuban air force is composed of 162 mechanics and technicians, who were trained by and under the supervision of Captain Beam and his two associates.

The present staff of the School is composed entirely of Cuban officers, and the three American officers are acting as observers and advisors. Captain Beam stated that the present Chief of the Cuban Air Corps, Colonel Julio Sanguily, once served as a Cavalry officer under Major-General Frank Parker, the present commander of the Sixth Corps Area.

Captain Beam was graduated from Kelly Field during the World War. Since his graduation, he has seen service at Selfridge, Mitchel and Langley Fields; Camp Knox, Ky., and in the Philippines.

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LIGHTER-THAN-AIR ACTIVITIES AT SCOTT FIELD

Airship activities at Scott Field, Belleville, Ill., were somewhat restricted recently because of unfavorable weather conditions. At present there are two ships inflated for flying, the TC-6-241 and the TC-11-271, and both have been in operation constantly during good flying weather. The 271 ship has a closed cabin car and has been much in demand on the cold flying days.

The Engineering Department of the Air Depot has completed the overhaul and repair of nearly all the lighter-than-air craft at the field. The car of the TC-10-242 has been redesigned, so that it can now be used with air cooled motors. The rebuilding of the TC-10-253, which was wrecked near Edwardsville, Ill., last Fall, while on a trip to St. Paul, Minn., has just been completed, and this ship has been placed in storage. The Fabric Department has completed the overhaul of a TA envelope, which was badly damaged about two years ago when the handling lines of an airship became entangled in telephone wires, and this has been added to the equipment in storage.

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TRY THIS ON YOUR FOOT-LOCKER

The certificate of graduation from the Air Corps Technical School is something that should be highly prized by the enlisted men fortunate enough to have completed a course at this School. A squadron commander out in the field writes in, suggesting that the enlisted men holding these diplomas paste them inside the lid of their foot-lockers, as something to show the Squadron or Post Commander when he comes through the barracks on inspection.

We pass this tip along to those to whom it would apply.

NEW TYPE OF BLIND FLYING COVER

Lieut. Sigma A. Gilkey, of Brooks Field, San Antonio, Texas, has designed a new type of streamline cover for the front, or blind, cockpit to be used on BT-2 and BT-1 type of airplanes for blind flying purposes. It is Lieut. Gilkey's belief that this is the first cover of its kind for the purpose for which it is intended.

Of a shape resembling a large clam shell, the cover is fashioned of steel tubing forming a framework over which canvas has been stretched taut, hinged in the center, and folding in the manner of a clam shell. Closing is effected by three clips placed at intervals of about eight inches along the front of the cover, controlled by a rip cord which effects the instant opening of the two halves of the cover.

Not only is this cover an innovation in design, but a new quip to the ventilation problem has been accomplished, since the cover possesses in the front of each half a ventilator, designed so that while no light or visibility is afforded, an abundance of fresh air is permitted. Also, when the cover is not in use, four straps (two to each half cover) are provided which securely hold the respective sides of the cover firmly in place. It has been demonstrated, according to Lieut. Gilkey, that the use of this streamline cover does not affect the plane's speed nor, when not in use and in its position at the side of the plane, does it prevent egress from the airplane.

BT-2 and BT-1 airplanes are recent additions to the equipment at Brooks Field for blind flying training. The planes formerly used for this class of training were the PT training types, which are smaller than the BT's. Covers for the PT planes had been provided at the Duncan Field Air Depot, but none for the BT types.

The efficacy of the cover designed by Lieut. Gilkey was conclusively proven, in the opinion of two others of Brooks Field, Lieuts. Carl J. Crane, Director of Blind Flying, and E.J. Rogers, Blind Flying Instructor, who accomplished successfully a blind flying mission to Brownsville, Texas, on January 24th. They flew a plane equipped with Lieut. Gilkey's invention, and were enthusiastic in their reports of the test.

Lieut. Crane is well known as a "pioneer" in the blind flying field, having been associated with Major W.C. Ocker while the latter was stationed at Brooks Field in the experiments concerning this new type of flying. Lieut. Gilkey, instructor in the blind flying course at Brooks Field, recently accompanied Lieut.-Col. H.B. Clagett, Commanding Officer of that field, as an emergency pilot when the latter successfully accomplished his "examination" blind flight to Campbellton, Texas, and return. Lieut. Rogers is another officer who is giving much of his time to the development of this new type of flying.

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SHARPENING THE SHOOTING EYE AT LANGLEY FIELD

The long lost art of peppering the target with a Lewis flexible gun seems to have been discovered at Langley Field, Va. Lieut. Robert T. Cronau, Armament Officer of the 20th Bombardment Squadron, came to Langley Field from Panama with his head full of ideas, and he immediately put them into operation, with the result that the 20th Squadron turned in scores that were 100 percent better than any previous ones. Major Dargue did not hesitate to hint gently that the other squadrons of the 2nd Bombardment Group could improve, and suggested that they look into the methods of the 20th Squadron. The result was a big improvement in every one's score. The most important of Lieut. Cronau's innovations was the issuance of a Lewis gun to each officer. They were then given instructions in bore sighting and each man checked up on his own gun.

Major Dargue, Commanding Officer of the 2nd Bombardment Group, has been making a great drive to have this organization qualify as expert bombers one hundred percent strong. There have been all kinds of confabs and lectures by experts on how to hit the bullseye. All of the squadrons are working hard to qualify the largest number, and some real scores are expected when the record bombing takes place.

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Stencil U-938, the pamphlet entitled "The Air Corps - What it is and what it does," has been revised and is now up-to-date. It will be distributed gratis upon request of the Information Division, Office of the Chief of the Air Corps.

SCOTT FIELD PILOT RECEIVES DECORATION

An Air Corps Reserve officer on extended active duty with the 15th Observation Squadron at Scott Field, Belleville, Ill., is now wearing the new medal recently designed for the pilots of that field. The medal, which is a replica of the 15th Squadron insignia, with appropriate changes, was awarded to this officer at an Officers' Club dance held recently. Proper ceremonies accompanied the presentation.

The act for which the Lieutenant was decorated occurred during his return from a cross-country flight to Muskogee, Oklahoma. Not long after leaving Hat Box Field, he claims he lost his map overboard but, knowing the general direction of the Mississippi River, he edged toward the east and finally reached the river. After following the river to the junction of the Ohio, he bravely set sail along the latter. After about an hour, the Lieutenant decided he must be near St. Louis, and when he failed to find this prominent land mark he suddenly realized his error in rivers. He returned down the Ohio and had again just reached the junction with the Mississippi, when his gas supply failed and he was forced to land at Cairo, Ill. It being too late to continue his flight, the Lieutenant postponed the journey up the Mississippi until the following morning, and then failed to slip into Scott Field unnoticed, as there was a large delegation present to listen to the alibi. He claims one consolation - the belief that the next winner to be decorated with the medal will be along in the near future.

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CONSPICUOUSLY FEW DESERTIONS AT BROOKS FIELD

Brooks Field, San Antonio, Texas, of a size larger than many regimental posts of the service, and as large as some brigade posts, with 850 enlisted men, 140 officers, and about 200 student officers, has had but one desertion in January, none in December, and in months previous to that an average of only one, at intervals. However, it is a marked fact that the boys themselves are reluctant to speak concerning either promotions or desertions, maintaining a becoming modesty concerning the former and a regretful attitude regarding the latter. Squadron Commanders relate that, generally speaking, men of their organizations possess more than the ordinary pride in their respective "outfits," and that the majority are striving to maintain the high standards every Squadron has attained.

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COMMENDATION FOR SCOTT FIELD METEOROLOGICAL SECTION

Major-General George S. Gibbs, Chief Signal Officer of the Army, in a letter to the Signal Officer, Sixth Corps Area, has commended the Meteorological Section of Scott Field, Belleville, Ill., for the excellence of its work during the year 1930. General Gibbs lists the Scott Field section as the best of the 35 meteorological sections for the 1930 year.

The letter states that all the sections have been checked for accuracy, neatness and adherence to requirements in the reports submitted for the year. The second paragraph of the letter gives the conclusions brought out by the check, and is as follows: "This check brings out the fact that of all reports received from meteorological stations, those received from the meteorological section at Scott Field are consistently the most complete, accurate and satisfactory. These reports show that much care has been exercised at Scott Field throughout the year to make the meteorological work of the Army accurate and dependable."

The third paragraph of the letter commends the individual men of the section for their close attention to duty and the care in making the reports and performance of meteorological work. The personnel of the section is: Staff Sergeant William F. Bornheisel, Private 1st Class Otis L. Dixon, and Privates Ralph W. Alverson, Samuel R. Jones and Stephen R. Tell. First Lieut. Harold F. Hubbell, Signal Corps, is in charge of the section.

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A very welcome addition to Maxwell Field, Ala., in the line of utilities is the item of natural gas. The field pipes were connected the first week in January, and all homes, quarters, barracks, etc., have been equipped with gas heat. This does away with the electric ranges and gives a much more economical fuel, and, of course, is much superior to coal.

AIRSHIP PICKS UP MAIL FROM ROOF OF BUILDING

An experimental flight to prove the feasibility of picking up mail from the roof of a building by airship and delivering it to a steamer at sea without necessitating the landing of the ship or interfering with the progress of the steamer was made recently by Lieut. Wm. J. McCracken and Master Sergeant Miller, of the 19th Airship Company, Langley Field, Va.

The experiment proved a decided success and, although the feat has been performed before, it was under much more favorable conditions than those which prevailed in this instance. The mail was picked up from the roof of the Post Office in Newport News, Va., and delivered to the steamer "Anaconda" off Cape Henry. Several attempts to pick up the mail were necessary before one proved successful, due to the obstacles in the higher buildings close by and a strong cross wind prevailing at the time, making it necessary to "crab" across the "target."

The equipment on the roof of the Post Office consisted of two uprights fifteen feet high and about sixteen feet apart to which the mail was lashed by means of a rope loop. Part of the loop was stretched taut across the top of the uprights, and as the ship maneuvered low over the loop the mail was picked up by lowering a grab hook from the car of the ship.

This was the most difficult part of the feat, as it was a simple matter to fly low over the steamer, idle the motors and lower the mail on the deck.

On the following day this feat was repeated by Lieut. McCracken and Sergeant Miller without difficulty under more favorable weather conditions.

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NEWS FROM MATHER FIELD

At the present time Mather Field, Sacramento, Calif., is the scene of intense activity. "Between the whirl of administrative duties in the daytime and the social whirl at night," says the News Letter Correspondent, "we have been in more or less of a flat spin since our arrival. But now that the new Governor has been safely inaugurated, we will settle down to a season of hard work and get in shape for the maneuvers in the Spring.

A word as to organization - the 77th Pursuit Squadron, Lieut. W.E. Richards, commanding; and the 55th Pursuit Squadron, Lieut. Clarence E. Crumrine, commanding, make up our fighting units. The 80th Service Squadron, Captain J.M. Clark, commanding, keeps them in the air. We have not decided on an insignia as yet. One suggestion, illustrative of certain social functions at the field, did not meet with much favor from a particular squadron.

Those who were here last Spring for the Maneuvers know of the admirable situation of the field. It is in the center of the area that brought all the prospectors out here in the rush of '49. In fact, there are some half dozen gold dredges at work day and night within a mile from the field. They dig up the smooth landscape and disgorge it after them in a great long pile that looks for all the world like a huge snake from the air. Let's hope their appetites do not become too great, or we may find our airdrome some morning turned into a rock pile.

We are well situated with regard to the prevailing weather conditions. Many are the mornings when there is a fog all about the countryside, yet the field is up high enough to be just out of it. Several times ships from Crissy Field have been unable to return there after a morning's mission, so have dropped in at Mather for lunch, returning to their home station in the afternoon.

At the present time there are only a few quarters on the post, only four officers and their families being quartered there. However, the rents in Sacramento are reasonable and those of us who live in town are well pleased.

There are now approximately 350 enlisted men and 20 officers stationed here, but the ships are in the minority. However, there has been so much to do in the way of organization that the lack of flying has not been keenly felt. New arrivals of both ships and men are reporting almost daily, so that it won't be long now. Recently, six pilots were flown to March Field and successfully ferried six DH's back to the field. It seems that the good old ships are going begging at the schools now, so we have grabbed off our share for various sorts of flying missions. On the return of these pilots and the Transport, a trip was made to Rockwell Field to secure six P-12B's which

were formerly used at Selfridge Field. By March 1st we should have about 30 of them, as they are being sent through the Air Depot for overhaul as rapidly as possible. The Boeing Air Transport is still using Mather Field for its Sacramento terminal, so that with the mail planes and DH's plopping in at all hours the field is beginning to look quite prosperous.

Sacramento is doing quite well by us in the social line. There never is a shindig of any kind that the post is not invited to attend. The officers have been given free membership in all the social clubs and country clubs that count hereabouts. Usually the greeting only lasts a week or so, but not so Sacramento - after three months we still believe there is a Santa Claus.

The hunting in this part of the State is excellent. All one has to do is go out for a while on an afternoon and shoot one's limit on snipe, duck or goose and return for supper. In the meantime the family has been picking mushrooms out on the field, and with such cooperation a very good meal can be had most any time.

During the holidays several of our nimrods, namely, Major Tinker, Lieuts. Saville, Roth, Kelsey and Kraft, were invited on a bear hunt in the vicinity of Sequoia National Park. In making the journey ample provision was made to take care of the spoils of this big game hunt. However, the hunters encountered great hardships, the primitive outdoor life being almost too much for them. It seems that the hot water system in the camp was a bit out of order, and they were forced to sleep on feather beds. After tramping over most of the mountains of Southern California, they returned with nothing more to show than a week's beard."

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NO CHENEY AWARD FOR 1930

Although recognizing the worth of the several instances of heroic conduct on the part of the Air Corps flyers during the past year, the Board of Officers which considers recommendations for awards and trophies in the Air Corps, reached the decision that the Cheney Award for 1930 should not be made, but that the award fund be maintained in the custody of the trustee. This award, given each year for the most outstanding act of valor, extreme fortitude or self-sacrifice in a humanitarian interest, carries with it a cash consideration of \$500. The Cheney Award is most highly prized by Air Corps Regular or Reserve Officers and enlisted men eligible to receive it.

In approving the recommendations of the Board, Major-General James E. Fehet, Chief of the Air Corps, stated in effect, that so high a standard of heroic self-sacrifice had been set by the three previous winners of the Award that the Board of Awards was of the opinion that it should not be cheapened by being given for any but a highly meritorious act. He declared that several heroic acts were performed during 1930 by members of the Air Corps, which have been suitably recognized by other awards or citations, but just because the Cheney Award was available for presentation was no cause for granting it without considering the high purpose for which it was established.

The Cheney Award was established in memory of 1st Lieut. William H. Cheney, Air Service, who was killed in an air collision at Foggia, Italy, on January 20, 1918. The donors are Mrs. Mary L. Scofield of Peterboro, N.H., and Mrs. Ruth Cheney Streeter, Morristown, N.J., mother and sister, respectively, of Lieut. Cheney.

Three members of the Air Corps previously received this Award, - Master Sergeant Harry Chapman in 1927 for conspicuous bravery in the Airship "Roma" disaster which occurred in February, 1921; Lieut. Uzal G. Ent, Air Corps, in 1928, for his heroism during the National Elimination Balloon Race; and Lieut. Wm. A. Matheny, Air Corps, in 1929, for valor during an airplane crash in Nicaragua. Lieut. Ent was aide to Lieut. Paul Evert, pilot of the Army Balloon, and when it was struck by lightning, Lieut. Evert was killed and the balloon caught fire. Instead of jumping with his parachute, Lieut. Ent remained in the burning balloon, endeavoring to revive his companion, despite the danger of the balloon exploding at any moment. Lieut. Matheny was pilot and Lieut. Dwight Canfield co-pilot in a bombing plane which they were flying to Panama. Forced down in the Nicaraguan jungles, the plane crashed and caught fire. Lieut. Canfield, stunned and unable to move from the vicinity of the burning plane, was rescued by Lieut. Matheny, who rushed into the

flames and dragged him away from his perilous position.

Although the income from the trust fund exceeds \$500.00 per year, which is the amount of the cash award, the remainder, including the unallotted sum for 1930, is placed in a sinking fund for possible use in the event more than a single individual is recommended for the award.

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BALLOON DESTROYED IN PURSUIT PROBLEM

The Air Corps Tactical School, Langley Field, Va., conducted a Pursuit flying problem on the afternoon of January 16th, involving the destruction of a captive balloon by fragmentation bombs dropped from P-12 airplanes. A provisional squadron took off with three planes in the assault flight, three in the support and six in the reserve. The planes attacked singly, dropping the bombs at the balloon which was flying at about 2,000 feet. The balloon was brought down in flames. Lieut. G. A. McHenry dropped the fatal bomb.

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CONSTRUCTION ACTIVITIES AT MAXWELL FIELD

The preponderant activity at Maxwell Field at the present time is in the line of construction work. Work was begun on a 163-man Air Corps Barracks with terrazo floors in kitchen, pantry and storeroom. Linoleum flooring will be used in squad and day rooms. The building will also be equipped with steel wall lockers. The contract was bid in at \$43,900, and calls for completion by September, 1931.

The Hodgson-Jones Construction Company of Montgomery, Alabama, is at work on the construction of the Post Headquarters, Operations and Parachute Building. This is also to be equipped with linoleum floors and steel lockers. The bid was \$58,881.00, and the contract calls for completion by June, 1931.

The tactical school building has reached a stage of practical completion, the roof being on and work being begun on the interior.

The contract for the construction of the Quartermaster Garage, Warehouse, Maintenance Shop Building and the Air Corps Paint, Oil and Dope House was awarded to the Smith-Pew Company, of Atlanta, Ga., for \$81,890.00, and will be completed by August of this year.

Excavation has been completed and actual construction begun on nine double sets of Noncommissioned Officers quarters.

A new double track railroad siding has been rushed to completion and is ready for use.

Bids will be opened February 17th for construction of one Air Corps Warehouse, one Air Corps Machine Shop and one Air Corps Assembly Shop, the estimated cost of these buildings, with all utilities being \$75,000. No bids will be considered which contemplate completion at a later date than August 1, 1931.

Bids will be opened February 29th for the construction of one Hospital and Detachment Barracks, one Fire and Guard House and one Post Exchange, at an estimated cost of \$135,000.

Work is already in progress on the erection of four steel hangars, size 110 by 220 feet, and the completion thereof is expected before the summer.

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MAXWELL FIELD OFFICERS STUDY FUNCTIONS OF OTHER BRANCHES

An interesting phase of work at Maxwell Field, Ala., is the exchange of officers with organizations of the other branches. This is easily accomplished by two-week periods of detached service at Forts Benning, Oglethorpe and Barrancas. On Jan. 12th, Lieuts. Joe A. Anderson, Laurence A. Duncan and Charles Leitner went to Benning for duty with the Tanks, Artillery and Infantry, respectively. In exchange, the officers coming over from there were Lieuts. C.B. Irvin, T.J. Morgan and E.H. Gans, all of the Infantry. Upon completion of this tour, Lieuts. C.E. Smith, Wm. B. Clements and Ashby Toulmin, of Maxwell, went over in exchange for Lieuts. Herschel Baker, A.A. Goodwyn and Fred Pearson.

These two-week periods are eagerly sought by officers from both posts, giving as it does an insight into the work of the other branches. It also provides a diversion from the regular routine of duty. A sidelight on this is the requirement that each officer from Maxwell keep a diary of his two weeks and submit it to the Commanding Officer on his return. These prove quite interesting.

EXTENSION OF TELETYPE SERVICE FOR THE
AIR CORPS

By Captain Harold M. McClelland

Sometime ago an opportunity was afforded the Army Air Corps to avail itself of an improved means for the collection and dissemination of weather information. At that time

the Aeronautics Branch of the Department of Commerce undertook to install teletype service between Richmond, Va., and Boston, Mass. The following stations were included: Richmond and Quantico, Va.; Baltimore, Md.; Camden, Trenton and Newark, N.J.; Armonk, New York; Bethany and Hartford, Conn.; Stafford Springs and Boston, Mass. To complete this circuit and fill in the gaps, an offer was made to include Bolling Field, Aberdeen and Mitchel Field, in return for the furnishing of weather observations at these Air Corps stations. This was done, and there were hourly reports available throughout each 24 hours of the day.

This service proved so satisfactory that the line was subsequently extended south through Greensboro, N.C., and Spartanburg, S.C., to Atlanta, Ga., including a number of intermediate observation points.

At Newark, N.J., this "long line" connects with the Commerce Department's "long line" westward through Bellefonte, Pa., and Cleveland, Ohio, to Chicago. It is therefore possible at Bolling Field and Aberdeen to obtain weather reports between Newark and Chicago upon request to Newark, while this information is always available at Mitchel Field.

At about the same time, arrangements were made to include a receiving machine at Fairfield, Ohio, in a "long line" between Cleveland, Ohio, and St. Louis, Mo., which ran through Columbus, Fairfield and Cincinnati, Ohio; Louisville, Ky.; Indianapolis and Terre Haute, Ind., and Vandalia, Mo., to St. Louis. This made available at Fairfield hourly weather reports throughout the middle west, for these "long lines" intersected others running north and south and east and west through the upper Mississippi Valley.

The above service was furnished the Air Corps at practically no cost, through the excellent cooperation existing between the Aeronautics Branch of the Department of Commerce and the Office of the Chief of the Air Corps. Realizing, however, that an appreciable extension of this valuable aid to our flying activities could not be expected at the same low cost, and foreseeing the day when such extension would be required, an effort was made to obtain additional funds to accomplish this purpose. This effort being successful, funds for increasing the teletype service became available this year. In the meantime, through the assistance of the Signal Corps, it was found possible to provide receiving teletype machines for Crissy, March and Rockwell Fields in California, thereby including them in a very complete teletype system covering the Pacific Coast from San Diego to San Francisco, and running east from the latter point through Sacramento and along the airway operated by the Boeing Air Transport.

Working closely with the Department of Commerce and the Signal Corps, arrangements were just completed for very considerable extensions of teletype service for the Air Corps, which in each instance connect up with circuits of the Department of Commerce so as to make available to various Air Corps activities the enormous amount of weather information being collected all over the country.

Orders have been placed for the following installations:

To complete the service on the Atlantic Coast, Fort Wright, on Fisher's Island, that "thick spot" on the Mitchel Field - Boston airway, has been included in the Richmond to Boston circuit.

Middletown, Pa., has been included in the new circuits: New York to St. Louis, through Pittsburgh, and Washington to Pittsburgh.

Langley Field has been included in a "switch line," which is shared by the Navy at Norfolk, Va., which connects to the Atlanta to Boston "long line" at Richmond. It is expected that, beginning next July, this line will be changed so as to connect with the "long line" at Bolling Field. At Langley Field weather reports will then not only be available over the Atlanta-Boston route, but also along the Washington to Pittsburgh airway.

Burgess Field at Uniontown, Pa., has been put on a "switch line," which connects at Pittsburgh, Pa., with the New York - St. Louis and Washington - Pittsburgh lines. Many points on the Washington - Dayton airway will make hourly weather reports, and these will be available at all eastern stations.

Transmitting equipment has been added to complete the teletype service at Fairfield, Ohio, where a receiving machine is already in use.

Selfridge Field, Michigan, has been put on the Detroit "switch line." This

line connects with the transcontinental line from New York to San Francisco. The latter connects with lines going south through the middle west from Cleveland and Chicago, and northeast from Cleveland, through Buffalo, and Albany, N.Y.

Hensley Field, the new Air Corps Intermediate Landing Field at Dallas, Texas, which is a part of the Air Corps Southwestern Airways System, has been included in a "short line" between Fort Worth and Dallas, Texas. Fort Worth receives by telegraph a vast number of weather reports from points scattered all over Texas and Oklahoma. These will be put on the teletype line to Hensley Field and Love Field, and Hensley Field can relay them to Air Corps stations in the Radio Net of the Southwestern Airways.

On the west coast transmitting equipment has been provided for Rockwell Field, March Field and Crissy Field, where receiving equipment has been available for some time; and both transmitting and receiving equipment has been provided for the Air Corps Reserve Airdrome at Sand Point, Washington, on the Seattle "Switch Line."

In addition to providing weather reports, the above facilities may be utilized, together with the facilities maintained by the Aeronautics Branch of the Department of Commerce, for the transmission of arrival and departure messages on the movement of Army aircraft where radio facilities are not available or when, by reason of infrequent schedules or time consumed due to the necessity for relaying, considerable delay ^{in delivery} of messages will result.

In this connection, the following, which appears in paragraph II of Instruction Bulletin D-6, Supplement No. 1, issued by the Aeronautics Branch and effective December 30, 1930, and which is contained on page 404 of Air Commerce Bulletin No. 15, February 2, 1931, is of interest:

"Movement messages of aircraft owned by the Government shall be accepted if such messages are destined to points on communication circuits of the Aeronautics Branch."

Air Corps pilots should make the maximum use of this additional service. They should familiarize themselves with the facilities of the Department of Commerce, which are listed from time to time in the Air Commerce Bulletin, issued semi-monthly and available at all Air Corps stations, and should know the location of observation stations on the teletype lines in the vicinity of their stations.

Some Air Corps stations, where teletype service has been in use, have installed blackboards in the Operations Office on which are posted the hourly weather information, segregated by routes, so that the weather over any route may be seen at a glance.

It is believed that the teletype, or automatic telegraph-typewriter, as it is sometimes called, will prove to be extremely useful to the Air Corps. Funds are not available for providing all stations with this equipment, consequently the use made of the present installations will be watched for a sufficient period of time to determine if greater service would result if these facilities were moved to some stations not now equipped.

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N.A.C.A. REPRESENTATIVE TALKS ON AVIATION IN EUROPE

Mr. John J. Ide, representative in Europe of the National Advisory Committee for Aeronautics, and Dr. G. W. Lewis, Director of Aeronautical Research of that Bureau, were guests of the Materiel Division, Wright Field, Dayton, Ohio, on January 23rd. Mr. Ide gave his usual talk to the technical personnel of Wright Field, discussing the trend of aviation developments during the past year in Europe, as shown at the Paris Air Exhibition. He stated that new transport planes were, in the majority of instances, high wing monoplanes, of single-engine type, and that all-metal and metal construction with fabric covering were used increasingly over past years. He brought out special characteristics of the military airplanes as emphasized by the various foreign governments. Mr. Ide illustrated his lecture with lantern slides.

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The first of the new radio receivers for the Air Corps reached the First Pursuit Group recently, and they will be installed in P-12C airplanes as rapidly as possible. The First Pursuit Group expects to be in a position to use this method of communication during the coming maneuvers.

LIEUT. LANIER QUALIFIES AS SPRINTING CHAMPION

According to the News Letter Correspondent from Fort Crockett, Galveston, Texas, Lieut. Jack Lanier, recently of the Third Attack Group and at the present time on an inactive status, considers himself lucky to be alive after an experience at the Group's duck camp which almost cost him his life. At first it was thought that maybe Jack had just gotten into a flat spin and wasn't responsible. But Major Davenport Johnson, Commanding Officer of the Group, investigated the tale and vouches for its authenticity. We'll let our hero tell the story in his own words:

"I arrived at the ranch on Friday afternoon for a goose hunt. I found the caretakers, brothers, very hospitable, notwithstanding the fact that neither had shaved or had a comb in their hair in over two years. Then came Saturday night. About 8:00 p.m., the younger boy (about 27 years of age) went out to chop some wood. The other one, about 31 years old, came over and sat beside me on my bunk and said: "Would you like to make some money tonight?" Naturally, one would look at him sort of curiously, being out on an island five miles from the mainland and eighteen miles to the next ranch house and not a single telephone on the island. And, curiosity getting the best of me, I said: "How?"

"Oh," he said, "I control the stock market from here."

Well, I at least had the satisfaction of knowing what the score was. About that time the other brother came in with the wood, and as everything seemed all right, we went to bed. At about 12:30, the screwy one got up and built a fire in the stove. I heard him say to his brother - "Everyone of these aviators snore like hogs. The no good so and so's!"

Not caring much what he thought, I went back to sleep. About 3:30 a.m., he came over to my bunk and shook me by the arm, saying: "Get up! Get up!"

On awakening I asked what's the matter, as I noticed he had lighted the lamp. He said: "There's a Greek in the house and I'm going to kill him."

Putting two and two together and seeing him standing by my bed with a pump gun in his hand, I figured it would be good "tactics" to get up. I think the word "Tactics" is the proper one to use, since the Tactical School at Langley defines Tactics as the evolution of armed forces within the field of battle.

As I arose, he said: "I am going to kill everybody on the island, and I'm going to kill you first."

With that he put the gun in my face. Well, right here is where business began to pick up. Just as I pushed the gun to one side he pulled the trigger and the gun fired by the side of my face. At the same instant I noticed his brother stretched out on the floor with his face bleeding, apparently dead. This started what was really a tussle for one pump gun, complete, with handle and knobs. After a few minutes I succeeded in getting the gun. As I did, he said: "I'll get another one to kill you with!"

Being a great believer in the old saying that self preservation is the first law of mankind, I pumped a new shell in the chamber and raised the gun as he reached in a box where I knew there was a six gun. Just as I was ready to shoot, the brother on the floor came to and cried: "Don't hurt him; he's demented and don't mean anything."

Not wanting to hurt anyone demented, I decided to change from Tactics to Strategy and got out of the field of battle. So I took off across the prairie barefooted. Cactus, sandburrs and oyster shells were no handicap. After running a couple of hundred yards, I thought I was far enough, as it was a real black night with no stars or moon. About that time I imagined I heard a noise behind me. The next three hundred yards is where the running really took place. I was sleeping in a leather G.I. flying suit, and that is all that kept me from freezing while I spent the rest of the night in a thicket. The next morning, one pilot and an A-3B migrated.

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GENERAL WINANS INSPECTS FORT CROCKETT

Major-General Edwin B. Winans, U.S.A., Commanding the 8th Corps Area, accompanied by his Aide-de-camp, Capt. Loren F. Parmley, Cavalry, inspected Fort Crockett on January 6th. A 27-ship formation was flown for the visitors, with demonstrations of Attack flying. "It was a spectacular demonstration," Gen. Winans said. "I was impressed with the accuracy of the pilots and also their obvious daring."

ENLISTED PILOTS IN THE AIR CORPS

The number of rated pilots among the enlisted personnel of the Air Corps is steadily dwindling, the roster as of December 31, 1930, showing only 30 names. Of these enlisted pilots, all of whom except two are noncommissioned officers, 15 are rated as Airplane Pilots, 6 as Junior Airplane Pilots, 7 as Airship Pilots and 2 as Junior Airship Pilots. Their names are given below, as follows:

AIRPLANE PILOTS

John L. Waugh	Master Sgt.	46th School Squadron	Brooks Field, Texas.
Paul B. Jackson	Tech. Sgt.	A.C. Technical School	Chamute Field, Ill.
Ezra F. Nendell	Master Sgt.	A.C. Technical School	Chamute Field, Ill.
Douglas M. Swisher	Sgt. (A.M.)	A.C. Technical School	Chamute Field, Ill.
Chester W. Kolinski	Master Sgt.	91st Obs. Squadron	Crissy Field, Calif.
James A. Lee	Tech. Sgt.	12th Obs. Squadron	Ft. Sam Houston, Texas.
Edward A. Brown	Private	88th Obs. Squadron	Fort Sill, Okla.
Chester F. Colby	Master Sgt.	88th Obs. Squadron	Fort Sill, Okla.
Peter C. Biesiot	Master Sgt.	43rd School Sqdn.	Kelly Field, Texas.
Bernard Wallace	Master Sgt.	39th School Sqdn.	Kelly Field, Texas.
Boyd R. Ertwine	Master Sgt.	54th School Sqdn.	March Field, Calif.
Samuel M. Turner	Tech. Sgt.	1st Obs. Squadron	Mitchel Field, N.Y.
Stewart C. Smink	Master Sgt.	49th Bomb. Sqdn.	Phillips Field, Md.
Samuel J. Davis	Master Sgt.	15th Obs. Squadron	Scott Field, Ill.
Cecil B. Guile	Tech. Sgt.	15th Obs. Squadron	Scott Field, Ill.

JUNIOR AIRPLANE PILOTS

Conrad L. O'Briant	Master Sgt.	40th School Sqdn.	Det. Service, Cuba.
Fredk. H. Wilson	Corporal	99th Obs. Squadron	Mitchel Field, N.Y.
Joe Grant	Master Sgt.	28th Bomb. Squadron	Philippines
Maurice B. Riherd	Private	28th Bomb. Squadron	Philippines
Carleton P. Smith	Master Sgt.	3rd Pursuit Squadron	Philippines
Leslie L. Wells	Master Sgt.	11th Bomb. Sqdn.	Rockwell Field, Calif.

AIRSHIP PILOTS

Albert C. Gambla	Master Sgt.	2nd Balloon Company	Fort Bragg, N.C.
James C. Richardson	Sgt. (A.M.)	2nd Balloon Company	Fort Bragg, N.C.
Joseph F. Murray	Staff Sgt.	1st Balloon Company	Fort Sill, Okla.
Arvin E. Miller	Master Sgt.	19th Airship Co.	Langley Field, Va.
Ronald H. Short	Tech. Sgt.	19th Airship Co.	Langley Field, Va.
Olin Brown	Master Sgt.	24th Airship Co.	Scott Field, Ill.
James E. Hunton	Tech. Sgt.	27th Pursuit Sqdn.	Selfridge Field, Mich.

JUNIOR AIRSHIP PILOTS

William J. Bennett	Master Sgt.	19th Airship Company	Langley Field, Va.
Joseph J. Bishop	Master Sgt.	9th Airship Company	Scott Field, Ill.

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NARROW ESCAPE FOR TWO BROOKS FIELD OFFICERS

Electrical trouble in the insulation of their D.H. plane developing suddenly and without warning almost proved the deaths of two Brooks Field officers, Major C. E. Baker, Surgeon, and Lieut. Richard E. Cobb, Supply Officer, 52nd School Squadron, on Saturday, January 18th, as the two officers were making a cross-country flight from Brooks Field to Matagorda Island for the week end.

Smoke pouring from the overheated insulation wiring first gave indication of serious mechanical trouble, and Lieut. Cobb, the pilot, hastened to land. Blinded and almost overcome by smoke, however, he was unable to make a proper landing, and the airplane crashed to the ground, rendering his passenger and himself unconscious. To aggravate a situation already precarious, the gasoline tank developed a leak shortly after the plane had landed.

When Major Baker and Lieut. Cobb regained consciousness, they found that had another five minutes elapsed, they would have become trapped in the flames that completely consumed the airplane. Major Baker sustained a badly lacerated forehead, and Lieut. Cobb a wrenched back. Officers of Brooks Field who investigated the accident were unable to determine the source of the electrical trouble

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Mitchel Field welcomed with open arms Lieut. Max W. Balfour, Air Corps, who just returned to duty after almost two years spent in Walter Reed Hospital as a result of an airplane crash.

PHOTOGRAPHIC ACTIVITIES OF SCOTT FIELD

Reports and data on the photographic mission in the Northern Peninsula of Michigan for the Geological Survey, which was performed last summer by the 21st Photo Section, Scott Field, have been compiled recently and the project has now been listed as finished.

The project was carried out under very adverse conditions, particularly as to weather, and lasted from May 16th to October 30th. The location of the area to be photographed, with Lake Superior on the North and Lake Michigan on the South, was conducive to considerable cloudiness. During the entire project there were only 12 days during which there were no clouds over the area. On 14 other days conditions were such that full time work was not possible. In addition to the clouds, there were numerous forest fires which rendered visibility so poor that it was almost impossible to fly the course necessary for photographic work. The smoke also obscured a considerable portion of the territory to be taken.

The photographic team for this mission, 1st Lieut. Willis R. Taylor and Master Sergeant Nicolas G. Loupos, were accompanied by Sergeant Joseph C. McCullough, mechanic. The first base was established at Sault Ste. Marie, Mich., on May 17th. On July 13th a change was made to Blaney, Mich. The first plane to be used was an O2-H, but in July one of the new Fairchild photographic planes was made available, and from then on the work proceeded more satisfactorily and with considerably more comfort during the flights at 14,000 feet altitude. This plane was mounted on floats and flown from the numerous lakes in the area. It was found impractical to use Lakes Superior and Michigan, because of the winds and rough water which prevailed a considerable part of the time.

Originally it was contemplated that the total area to be photographed would be 3,500 square miles, but, due to the many difficulties and delays encountered, the project was called off when a total of 2826 square miles had been completed. As a result of this mission, it was recommended that in future photographic missions, in a locality where adverse weather conditions are to be expected, two planes be assigned to the job in the belief that this would lessen the cost of the project and probably insure its completion.

Another difficulty which was experienced was the inability to secure proper flight maps. It was found that both the magnetic and earth inductor compasses were very variable in this area, and in flying 50-mile strips the error was too great for photographic purposes. It was believed that this error was caused by the large iron deposits in the area. Numerous retakes were made necessary for these causes and this both delayed and increased the cost of the project.

In the report the cost of the entire project to the Geological Survey was listed at \$8,452.33. This included only the expenses of the personnel, the cost of materials used, repairs to equipment, and the cost of labor in connection with the developing and printing. There were 62 rolls of film exposed, from which 4062 negatives were used and five prints of each furnished the Geological Survey.

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Another 3,000-square mile photographic project was recently assigned to the 21st Photo Section, Scott Field, and it is expected that 1st Lieut. Willis R. Taylor, pilot; Master Sergeant Nicolas G. Loupos, photographer; and Sergeant Joseph C. McCullough, mechanic, will leave shortly to begin work thereon.

The first area to be taken is in Louisiana on the east side of the Mississippi River, from Baton Rouge to the Alabama State line, and comprises about 1300 square miles. The strip to be taken is about 17.5 miles wide by about 65 miles in length and includes nearly all the northern half of Lake Pontchartrain. The five 15-minute quadrangles included in the area are: Port Vincent, Bayou Barberry, Strader, Chinchuba and Slidell.

The party will base at New Orleans with the Fairchild photographic plane and will use a K-3 camera with an 8 $\frac{1}{4}$ -inch lens. With a 14,000-foot altitude, the negatives should cover nearly 12,000 feet in depth by over 15,000 feet in width. The usual 50% overlap will be taken on all photographs with the strips overlapping 30%.

Lieut. Taylor expects this portion of the project will be completed within three or four weeks, depending entirely on the number of good photographic days available, and then the party will shift to Memphis, Tenn., for the second

part of the project, which includes about 1730 square miles. This area includes seven fifteen-minute quadrangles in the northern part of Mississippi, these being: Horn Lake, Strayhorn, Carter, Crowder, Stover, Duncan and Rich. The area is irregular in width, being about 15 miles at the northern end and over 45 miles at the southern part.

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SUCH IS FAME

"Young man, I hope you can fly as well as your father could pitch," was the remark addressed to Lieut. Mathewson, Air Corps, by Major Andres Soza-Fuentes, Chilean Military and Air Attache to the Embassy at London for the past two years, upon being introduced to "Young Matty" during the course of a visit to Mitchel Field. Major Soza-Fuentes, who is on his way to his home country, was supposed to have arrived at Mitchel Field by plane. The plans fell through, however, and he arrived by train instead - bright and early.

Lieut. August Kissner spent the day on a Cook's tour of the post with the visitor from Chile. After lunching with Major Ryan and his guide, the latter took the visitor for a flight over New York City. The Major was particularly thrilled by the sight of the Empire State Building towering over the "other massive structures in the great city."

Major Soza-Fuentes said he was greatly impressed by the Air Corps and its activities. He said he had no idea that it was so big. He stated that Chile is also "coming ahead" in aviation with five military fields, three naval sea-plane bases and many civilian fields. American planes are well represented in the service, as there is an American factory in that country at the present time. He also expressed regret that he could not satisfy his desire to spend a year in the United States studying aviation.

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TWO ARMY AIRMEN VANISH DURING A CROSS-COUNTRY TRIP

Three days of continuous searching failed to reveal any information as to the whereabouts of Lieut. Jonathan E. Grasty and Corporal Phillip Schuchman, 13th Attack Squadron, according to the News Letter Correspondent from Fort Crockett, Galveston, Texas. These two men were reported missing somewhere between Fort Crockett and the duck camp at Matagorda late Sunday night, Jan. 11th, after they had failed to arrive at their home station. The continued failure to find any trace of the missing airmen, who were flying an A-3B, presents a case as baffling as the disappearance of the Cyclons.

Lieut. Grasty and Corporal Schuchman left Fort Crockett Saturday for Brownsville, Texas. Leaving at the same time and for the same destination were Lieut. Karl Kalberer and Corporal Pete Martin, also of the 13th Attack Squadron. Although these two ships left at the same time and for the same place, they were on separate flying missions. On their return from Brownsville Sunday noon they encountered bad weather, made up of a strong North wind and sheets of driving rain.

It was getting late when they arrived in the vicinity of Matagorda Island, and so both planes landed there to send a message home telling where they were. However, as the station was closed for the night at 5:30 p.m., they were unable to send word of their whereabouts to Fort Crockett. Although the weather was bad, both pilots were confident they could find their way home in the growing darkness and, rather than have any anxiety felt regarding their safety, they took off for home.

According to the account of Lieut. Kalberer and Corporal Martin, the ceiling was very limited and probably was not any greater than 75 feet. The two ships left Matagorda at about 6:00 p.m., and at about 6:45 p.m. they became separated from each other. Lieut. Kalberer was so busy with the controls that he was unable to keep an eye on the other plane. Corporal Martin, however, watched them as long as they were visible in the growing darkness. He states they were below him and Lieut. Kalberer and somewhat to the rear, off to one side and about 25 feet from the water. At this time the planes were about five miles out over the Gulf and, as later related by Lieut. Kalberer, they were unable to distinguish land from water.

A few minutes later, Lieut. Kalberer headed for land and some lights which were visible through the thickening fog. They were still unable to make out

the terrain beneath them and fearing they were lost they began to take altitude in order to bail out, when they saw the Causeway lights far ahead of them. A few minutes later they arrived at the home airdrome safe and sound.

When told that Lieut. Grasty and Corporal Schuchman had not arrived as yet, Lieut. Kalberer and Corporal Martin took off immediately and retraced part of their course. Unable to find any trace of the missing plane and its occupants, they returned to the airdrome.

The next morning every available plane in the 3rd Attack Group was serviced and put into the search for the missing airmen. Areas were mapped off and planes sent to search that particular spot. The patrols were up for three hours each time and were continued until darkness, when the ships were serviced and put in readiness for a dawn patrol.

Local radio stations were notified, as was the Radiomarine Corporation. The latter radioed all vessels clearing from or arriving at Galveston. It was estimated that Lieut. Grasty had enough gas to fly for about two hours from the time last seen. Long distance telephone calls were sent to 94 towns in the vicinity of Matagorda, Freeport and Bay City. It was not long before the Operations Office began receiving calls from people who reported hearing the missing plane at various times. There was a man stationed in the Operations Office to receive all of these calls and check them on a map. Reports were received from Brazosport, Velasco, and Edmonds, stating a plane had been heard the preceding night. The call from Edmonds was to the effect that the plane was heard flying over there at about 8:45 p.m. This appeared to be authentic, and as further calls came in it appeared as if the missing men had really gotten over land and were in the vicinity of the towns they were reported as flying over. In the meantime, the Folkler Transport was converted into a flying ambulance in case the men were found. Its motors were kept warmed up so no delay would be encountered in its taking off.

Twenty-seven planes took off at dawn Tuesday morning on a patrol scheduled to last until noon. All planes were equipped with belly tanks. Tuesday produced more rumors but ended with the case more of a mystery than ever. On Wednesday the search was continued despite the threatened gas shortage. The tank cars arrived in time, however, and no hitch was encountered. The Coast Guard Cutter SARANAC, which had been patrolling the Gulf, gave up on Wednesday and left a smaller patrol boat to continue the search of the waters.

Up to this writing the planes of the 3rd Attack Group have put in 481 hours and 35 minutes in the air in the search for Lieut. Grasty and Corporal Schuchman.

According to the Galveston NEWS of January 17th, part of an airplane wing, a life preserver and wheel, picked up on the beach seven miles southwest of San Luis Pass, revealed the mute story of the disappearance of the two Attack Group airmen. The body of Corporal Schuchman was later recovered.

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NEW EQUIPMENT FOR THE AIR CORPS

Contracts for new aircraft and engines for the Army Air Corps, involving an expenditure of \$1,190,397.05, were recently approved by the Assistant Secretary of War. The contract for \$366,495.65, awarded the Curtiss Aeroplane and Motor Company, Inc., Garden City, L.I., New York, calls for 30 Observation type planes, Model O-1G, and spare parts. These planes are standard production types which are in use by the Army Air Corps. They will be powered with the Curtiss, Model V-1150-E, 435 h.p. water-cooled engines.

Two contracts, aggregating the sum of \$823,901.40, awarded the Wright Aeronautical Corporation, Paterson, N.J., call for a total of 118 engines. One of these contracts is for 60 Curtiss V-1150-E engines for installation in the O-1G Observation planes, and the other for 10 Curtiss Model V-1570-C and 48 Curtiss, Model GLV-1570-C engines and spare parts. These engines are required for installation in various service test types of airplanes. The number of engines in each case will be sufficient for installation in the airplanes mentioned above, and leave an adequate number for spares. The V-1570 series are Prestone-cooled, 600 horsepower, the model prefixed by the letter "G" being a geared type.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Following officers to proceed to Philippines for duty: Sailing from New York, May 5th - 1st Lieut. John L. Hitchings, upon completion of present course of instruction at Air Corps Technical School -- Sailing from New York, about August 19th: Captain Walter J. Reed, 1st Lieut. Howard E. Engler and 2nd Lieut. George J. Eyrigh, upon completion of present course of instruction at Air Corps Technical School.

Upon completion of tour of duty in Panama, 1st Lieuts. John M. Davies to Rockwell Field, Calif.; Edmund G. Lynch to Air Corps Training Center, Duncan Field, Texas, also 1st Lieut. Laurence C. Craigie.

Upon completion of tour of duty in Philippines, Capt. Wm. O. Butler to Langley Field, Va.; 1st Lieuts. Charles T. Myers, Jr., George H. Steel and Wallace E. Whitson to Air Corps Training Center, Duncan Field, Texas; Edward M. Morris to Fort Crockett, Texas; Thomas W. Blackburn to Houston, Texas, as Instructor, 36th Division Aviation, Texas National Guard.

Upon completion of tour of duty in Hawaiian Department, Capt. Frank H. Pritchard to Fort Sill, Okla.; 1st Lieuts. Carl W. Pyle to Rockwell Field, Calif.; Thomas M. Lowe to Office Chief of Air Corps, Washington, D.C.; Capt. Harry G. Montgomery to Bolling Field, D.C.; 1st Lieut. Benjamin E. Griffin to Fort Sam Houston, Texas; 1st Lt. Richard H. Dean to Crissy Field, Calif.

Following officers to proceed to Panama for duty - sailing March 18th - Capt. James F. Powell, Scott Field, Ill.; 2nd Lt. Lloyd H. Tull, Aberdeen Proving Ground, Md.; - sailing from New York, May 5th - 2nd Lieuts. Linus D. Frederick, Chanute Field; Joel G. O'Neal, Dodd Field, Texas; Nathan B. Forrest, upon completion of course at Air Corps Technical School, Chanute Field, Ill.

Following officers to proceed to Hawaiian Department for duty: Sailing April 9th, 1st Lieuts. Donald D. FitzGerald and David M. Ramsay, Brooks Field; Demas T. Crow, Kelly Field; - 2nd Lieut. Kenneth P. McNaughton, upon completion of present course of instruction at Air Corps Technical School, sailing Aug. 12

1st Lieut. Glenn C. Salisbury, Kelly Field, to Boston, Mass., for duty with Organized Reserves, 1st Corps Area.

Detailed to the Air Corps, and to Brooks Field, Texas, for Primary Flying training: March 1st - 2nd Lieut. John P. Doyle, Jr., Coast Artillery Corps; July 1st - 2nd Lieuts. Wm. T. Hefley, Jr., Corps of Engineers; Morton E. Townes and John W. Joyes, Jr., Infantry.

Relieved from detail to the Air Corps: 2nd Lieuts. Walter E. Ahern to 18th Infantry, Fort Schuyler, N.Y.; Albert J. Mandelbaum to Signal Corps, 2nd Division, Fort Sam Houston, Texas; John H. Murrel to Infantry, 2nd Division, Fort Sam Houston, Texas; Thomas Mifflin to 18th Infantry, Fort Hamilton, N.Y.; Andrew P. O'Meara to 4th Field Artillery, Fort Robinson, Neb.; Frank T. Folk to 11th Infantry, Fort Benjamin Harrison, Ind.

Reserve Officers to active duty to June 30, 1930: From February 18th - 2nd Lieuts. Alton S. Fell, Trenton, N.J., to Mitchel Field, N.Y.; to Langley Field, Va.; Clifford P. Burton, Sceptre, Canada; Theodore Quentin Graff, Perryville, Mo; Morris Reed Knight, St. Joseph, Mo. - To Dodd Field, Texas: Arthur C. Robertson, Abilene, Texas; To Fort Crockett, Texas: Clayton Stiles, Walla Walla, Wash. - To Post Field, Okla.: George Leonard Houle, Renton, Wash. and J. Will Campbell, San Antonio, Texas. - To Selfridge Field, Mich. - Arnold T. Johnson, Wilmet, S.D. - From February 10th, 2nd Lieut. Donald C. Walbridge, San Antonio, Texas, to Dodd Field, Texas. - From Feb. 1st, Paul Hinds, Weleetka Okla., to Selfridge Field, Mich. - From Feb. 6th, Melvin S. Hollidge, East Milton, Mass., to Langley Field. - From April 2nd, John Jerry Milvey, San Diego, Calif., to Rockwell Field, Calif. - From April 14th, Norman L. Barr, Boyle, Miss.; to France Field, Panama. - From Feb. 18th, George V. Freiburger Hortonville, Wis., to Langley Field.

Promotions: Major Augustine W. Robins to Lieut.-Colonel. To Captain, with rank from Dec. 10th, 1st Lieut. Herry G. Montgomery; to Captain, with rank from Jan. 1, 1931: 1st Lieuts. Fred C. Nelson, James A. Healy, Edward M. Morris, Charles Douglas, Hugh A. Bivins, Burton F. Lewis, Elmer J. Bowling, Orin J. Bushey; from Jan. 3rd - Fred S. Borum; from January 9th, George W. Polk, Jr.; from January 12th, Devereux M. Myers; from Jan. 14th - Alfred W. Marriner and Guy H. Gale.

Retirements, due to disability incident to service: 2nd Lieut. Clarence K. Roath, Jan. 31, 1931; Captain Aubrey I. Eagle, Jan. 31, 1931; 1st Lieut. Kellogg Sloan, January 31, 1931.

INSTRUMENT FLYING

Expressing his belief that instrument flying may be of great tactical value to the Air Corps, Captain J. K. Cannon, Air Corps, Senior Instructor of the Pursuit Section of the Advanced Flying School, Kelly Field, San Antonio, in a report of experimental instrument, or "blind flying" by the 43rd School Squadron, outlines many advantages which this type of flying promises to bring forth. As to its value in war operations, Captain Cannon goes on to say that on the west coast the fog generally burns out at about 10:00 a.m. The enemy's air force could be over their objective as the fog lifted, make their attacks and retire before our forces could leave the ground. Clear weather at Washington extending to the east coast - an urgent necessity for air reinforcements in the east - our air force held at Dayton by low clouds and storms over the Alleghenies. Given the instruments in our planes and the proper training for our pilots, either problem could be easily solved.

Various pilots on duty with the 43rd School Squadron have for some years been intensely interested in flying by instruments, using thick layers of clouds with a safe ceiling as the laboratory. By this method it became quite obvious to pilots of the organization that it was possible to fly "blind" and using only the "Bank and Turn," compass, altimeter and air speed as an artificial horizon, and that the "bear stories" of pilots who had flown "blind" without the aid of instruments were just idle fancies. Members of the Squadron have taken off in heavy fog - with only the standard Air Corps instruments as a horizon - for cross-country flights when good weather reports had been received from the contemplated destination of the flight. On one occasion a member of the Squadron, very anxious to return to Kelly Field from Muskogee, Oklahoma, arose to find the field blanketed with a heavy fog. An excellent weather report came in from Kelly Field. Resolving to take off in the fog, get above it, and proceed to San Antonio, the pilot, after gaining 1500 feet altitude, found himself above the fog in bright sunshine, and at the Red River the fog disappeared.

During the summer of 1930, Major William C. Ocker, Air Corps, offered to turn over a Sperry artificial horizon and a directional gyroscope, which had been loaned to him by the Sperry Company, for the use of the 43rd Squadron. The offer was accepted and the instruments installed in a Pl-D airplane. For some time very few opportunities were offered for the trial of the instruments in clouds or fog. The pilots used this period to become thoroughly familiar with the instruments and their eccentricities. With the arrival of Fall, many opportunities were offered for testing the instruments in clouds and fog. On numerous occasions pilots remained in the air for over an hour without getting out of the fog bank - flying "blind" - but being careful to feel their way out over the flat country to the east of San Antonio. After becoming acquainted with the instruments, no difficulty or undue strain was experienced in flying long periods with them.

It was then decided to use the instrument plane as the horizon for other planes flying in formation therewith. Using instructors, this scheme worked out successfully with three and six-plane formations, although the second element had a little difficulty. This difficulty could be overcome with more experience.

In November, an instructor found himself with two students, at a ceiling of 2,000 feet, which eliminated any hazard to the venture, and heavy clouds above. Without giving the students any intimation of what was coming, he eased them into the clouds. By using the instructor's plane as the horizon, the students, although at first having the customary sensation of turning and banking opposite to the actual direction, were able to follow the leader with little difficulty. An altitude of 6,000 feet was reached without coming out of the clouds. At first, gentle banks and turns were made. These were followed by climbing and diving turns. Having been through the "box and chair" and receiving a little experience in flying "under the hood," the students knew their senses were wrong and quite easily became accustomed to flying with the instructor's plane as their horizon. The instructor had no trouble watching the horizon and the students and at the same time keeping his position fairly accurate so as to come out over the open country.

At another time, with bumpy air and a ceiling of only 400 feet, the instructor with the instrument plane took his students, two at a time, through the clouds to 4,500 feet to unlimited ceiling and smooth air. The other in-

structors were forced to work below 400 feet and in bumpy air. Finally, after thoroughly demonstrating that students could indefinitely, without undue strain, fly formation in fog by using the leader's plane as the horizon, it was decided to take a number of planes in formation into the fog and then, by sharp maneuvering lose one of them in the thick of it. With a ceiling of 2,000 feet and heavy clouds extending to 6,500 feet, the instrument plane was sent out with instructions to intercept Flight "C" and take them to 7,000 feet for a work-out, being sure to disengage one member from the flight detached at about 4,500 feet. The mission was successfully performed. The member detached from the flight, losing his horizon, spun out. The remaining members had their prescribed sun bath at 7,000 feet, after which they were returned to 1500 feet and ordered to continue their training.

Aside from the tactical value of "blind flying," much valuable property and many irreplaceable lives could be saved by equipping our planes with proper instruments and teaching our pilots to use them correctly. Many pilots have been saved by sheer luck and not because of their own skill. Instances may be cited in the case of veteran Air Corps pilots, a Captain while on his way from Rockwell to March Field, and two Lieutenants, one while flying between Cheyenne, Wyoming, and Salt Lake City, Utah, and another while flying between Dayton and Washington. The case of Lieut. Irvin A. Woodring, who flew across the continent, carrying important documents, may also be mentioned. Other pilots have saved themselves by using their parachutes, whereas the thousands of dollars lost in the crash of the plane could have been saved by spending a few hundreds of dollars for instruments and teaching our pilots how to use them. Other pilots lost their lives with the destruction of their planes, and Lieut. Caldwell, who lost his life while accompanying Lieut. Woodring eastward, may be mentioned in this connection. We know definitely what happened in this case, because Lieut. Woodring was caught in the same storm and was saved merely by a lucky break. Many other fatal accidents have occurred in which all indications pointed to a lack of ability on the part of the pilot to fly by instruments.

Captain Cannon is of the belief that all airplanes should be equipped with the very latest practical "blind flying" instruments. The "Sperry Horizon" is not entirely satisfactory, and in its present stage of development should not be procured in large quantities. If the airplane is put in any position beyond a 90-degree bank, the horizon becomes "cockeyed" and will not return to normal until the gyro has stopped. Obviously, if the pilot had to fight his way through "Blind" weather after having been in an engagement, he would find himself without a horizon. The correction of this fault should offer no undue difficulty. The directional gyroscope is very essential to prolonged accurate "blind flying." It can possibly be refined somewhat, but is satisfactory for procurement in large numbers at present. This instrument does away with all the turning errors of the standard compasses installed in our planes. The fact that it precesses slightly is relatively unimportant.

"Blind flying" can be done with the bank and turn indicator in combination with other instruments normally installed in our planes, but any prolonged work entails terrific strain on the pilot, for during all this time his entire energies are glued to the instruments in an effort to keep the plane under control. After becoming accustomed to flying with instruments, such as the Sperry Horizon and the directional gyroscope, little more effort is required than when flying with the normal horizon.

In conclusion, Captain Cannon believes that, as a precautionary measure against accident, a good artificial horizon ranks next to the parachute. If the instruments are in the plane and the pilots are properly trained to use them, the parachute will not have to be used quite so frequently. It will prevent the needless sacrifice of hundreds of thousand of dollars lost in crashed aircraft, and it will save human life.

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COMEDY SKETCH RESULTS IN WASHOUT FOR CADETS

The News Letter Correspondent from the Cadet Detachment, Air Corps Primary Flying School, Brooks Field, Texas, feels that possibly due to the fact that the lower class was initially received when the upper class was absent, or because the upper class cannot completely recall its activities of bygone days, the A-stage boys seem to be a much more sensational lot than the senior students. "No one in our class," he says, "ever had the imagination to do eights around

the Smith-Young Tower, or stage parties in post hospitals, or wrap upper-classmen in sacks and heave them bodily out of the barracks into the mud. Last week, however, marked what might be termed the piece de resistance of gestures. According to Cadet talk, two lower classmen found themselves in the position of an imminent washout, whereupon they hit upon the little idea of giving each other a check ride preliminary to that shortly to be rendered unto them by Lieut. Carter. And they did. They took a PT, and one played the student and the other the instructor. The "instructor" would give his pupil forced landings, lecture him forcefully on his undesirable flying tendencies, smoke cigarettes, and carry on thus until it became his turn to be student while his companion became the care-free critic. Finally, the story goes, the pair landed and taxied up to the main hangar line, where they were received, without enthusiasm, by the aforementioned Lieut. Carter who, without of course meaning to reflect upon their ability as instructors, washed them out without much ado."

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BEAUTIFYING THE NEW TRAINING CENTER

A beautification project on a huge scale, which will convert what was once a large farm area into one of the garden spots of the southwest, was recently started at Randolph Field, San Antonio, Texas, with the transplanting of trees, bushes and shrubbery under the direction of Capt. A.W. Parker, Constructing Quartermaster. The landscaping is in charge of 1st Lieut. N.G. Bone, landscape architect.

With the 1,900-acre landing area, which surrounds a building area of 485 acres, already converted into a vast lawn, work of transferring the various trees and plants from the special nursery and greenhouses to the various parts of the building area is keeping pace with the rapid completion of construction work at the field.

Before landscaping of the entire building area is completed, 250,000 flowers, plants, bushes, shrubs and trees, varying in size from pansies to palm trees, will have been set out. About 150,000 are now in the nursery or greenhouses, which cover an area of about 32 acres. More than 20,000 already have been planted, although only the five-pointed Air Corps star and the name "Randolph Field" which greet the eye at the entrance of the field have been completed.

In order to maintain the general color scheme of the field the year 'round, evergreens will be used extensively both along the parkways and drives and around the buildings and homes. Approximately 1,500 palms, Spanish oak and live oak trees will be set out along the boulevards to lend a majestic appearance in keeping with the modified architecture being followed in all buildings on the field.

Many native Texas trees and shrubs will be planted at various spots, including Texas cedars, Texas cactus, agarita, youpon, senisa, holly, dasyliroan, sumac, many species of yucca, and agava. Other species of shrubs to be extensively used are arbovitae, spreading cedar, Arizona, Italian and other species of cypress, various kinds of privets, elaeagnus, cherry laurel and magnolia. Lieut. Bone is planning a trip by plane to Arizona and New Mexico during the next few weeks to bring back some of the rare species of cactus to be found there.

As fast as the buildings and quarters are completed, the staff of civilian experts will start setting out the various flowers and shrubs around them. Each barrack and the homes of the officers and noncommissioned officers will receive individual care to make them attractive and keep them in harmony with the general architectural and landscaping schemes.

The seeds or cuttings are planted in three greenhouses, each about 40 feet by 200 feet. Three tiers of earth-filled boxes are required for the huge number of plants and flowers which must be started under glass before they can be transplanted. When they have attained the proper stage of growth, they are transferred to a lath house where they can be closely watched until they are ready to be set out along the drives, in parks, or around the homes or quarters. Many of the larger trees and shrubs are started in a cold frame, which is also under glass, and later transplanted to their proper place.

A lily pool has been constructed on the nursery ground for the growing of aquatic plants which will be transferred later to pools in various sections of the grounds. Three composts have been dug to keep the fertilizer until it is ready to be put out on the flower beds or shrubs.

Assisting Lieut. Bone is a civilian staff of trained workers. J.J. Powers, designing engineer, is assistant to Lieut. Bone. - San Antonio EXPRESS.

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THE ARMY AIR CORPS FIELD EXERCISES FOR 1931.

The 1931 Army Air Corps Field Exercises by the First Air Division will begin at Dayton, Ohio, on May 18th, end at Washington, D.C., on May 30th, and will cover the Atlantic seaboard as far north as Bangor and as far south as Norfolk, according to a statement made recently by the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics. In addition, Mr. Davison made it known that the First Air Division will consist of 205 Pursuit planes, 335 Observation, 51 Attack, 36 Bombardment and 45 Transports - 672 planes. The personnel totals 740 officers and 631 enlisted men.

The various Air Corps and National Guard squadrons will concentrate at Wright and Fairfield airdromes near Dayton, Ohio, on May 15th and 17th. From May 18th to 20th, inclusive, there will be formation and combat practices by the entire division.

The war starts on the morning of May 21st when, by various routes, the aerial armada will descend upon New York City. The division will not travel as a unit because the fuel demands would be too great for the airports along any one airway between Dayton and New York. For that reason, some planes will go by way of up-state New York - Buffalo, Rochester and Syracuse; others by way of Pittsburgh, Harrisburg, Washington, Baltimore and Philadelphia. On arrival in New York, planes will land at Mitchel Field, which will be Division Headquarters, and adjacent airdromes. From that moment until Sunday, war conditions will exist and bring into play a varied program of combat demonstrations. The details for that program are now being worked out and will be announced later.

On Sunday, May 24th, the Division will proceed to Boston and other airdromes in that section of New England. This time the division will fly in full battle formation. As it proceeds northward, Hartford, New Haven and Providence will be attacked. That night, weather permitting, there will be night attacks over the Boston Area. On May 25th, the attack program staged over New York, will be repeated over Boston. One group of planes - Bombardment or Observation - will be directed to attack Portland and Bangor, Maine, by way of Vermont and New Hampshire.

Having covered the coast line, the Air Division will continue its advance on the 26th by flying westward over Springfield, Troy, Schenectady and Albany. Then, following the Hudson River, the division will return to its original New York airdromes. On May 27th, Atlantic City, Trenton, Newark and Jersey City will serve as targets. On the completion of those missions, the division will return to New York. May 28th will be maintenance and inspection day with full opportunity for the public to view the planes on the ground.

In the forenoon of May 29th, the division will take the air once more, this time with Philadelphia, Camden, Wilmington, Baltimore and Washington as its objectives. The main demonstration, over Washington, will take place on Memorial Day. The following day will be devoted to rest and repairs, and on Monday morning, June 1st, the troops begin their return tracks to their home stations.

Briefly outlined, the principal features of the tests to be conducted during the field exercises fall into the following major classification: Problems of command incidental to handling huge volumes of personnel and equipment in the air and on the ground; expanding and developing combat theories; teaching the various units within the Air Corps to function as a team and, last but not least, means of subjecting both planes and personnel to exacting endurance tests. Moving an entire air Army - mechanics, spare parts, staff and all - over battle sectors that are hundreds of miles apart and in a few hours demands perfect organization and one that can be built up only through experience, and such experience can only be obtained under actual field conditions."

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A Board convened at Wright Field recently to consider different types of training planes for procurement. Officers taking part in the conference were Lieuts. C.W. Sullivan, of the Office of the Chief of the Air Corps; Warren R. Carter and John R. Morgan, of Brooks Field, and Wendell Brookley, Wright Field.

NEW RADIO EQUIPMENT RECEIVED

Delivery was made during the last week of January of 100 new radio receivers, type BC-167. These receivers, which were designed by the Radio Frequency Laboratories at Boonton, N.J., and built by Stromberg-Carlson, were procured to meet the need for a receiver of high sensitivity which would operate on a very small antenna, and which could be operated by the pilot of a Pursuit, Attack or Bombardment airplane without the necessity of mounting the receiver in the cockpit. The receiver is similar to some and identical to others used by the principal air lines.

The wavelength range is 300 to 1200 meters or, in terms of frequency, 1,000 to 250 kilocycles, covered by two sets of plug-in coils. This will permit reception from the SCR-133, SCR-134, SCR-136, and SCR-132 sets, with which the Air Corps is equipped, and will also

permit reception from Department of Commerce weather broadcasting stations, radio beacons of the aural type, and coastal compass stations.

The receiver will operate on antenna consisting of no more than six feet, which will be advantageous for use on pursuit and attack aircraft where a trailing wire is unsatisfactory. Due to the very high sensitivity, ignition shielding will be necessary, if satisfactory use of the receiver is expected.

Tuning is accomplished by a small hand crank on a dial mounted in the cockpit and connected to the tuning dial on the receiver by a tachometer shaft. The volume of signals may be controlled also from the cockpit. Filament power is obtained from the storage battery in the plane, and the plate voltage from a small dynamotor operating from this same battery.

Signals from the 2-Kilowatt Weather Broadcasting Stations of the Department of Commerce have been heard at distances varying from 100 to 400 miles, with a six-foot antenna, and with a pair of headphones worn over the ordinary flying helmet.

Since the production of this model of receiver, it has been found possible to provide for the reception of continuous wave telegraph signals without the necessity for additional controls other than a small toggle switch on the cockpit control panel. Future procurement of receivers of this type will incorporate this feature.

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RADIO NEWS ITEMS DESIRED

It is desired that news items concerning events of interest in the realm of radio communication, which have occurred in organizations and at Air Corps stations, be submitted for inclusion in the News Letter. If sufficient material is forthcoming, consideration will be given to the inclusion of a special radio section in this publication, in which will appear, along with contributions from the service, notes concerning experimental and new equipment.

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AIR CORPS OFFICER AT YALE UNIVERSITY

First Lieut. A. B. Pitts, who formerly served as Instructor in the Department of Communications at the Air Corps Technical School, Chanute Field, Ill., is pursuing a course in Communications Engineering at Yale University this year. It is rumored that he has requisitioned a quantity of "slide rule oil," and is seriously considering Prestone cooling for this necessary and much used "defensive weapon," so fast are the equations and problems encountered in his course.



NOTES FROM AIR CORPS FIELDS

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Luke Field, T.H., Jan. 2nd:

Air training for the month consisted of formation flying, night flying, aerial photography, communication and cross-country flights, aerial gunnery and aerial bombing.

Luke Field's first class of enlisted aerial gunnery students, made up of nineteen non-commissioned officers from the Bombardment squadrons, finished their course December 15th with flying colors. Eighteen qualified as expert aerial gunners and one as sharpshooter. The class finished with an average score of 784.7, Tech. Sgt. Cramer winning high honors with a score of 1039.

Lieut.-Col. Gerald C. Brant, the New Department Air Officer, has been a frequent visitor at this field since his arrival in the Department and has done considerable flying. His first visit was marked by an inspection of troops and an aerial review.

Maj. Rae E. Houke, M.C., flight surgeon, who has been handing out the pills at sick call until the recent arrival of Maj. J.F. Brooks, was transferred to the 11th., Medical Regiment at Schofield Barracks on Dec. 15th. Maj. Houke is being succeeded by Capt. William H. Lawton, M.C.

1st Lieut. Rowland Kieburtz, who commanded the Recruit Training Center for the past several months, recently assumed command of the 65th Service Squadron.

The two-year bill resulted in the transfer of several well known non-commissioned officers, Tech. Sgt. "Shorty" Gordon, former top kick of the 4th Squadron going to Langley Field; Staff Sgt. Wilson, former steward of the Army Service Club in Honolulu, to March Field; Staff Sgt. Ted McLeanon, former maintenance Sergeant, to Brooks Field, and Staff Sgt. Trengrove to Kelly Field.

50th Observation Squadron: This newly reorganized squadron has its training well under way with formation flying, night flying, strange-field landings and aerial gunnery. Gunnery was started very recently with all pilots and observers getting their shooting eyes on the target in good fashion. Missions with the Coast Artillery are scheduled to take the limelight as soon as the rest of the O-19B planes arrive.

This squadron was reorganized too late to compete for the Kuntz-Moses trophy this year but, from the looks of some of its athletes, there is going to be a lot of new competition for the cup next year.

4th Observation Squadron: This squadron won the Kuntz-Moses trophy for the year by finishing first in boxing, in a tie for first in basketball, second in volleyball and third in swimming. A total of 42½ points were made.

72nd Bombardment Squadron: True to our predictions this squadron took everyone for a merry run in basketball, with the exception of the 4th squadron, whom they tied for first place. Boxing proved to be a point-getter, as we came in second. Swimming was our hobby, and when the others recovered enough to inquire about the score, the 72nd had over half of the points and the remainder were divided between the three other contenders. This squadron finished second in the trophy race with a total of 37½ points.

23rd Bombardment Squadron: The 23rd is getting the jump on things in the way of preparation for the annual general inspection. Landscaping, painting inside and out, and building promise to make this squadron the outstanding attraction.

Brooks Field, San Antonio, Texas, Jan. 15th:

The 11th School Group Headquarters received a splendid new radio as a Christmas present, and report has it that the instrument has not had a still moment since its installation.

Sgt. Albert Lessard, 46th School Squadron, returned from a cross-country trip to Amarillo, and advised those interested that, in his opinion, the West Texas air trails are total washouts for all except "air-minded" Polar bears.

A number of the enlisted personnel of Brooks Field spent Christmas furloughs away from San Antonio, among them being Cpl. Riley H. May and Pvts. Charles L. Mitchel and John W. Williford, of the 46th School Squadron, who went quail hunting in South Texas. The "expedition" terminated successfully, if one doesn't discount the report of Cpl. May, who stated that, instead of a quail hunt, the affair turned out to be a dance and romance affair, due to the

proclivities of Pvt. Williford in these respective lines. Another party of the 46th, composed of Pvts. Frank B. Criner, Valgenes Banes, James H. Parker and Freddie Burnett went to Oklahoma, while Pvt. Jesse D. Duckworth, of the same organization, reports that he spent an unusually merry Christmas at Houston, Texas. Pvts. Potter, Owen, Stout, Baker, Harlan and Bond, of the 11th School Group Headquarters, spent Christmas away from San Antonio on ten-day furloughs.

1st Lieuts. W.E. Baker, Clyde K. Rich and G.L. Davasher left Brooks Field by rail on Jan. 9th, for Santa Monica, Calif., to procure three BT-2B airplanes to ferry to Brooks Field.

2nd Lieut. Richard D. Reeve, reporting again for duty at Brooks Field following an absence on sick leave spent in the Ft. Sam Houston Base Hospital, was detailed as E & R Officer and Librarian of the Field, relieving 1st Lieut. Oakley G. Kelly.

1st Lieut. David F. Ramsay and 2nd Lieut. Harvey F. Dyer went by rail Jan. 6th to Santa Monica, Calif., to procure two BT-2B airplanes from the Douglas Aircraft Co. for ferrying to Brooks Field.

Lieut. Robert L. Easton, who recently reported at Brooks Field from foreign service, was assigned to duty with the 53th Service Squadron as Squadron Adjutant and Supply Officer.

Lieut. Frederick T. Yount, Quartermaster Corps, Brooks Field, returned Jan. 2nd from a 15-day leave of absence, part of which he spent at the Brooks Field Officers' Hunting and Fishing Lodge at Matagorda Island.

1st Lieut. J.R. Morgan and 2nd Lieut. E.C. Robbins returned Jan. 5th from Santa Monica, Calif., ferrying two BT-2B airplanes for use at Brooks Field.

1st Lieut. L.J. Koontz, 2nd Lieuts. T.H. Baxter and M.R. Nelson went by rail during Christmas week to Buffalo, N.Y., where they procured from the Thomas Morse Aircraft Corp., three O-19C type airplanes which they ferried to Brooks Field.

1st Lieut. D.D. FitzGerald and 2nd Lieut. E.H. Lawson went to Santa Monica, procured BT-2B airplanes and ferried same to Brooks Field.

1st Lieut. O.G. Kelly, famous trans-continental flyer, stationed at Brooks Field, flew to the Air Corps Technical School at Chanute Field, Rantoul, Ill., on January 1st for purpose of transporting enlisted personnel of Brooks and Kelly Field to the School, and returning graduates to their respective stations at Brooks and Kelly Fields and Ft. Sam Houston.

Pvts. Frank Stolz, F.R. Young and D.E. Leeth, 52nd School Squadron, Brooks Field, formed part of the coterie of applicants examined for entrance into the Flying Cadet Detachment, Air Corps Primary Flying School. At that time fifteen men appeared before the Examining Board, Kelly Field, and Ft. Sam Houston also being represented. The 52nd is wishing success to the members of its Squadron who were examined.

Now that basketball has been substituted for football by the sports enthusiasts of the Army, clashes in the game, both past and future constitute the center of attention. Brooks Field on the whole experienced misfortune, so far as actually winning games was concerned, but has demonstrated a type of playing and clean sportsmanship deserving of the highest commendation. On Jan. 2nd, the 52nd School Squadron met the 23rd Infantry in a game that won the attention of the crowd assembled at the Army Y.M.C.A. throughout the entire time. The 23rd Infantry, by a series of rapid and effective plays, starred in the first quarter; in the second quarter, the 52nd School Squadron, by entering a formidable opposition in the persons of Huffman, Bechetti and Morrow, were easy victors; but in the third quarter, the husky 23rd by a series of rapid under-goal passes, raised the score to a tie; and in the fourth quarter gained three points, so that the final score stood in their favor, 26 to 23. Effective guard work was demonstrated by both teams. The entire game was an evenly matched affair and was one of the most interesting so far scheduled.

On "home" ground, the 51st School Squadron and the 53th Service Squadron engaged in a spirited game Jan. 5th, the 51st being the victor. Details are lacking, but judging from the discomfited looks of the personnel of the 53th, one can imagine that the 51st won in the face of formidable opposition.

Mitchel Field, L.I., N.Y., Jan. 25th:

In the United States there are two Second Lieut. McCaffery's. One is stationed at the Marine Base at Philadelphia - the other here at Mr. Mitchel's ground school and radio mission emporium.

Forgetting that they had reached the full state of manhood, one phoned the

other about two weeks ago and said: "My gang can lick your gang". The ensuing conversation shocked all the telephone operators between Philly and Long Island, but paved the way for a conflict in basketball between the Marine Officers down there and a "Gang from up here".

The "gang" asked (through one of its members) for the Fokker transport for a week-end cross-country. Col. Howard very kindly sanctioned the venture and last Saturday morning, Loots. Orr, McCaffery, Merreweather, Lewis, Kelly, Dwyer and Kissner took off. Lewis made a nice job of flying the transport down.

The game was played that afternoon. The Marines had two ex-Naval Academy letter men, Whitey Lloyd and Bauer. Mitchel Field had its own smooth stars, Orr and McCaffery. 22 to 14 was the final score.

Mitchel Field led until the final minute of play, when Lloyd, Brower and Frey rose to their old time form to crash through for a victory as our men tired under the blistering pace.

The game was witnessed by a goodly crowd, including one enthusiastic spectator from Mitchel Field - Major Ryan, whose fine support spurred the team on to inspired efforts.

One of the features of the game was the act of treason of one, August the Great, who twice attempted to score a basket for the enemy. A huddle was immediately called to decide whether or not another Benedict Arnold was within the ranks. The brotherly act staged by Joe and Hugh McCaffery also brought forth considerable applause.

After the game, the team dined as guests of the Marines at the Officers Club. Both teams then enjoyed the musical comedy "Sweet Adeline".

The Marines, led by the vivacious Joe McCaffery and K.O. Presser, acted the perfect hosts. A most enjoyable week-end was had by all and the basketball team wishes to express its sincere appreciation for the genuinely cordial feelings shown by the Marines. It is hoped that we may reciprocate in the near future by having the Marines here for a return game.

A stranger, whom we haven't seen at Mitchel for several years, suddenly made a most unexpected visit. The gentleman came in the guise of old man Flu. The peak of the epidemic filled our hospital with 55 patients, and about 30 were laid up in quarters during one day. For several days, that was the average number sick. It is lessening now and we are getting back to normal.

Three of our officers, Lieuts. A.V.P. Anderson, Goodrich and Morrison were sent to Walter Reed Hospital for examination and treatment. It seems their hearts, for some unaccountable reason, insist on doing unexpected flip-flops. We were sorry to see them go and we sincerely hope that a quick cure will send them back to duty in the very near future.

Tuesday night the Mitchel Field Basketball team took a jump to Ft. Wadsworth to show their prowess, and they really did show it. The game was closely contested all the way through, as evidenced by the score of 29 to 23, a final winning lead of only six points. For a time the outcome hung in the balance, the score in the early minutes of the last quarter being very nearly a tie. However, at this critical moment, Sapoldi, at guard, was put out on a foul and Orr went in to make a fast finish in the few remaining minutes with six points to his credit. Orr turned out to be high scorer of the game with Snow running second.

Brooks Field, San Antonio, Texas, Jan. 25th:

Col. Guy Kent, who was conducting the annual inspection of Brooks Field for the Inspector General's Department, received the sad news of the death of his mother, and procured a ten days' leave of absence. Col. Clagett, Commanding Officer, Brooks Field, expressed to Col. Kent the sympathy of Brooks Field.

Lieut. Roy H. Guertler, Brooks Field, was granted a twenty-day leave of absence Jan. 14th, incident to the death of his mother at Schuylkill Havens, Penna. Lieut. Guertler has the sympathy of Brooks Field in his misfortune.

P.f.c. James W. Terry, 11th School Group Headquarters, and Pvt. George P. Willoz, 62nd Service Squadron, were among the passengers piloted by Lieut. Hicks, of Dodd Field, to Chanute Field, Rantoul, Ill., on Jan. 17th, where the enlisted men will matriculate in the Air Corps Technical School.

Maj. Junius W. Jones of the Office Chief of the Air Corps, made a technical inspection of Brooks Field.

Lieut. George G. Garton was granted sick leave for one month, effective Jan. 9th.

Lieut. R.W. Gibson received orders assigning him to duty in the Philippine Department, and with his bride will sail from San Francisco on Feb. 4th. Lieut. Gibson was a very popular officer of Brooks Field, lending his inspiration and support to athletics and taking special interest in the football team the past season. As an expression of the high esteem in which he was held by the men of his organization, the 20th Photo Section, he was honored with a dinner at the Menger Hotel on Saturday evening, Jan. 17th, at which time the personnel of the Section extended him their congratulations and best wishes.

A steady exodus to the Douglas Aircraft Factory, Santa Monica, Calif., prevailed at Brooks Field for the past few weeks, incident to officers procuring allotted BT-2B airplanes for Brooks Field. Among the officers who made the trip are: Lieuts. Lewis A. Dayton, Adjutant of Brooks, who had Captain Gerd von Massow as passenger; R.D. Knapp, A.E. Waller, J.F. McBlain, David F. Ramsay, Harvey F. Dyer, A.H. Rodieck, A.H. Johnson, W.E. Baker, C.K. Rich, G.L. Davasher, Jordan F. Haney, S.F. Landers, E.H. Porter, J.R. Morgan, E.C. Robbins, B.A. Bridget, B.M. Hovey, Jr., E.H. Lawson, D.D. Fitzgerald, and E.J. Rogers. Col. H.B. Clagett, Commanding Officer of Brooks Field, expects to be one of the pilots ferrying one of the remaining eight planes yet due the Field.

War Department orders of Jan. 24th are of especial interest to Brooks Field since they contain orders for transfer of two officers of the Field, Lieuts. Donald D. Fitzgerald and David M. Ramsay to the Hawaiian Department, sailing on the Apr. 9th transport. Lieut. Fitzgerald is senior instructor in Ground School instruction in the Air Corps Primary Flying School, and Lieut. Ramsay one of the flying instructors of "A" stage, also Trial Judge Advocate of a Special Court-Martial of Brooks Field. In the same orders, Lieut. Lawrence C. Craigie is assigned to Duncan Field from the Panama Canal Department. Lieut. Craigie, formerly assistant adjutant of Brooks Field, went directly from Brooks Field to the Panama Canal Department.

In War Department Orders, recently issued, Brooks Field also is very much interested, since they contain transfers of Lieuts. Charles Myers, Wallace E. Whitson and George H. Steel from the Philippine Department to the Air Corps Training Center. Lieuts. Myers and Whitson formerly were stationed at Brooks Field, and Lieut. Steel received his primary flying instruction here. Concerning Lieut. Steel, it is interesting to note that he was graduated from the largest class in the history of West Point, the class of 1924 having 405 students.

United States Air Corps flying fields of San Antonio participated in the welcome extended Will Rogers, the country's premier cowboy humorist, upon his visit to the city in the interest of the unemployed on Jan. 26th by furnishing an escort of six airplanes to accompany the airplane in which Mr. Rogers is flying, which was met at Austin, Texas, a distance of about eighty-five miles from San Antonio.

Mr. Sgt. Edwin B. Woodward, 51st School Squadron, and Staff Sgt. Reece T. Lamb, 46th School Squadron, trained in grade, and Pvts. Thomas S. Davis, Jr., and Elbert B. Gentry of the 51st and 52nd School Squadrons, respectively, all of Brooks Field, are included among the 19 students ordered to report at Brooks Field for entrance into the Air Corps Primary Flying School in the class beginning March 1st.

Sgt. Roy M. Wills, 58th Service Squadron who left Brooks Field on Jan. 23rd for San Francisco to sail Feb. 4th for a tour of duty in the Philippine Islands, is being replaced by Sgt. Ward Coffman of the Philippine Department.

San Antonio Air Depot, Duncan Field, Texas, Jan. 28th:

Maj. Junius W. Jones, of the Office of the Chief of the Air Corps, while in this vicinity on a tour of inspection of the Visual Inspection System at the various Air Corps stations, visited this Depot for that purpose on Jan. 22nd.

Lieut.-Col. A.W. Robins, our Commanding Officer, is receiving congratulations upon his promotion from Major, received on Jan. 19th.

Lieuts. L.S. Webster and T.H. Chapman, of this Depot, recently made a cross-country from Santa Monica, Calif., to Houston, Texas, ferrying two O-38 airplanes from the Douglas Aircraft Co.'s plant to the Texas National Guard.

Capt. Walter H. Reid, Air Corps Instructor with the Texas National Guard, and Lieuts. E.T. Showalter, 36th Division Aviation, Texas National Guard, Houston; George E. Rice, Post Field, Ft. Sill, Okla. and Jack J. O'Connell of Ft. Crockett, Texas, were out-of-town visitors at this Depot on Jan. 23rd; flying here to attend an engineering conference at the Depot regarding production

problems in connection with preparations for the coming Air Corps Demonstrations in the East this Spring.

On January 26th a group of about fifty students of the Air Corps Primary Flying School, Brooks Field, in charge of Lieut. Carl J. Crane, visited this Depot for a tour of inspection through our Engineering Shops in connection with their course of instruction.

Crissy Field, Calif., Jan. 12th:

The Crissy Field Basketball team has been playing one or two games a week and now started in earnest with a schedule of three games a week. The Hancock Foundation College of Aeronautics defeated Crissy in a hard fought game by the score of 34 to 22, on Dec. 20th. The team came to Crissy by air, using a Ryan cabin plane and 5 Fleets, and were entertained at the field. We have a return game with them, Feb. 7th. Our team is to go to Santa Maria, Calif., by air and is very enthusiastic about it.

Jan. 7th, we defeated the Islanders, 19 to 17. They are a team composed of natives of the Philippines and put up a good show.

Jan. 10th we defeated the Elk Grove team 22 to 24, and we play them a return game Jan. 17th at Elk Grove, about 12 miles from Mather Field, Sacramento. The Crissy Field team will stay over night at Mather Field.

Major L.W. McIntosh, our Commanding Officer, is enthusiastic about sports, and usually gives the team encouragement by his attendance. He has authorized a new set of Basketball uniforms to replace those worn out during three seasons prior to this, and the team expects to get them in the next few days.

The Indoor Baseball league took a holiday during the Christmas season, but is starting up again. Eleven games have been played and the standing is: Officers, 833; Supply, 667; Line, 400; Headquarters, 333; Photo Section, 200. Games other than official league contests are played frequently on the flying field in front of H Q Bldg., and the Officers team is willing to meet all comers.

The smoker of Dec. 22d was a great success, so we gave another one Jan. 5th and invited all the military personnel in the Bay region. Maj.-General Craig, Commanding General of the 9th Corps Area, had a previous engagement so couldn't be there. However, Lt.-Col. Frank Lahm, Air Officer 9th C.A., was there, as was Lt.-Col. C.F. Thompson, Commanding Officer of the Presidio and the 30th Infantry, as well as many others of the Staff and various regiments around San Francisco Bay. There were three wrestling bouts, more interesting than usual; one tumbling act put on by the 30th Infantry, and 9 good 3-round boxing bouts, with several knockouts, and lots of fun and entertainment for the spectators. Sandwiches and coffee were supplied to the participants after the show, which they needed.

The show was opened up by a few selections of Jazz, rendered by Lieut. and Mrs. Lackey on the sax and piano, respectively. Other smokers are planned for the future, and quite a bit of newspaper publicity came to Crissy Field in the local papers as a result of the bouts. Lt. P.O. Brewer, Air-Res., on extended active duty has charge of athletics at the field and puts on the smokers, basketball games and other activities. A word about the help rendered Crissy Field by the Athletic Director of the Presidio Y.M.C.A., Mr. G.M. Hunter, is not amiss. Mr. Hunter or rather Lt. Hunter, for he is a 1st Lieut., U.S.A., Emergency Retired Officer, during the month of December, 1930, did the following things for Crissy Field: Refereed 6 basketball games; coached the basketball team 15 periods; refereed 8 playground baseball games; lent us equipment and helped the boxing show by arranging the card.

40th Division Aviation - Calif. Nat'l Guard, Los Angeles, Jan. 15th:

Now that the holidays have passed pleasantly and safely for the Squadron, thoughts turn again to the usual run of drills and missions. The past few drill periods were devoted largely to pistol instruction and range work, with infantry drill and radio and section instruction being sandwiched in between.

This outfit received a very acceptable New Year's gift from the War Department in the form of five new Douglas Observation ships, powered with "Hornets". Thus far, nothing but favorable comment has been heard from pilots, observers and mechanics as to the performance of the new mounts. In fact, everyone seems quite enthusiastic over the change from the old O2-H's. Our flying

equipment now consists of 5 O-38's, 2 O-17's, 1 O2-H and 1 BT-1.

Lieut. Carroll, unit instructor, and Capt. Barrie of this squadron, claim the all-time record for delivery of new ships to an Air Corps unit. Our 5 new ships were all flown to this station by the two officers named in the space of three hours. They will admit, however, that the airline distance between the Douglas factory and this field is something like ten minutes, via Hornet. And this includes take-off and landing. Lieut. Carroll also ferried a new O-38 to the Spokane National Guard recently, returning to Los Angeles via train.

The 115th Observation Squadron congratulates Capt. Allan A. Barrie on his recent promotion to that grade, effective Dec. 8th; also Lieut. Gilmore on his recent acquisition of pilot's wings.

Lieut. Harry Caliborne recently completed a fast aerial trip to the East and return, flying a commercial ship on business.

Lieuts. Robinson, Wallen, Sanford and Carroll all flew up to Sacramento ten days ago to attend the inaugural ceremonies of the new executive of this state, Governor Rolph.

Fairfield Air Depot, Ohio, Jan. 30th:

Capt. Edward Laughlin, Engineering Officer, returned here Jan. 16th after conferring with personnel at the San Antonio Air Depot regarding the standardization of various items of Depot costs, as computed in accordance with the Air Corps Cost Accounting System.

Cpts. Hugh A. Bivins and Burton F. Lewis accepted their promotions to that grade on the 16th of the month.

Lieut. John A. Austin, Asst. Depot Supply Officer, departed Jan. 17th, by rail, for Offutt Field, Ft. Crook, Nebr., for the purpose of securing and ferrying a PT-1 airplane to this station for overhaul. He returned on the 21st.

Lieut. Frederick M. Hopkins, Jr., Post Adjutant, departed on the 21st for Municipal Airport, Chicago, Ill., to deliver a PT-1 airplane, overhauled at this station, and returned Jan. 22nd in a PT-1, which is to be overhauled for the Illinois National Guard.

Pvt. 1st Cl. Sidney R. Glover of the Air Corps Detachment, Command & General Staff School, Ft. Leavenworth, Kans., reported here to receive instructions on air-cooled motors.

Mr. Regis Willwohl of the Pittsburgh Airport, Pittsburgh, Pa., reported here Jan. 26th for a two weeks' training in parachute repair and maintenance.

An owl and hawk hunt was held at this Station on the afternoon of Jan. 24th. A total of eleven owls were killed. The first prize was won by Zack Grooms, the second by Ira Van Pelt and the third by Capt. H.A. Bivins.

A Keeno Party, sponsored by the Officers' Club, was held at Side Slip Inn on the evening of Jan. 24th. It was well attended and every one enjoyed the evening very much.

An addition to the present Post Operations Building is being erected by the utilization of a portion of an old barrack building designated for salvage. It is intended that better accommodations will be furnished visiting flying personnel and more room allowed Operations personnel by this addition.

Following is a report of production of airplanes and engines for the month of January, 1931:

Airplanes: Major overhaul - PT-1, 7; O-17, 3; O-2H, 8; P-1C, 2; C9, 1; O-19, 1; A-3, 1; total 23. Minor overhaul - C-1C, 1; O-2H, 2; PT-3, 1; O-1F, 1; YF-1, 1; PT-1, 4; total, 10.

Engines: Major overhaul - V-1570, 2; R-1340, 17; V-1150, 13; R-790, 4; V-720, 11; R-975, 13; total, 60. Minor Overhaul - V-1650, 11; V-720, 2; R-1340, 4; V-1150, 1; total 18.

Among those visiting the Post during the past two weeks, the following were noted:

Secretary of War Patrick J. Hurley on Jan. 29th; Commander Paolo Sbernadori, Air Attache to the Royal Italian Embassy, Washington, D.C. on Jan. 22nd; Maj. Miller, pilot, and Congressman Maas, passenger, of St. Paul, Minn. Jan. 28th remaining over night; Capt. McCallum and Lieut. Douglas, Jan. 28th, for minor repair on an O2-H airplane; Capt. Green, pilot, and Major Beeson, passenger, Richards Field, Jan. 28th, on a cross-country flight; Capt. Wright, pilot, and Lieut. Bossing, passenger, Richards Field, Jan. 28th in a PT-1 airplane for a major overhaul; Lieuts. Wood, Mohlman and Frederick, Chanute Field, Jan. 28th for major overhauls on their O-25A and A-3 airplanes; Sgt. Swisher, pilot, with

five passengers, Chanute Field, in a C-3, en route on a cross-country flight on the 28th; Lieuts. Lawton and Myers, Bolling Field, on the 28th in an A-3; Lieut. Anderson and six passengers, Mitchel Field, departed Jan. 27th on a cross-country flight to Middletown Air Depot; Lieuts. Bolen, Allemang and Morgan, Selfridge Field, Jan. 27th for major overhauls to Pursuit planes; Sgt. Jackson, Chanute Field, Jan. 27th, for major overhaul on an A-3 airplane; Maj. Cone departed Jan. 25th for Little Rock, Ark., ferrying an O2H airplane, overhauled here; Lieut. Stranathan, with two passengers, Bolling Field, and Lieut. Hollidge with six passengers, Langley Field, Jan. 24th; Lieut. Wolf, with three passengers, Selfridge Field, Jan. 23rd; Capt. Colgan, Lunken Airport, and Lieut. Smith, Schoen Field, Jan. 22nd; Capt. Galloway and Pvt. Stubblefield, Bowman Field, Jan. 17th; Capt. Herold, Lambert Field, St. Louis, Jan. 16th for major overhaul on a PT-1; Lieuts. Cummings and Martin, from Cleveland, Jan. 15th; Lieut. Day, Scott Field, Jan. 15th for major overhaul on a PT-1.

Scott Field, Belleville, Ill., Jan. 15th:

Lack of funds has caused the disapproval of an extended cross-country for the entire 15th Observation Squadron. Application had been submitted to the Chief of the Air Corps for the entire Squadron to make an extended cross-country to Ft. Riley, Ft. Sill, San Antonio, Ft. Crockett, New Orleans, Pensacola, Maxwell Field, Memphis and then home, with all personal expenses being borne by the officers making the flight. The expenses of gasoline and oil to be procured at stopping points other than government airdromes, was evidently greater than could be covered by the available funds. It had been hoped that 12 of the O-19 planes and one transport could make this flight for the purpose of training and a real test of the equipment.

Intersquadron basketball games for the post championship of Scott Field are under way, and with the completion of the first two sets of games the Ninth Airship Company seems to be established as a top heavy favorite to carry away the final honors. In the opening games, the Ninth Company took a decision from the 24th Airship Service Company, and the Staff team had an easy time with the 15th Observation Squadron. All the teams showed a big improvement in the second round games, when the Ninth Company snowed the Staff under in a one-sided score while the Observation players defeated the Service company by a fair margin in a very fast and exciting game.

The Post basketball team has been finding the going rather rough in the Army, Navy and Marine League of St. Louis and has lost all three of its games, two of them by very close scores. The loss of Cpl. Morin, of the 15th Observation Squadron, who suffered a double dislocation and laceration of a finger in an early game, severely handicapped the team, as Morin was its outstanding star. He is not expected to return to the team for another month.

San Antonio Air Depot, Duncan Field, Texas, Jan. 14th:

Col. C.C. Culver, of the Office of the Chief of Staff, G-4, Washington, and 1st Lieut. Martinus Stenseth, A.C., of the Office of the Chief of the Militia Bureau, stopped over at this Depot Dec. 15th-16th. They piloted two O-38 National Guard airplanes from the West Coast to Miller Field, N.Y., and greeted old friends in this vicinity.

Capt. Raymond E. O'Neill, A.C., of Ft. Sill, Okla., visited the Depot on Dec. 15th, leading a flight of three O-19B planes to the Depot for repair.

The Christmas-New Year's holidays were celebrated quietly at the San Antonio Air Depot. On Dec. 23rd, a Christmas tree entertainment was given jointly by Kelly Field and this Depot for the children of the two Posts, at the Hostess House at Kelly Field. On New Year's Day at 5:00 P.M., Major A.W. Robins, Commanding Officer of the Depot, and Mrs. Robins, joined Brig.-General Charles H. Danforth, Commanding General of the Air Corps Training Center, and Mrs. Danforth, and Major F.L. Martin, Commandant of Kelly Field, and Mrs. Martin, in receiving the officers and ladies of these stations at the Aviation Club at Kelly Field. On New Year's Day Major and Mrs. Robins entertained the officers and ladies of this Post with a buffet luncheon at their quarters.

Lieut. Tommy Chapman, one of our outstanding golfers, ably upheld the honor of the San Antonio Air Depot in this field. During the week-end of Jan. 3rd-4th, he won the championship match which had been in progress since Dec. 2nd among the officers of the Air Corps activities in this vicinity, on the course

of the recently organized Air Corps Golf Association of Duncan Field.

The following officers paid visits to this Depot during the last days of December, while on cross-country flights to this vicinity: Maj. Malcolm C. Grow, M.C., of the Fairfield Air Depot; Capts. O.O. Niergarth, Edwin R. Page, 1st Lieuts. K.B. Wolfe, J.D. Corkille, H.A. Bivins and E.M. Powers, of Wright Field.

Maj. John G. Tyndall, I.G.D., Asst. Inspector, Eighth Corps Area, made the Annual Inspection and Survey of this Depot, Jan. 6th to 9th.

On Jan. 6th, the regular monthly conference held at this Depot, for discussion and coordination of Air Corps supply and maintenance engineering problems between the Depot and the Air Corps activities served by it, was attended by the following Air Corps officers: Capt. S.J. Idzorek and Lieut. T.H. Landon of Ft. Crockett, Texas; Lieuts. R.G. Harris and H.A. Bartron of Kelly Field; Lieuts. G.W. Polk, Jr. and James Flannery of Brooks Field; Lieuts. J.G. O'Neal, A.C., and R.L. Needham, Air-Res., of Ft. Sam Houston; Lieuts. J.J. Keough, A.C. and J.H. Roe, Air Res., of Ft. Sill, Okla.; and also by Maj. John G. Tyndall, I.G.D., in connection with his annual inspection of this Depot; together with all officers of the Depot. Luncheon was served to the visitors. Maj. F.L. Martin, Commandant of Kelly Field, was also a guest.

Capt. Edward Laughlin of the Fairfield Air Depot, arrived here by air in a BT-2, Jan. 9th, for a few days' conference on cost accounting and shop methods.

Capt. Ray A. Dunn and 1st Lieut. Harry H. Mills, A.C., of the Middletown Air Depot, were visitors at the San Antonio Air Depot, Jan. 9th to 14th, on a cross-country trip to the West Coast, for a series of conferences at the various Air Corps Depots on equipment maintenance methods, storage and issue of supplies, and Depot operation system.

Four O-2H airplanes were ferried from France Field, Canal Zone, to this Depot for inspection and repair by Capt. A.M. Guidera, 1st Lieuts. Harold D. Smith, R.D. Biggs, E.C. Lynch, 2nd Lieuts. J.W. Sessums, Jr., C.A. Harrington, and M.M. Towner, A.C., and Staff Sgt. E.M. Dunivan, 63rd Service Squadron. All landed at Kelly Field on Jan. 10th, except Lieuts. Smith and Biggs, who arrived at this Depot on the 12th. This flight is to ferry four O-19's from Kelly Field back to Panama.

1st Lieut. Charles Y. Banfill, A.C., Instructor with the Maryland National Guard, Baltimore, accompanied by 2nd Lieut. Gregory Boushey, of the 29th Division Aviation, Maryland National Guard, ferrying an O-38 plane from the West Coast for the Maryland National Guard, stopped at this Depot, en route, on Jan. 12th.

During the month of December the Engineering Department of the San Antonio Air Depot overhauled and repaired the following airplanes and engines:

Airplanes overhauled: 1 A-3, 3 A-3B, 1 B-5A, 1 O-2H, 2 O-11, 1 P-1F, 2 PW-9C, 1 PW-9D, 2 BT-1, 3 PT-3, 3 PT-3A, total, 20. Airplanes Repaired - 6 O-2H, 18 O-19B, 5 O-38, 1 P-1D, 3 P-12B, 1 PW-9C, 1 BT-1, 1 BT-2B, 1 PT-3, 2 PT-3A, 1 C-7, 1 C-9, 1 XD-14, 1 XPT-7, 1 Y-10-29A, total, 44.

Engines overhauled - 18 Curtiss D-12, 17 Wright J-5, 3 Pratt & Whitney, total, 38. Engines repaired - 27 Liberty.

Fort Crockett, Galveston, Texas, Jan. 15th:

On Jan. 5th the Post was thoroughly inspected by Col. John S. Chambers, Q.M.C., and Lieut.-Col. Ralph McT. Pennell, General Staff Corps, in connection with the economy program for 1931. Col. Chambers said that Ft. Crockett and the Third Attack Group's maintenance is carried out admirably considering the funds allowed for the purpose.

Jack Dempsey has done a lot of traveling over this world, but there are two trips that he will always remember. One is when the Bull of the Pampas sent him through the ropes, and the second is when Lieut. Robert K. Taylor took the Manassa Mauler in an A-3B from Ft. Crockett to Dallas. A civilian plane which Dempsey and his manager, Leonard Sachs, were to use, cracked up in landing and, as Jack and his partner were in a hurry to leave, two Attack planes were warmed up and placed at their disposal. Lieut. Taylor took Dempsey in his plane, while Lieut. Tut Imlay carried Mr. Sachs. We know of no details of the trip, but we are sure neither of them will ever forget it.

The opening game of the Ft. Crockett Intersquadron Basketball League revealed the 13th and 60th Squadrons as being the strongest in the League.

The 8th and 90th Squadrons have been running neck and neck in the Inter-

squadron Bowling League. However, as this is being written, we receive word that the 90th has at last triumphed over the 8th. It looks as if we will have some new bowling champs.

Langley Field, Va., Jan. 16th:

2nd Bombardment Group, A.C., by Lt. T.S. Power: The hangars at Langley are filling up with new B-3-A Bombers. There are five new ones here now, with two new ones coming in every week from the Keystone factory.

The B-3-A is a big improvement over the LB-7 along certain lines, namely, fuel capacity and night flying, and it seems to be more stable for bombing.

The 20th Squadron is setting a record for speed. They have practically finished all their practice bombing, in spite of the unfavorable flying weather.

The 2nd Bombardment Group used its radio to good advantage in its recent rendezvous with the Tactical School, Bolling Field, and the Quantico Marines. Major Dargue from the rear of the leading bomber had direct communication with Langley during the whole flight. He also had radio communication with the flight leaders.

Capt. Koenig and Lieut. Dunlap departed for Buffalo to ferry two new O-19 type airplanes to Langley for the 2nd Bombardment Group. It is planned to have one of this type ship in each Squadron for gunnery and short cross-country purposes.

19th Airship Co., by Lt. Wm. J. McCracken: Though hampered by weather conditions, this organization was able to keep abreast of its training schedule during the past two weeks, completing one communications flight, practice flights, flights for training of aircraft crews, two routine test flights and two experimental flights.

The Heinen Air Yacht arrived on Dec. 17th, from Cape May, N.J., with Capt. Anton Heinen and Staff Sgt. R.E. Quinn aboard. The last fifty miles of the flight was made through a heavy snow.

The Heinen Yacht, designed for the business man or the sportsman and his family, can carry four passengers. It is 104 feet long, has a gas capacity of 39,000 cubic feet and is powered with a single engine developing 100 H.P. Capt. Heinen has also developed for use with his yacht a portable mooring mast which can be put up by three men in ten minutes' time.

1st Lieut. Wilfred J. Paul, who arrived from March Field Jan. 8th, was assigned to the 19th Airship Co.

2nd Lieut. William J. McCracken, Air Res., was ordered to added active duty tour for a period of six months commencing Jan. 3rd, and assigned to this organization.

A.C. Tactical School, by Lt. J.D. Barker: Maj. P.E. Van Nostrand and 1st Lieut. K.N. Walker flew to Miami to attend the air meet there. They departed on Jan. 7th returning on the 13th. Lieut. Walker spent an "enjoyable" time while at Miami with an attack of ptomaine poisoning.

A demonstration is shortly to be given for the Tactical School by Troop A of the 1st Armored Car Squadron, which is stationed at Ft. Eustis, Va.

Considerable time is being lost by the students here due to sickness. The sick report has been showing the average of two or three names all of the winter.

The Langley Field Riding Club held a paper chase Sunday morning, Jan. 11th, which was well attended and enjoyed by all.

The 59th Service Sq. holds tight to top position in the Langley Field Bowling League. Second place is held at present by the 2nd Bombardment Group Headquarters. The A.C.T.S. tumbled from 2nd place to third by losing three games to the 2nd Wing Headquarters maple spillers. Sgt. Falkowski was high man with 637 for three games which added materially to the A.C.T.S. defeat. Sgt. Eberley of the same organization had a pin fall of 609 for three games. The 59th Service Squadron defeated the lighter-than-air team two out of three games. All three games were decided in the closing frames. Sgt. Cattarius, of the 59th Service Squadron, was high man with 622 for three games. The 19th Airship Company has been bowling consistently and should cause some worry to the top teams. Officers Team No. 1 handily defeated the Medical Corps Detachment three games. Lieut. Clifton was high man with 567 for three games.

The 2nd Bombardment Group Hq. was handed three games by failure of the 2nd Photo Section to appear on the drives. Sgt. Segelbaum of the 2nd Bombardment Group Hq., was high man with 631 of three games. The 96th Bombardment Squadron

defeated the 49th Bombardment Squadron three games and are in race for higher standing in the League. The 2nd Wing Headquarters rolled three games that would indicate that they are to place higher in the League standing before the season comes to a close.

March Field, Riverside, Calif., Jan. 19th:

Brig.-General Charles H. Danforth visited March Field on a tour of inspection on Dec. 11th, accompanied by Lieut. Robert Douglas, A.C. A reception was given in his honor after which dancing and bridge was enjoyed by members of the Post.

A Christmas Party was given for the children of the Post on Tuesday, Dec. 23rd at 5:30 P.M. Santa Claus arrived by airplane and distributed candy and toys to all children. A nativity pageant was held prior to the arrival of Santa Claus.

A delightful New Year's Eve dinner dance was given at the Officers' Club. The entertainment for the evening was furnished by talented guests.

Lieut. Wm.C. Goldsborough with 2nd Lieut. Wm.B. Blaufuss made an extended cross-country trip to Mitchel Field, L.I., N.Y. Upon taking off from El Paso, Texas, when at an altitude of seventy-five feet from the ground, the motor quit without warning. Being headed toward high sand dunes northeast of the flying field, and lacking altitude to find a safe landing place, it was necessary to land, crashing the plane. Neither Lieuts. Goldsborough nor Blaufuss were injured. A plane was sent from March Field to Lordsburg, N.M., and the officers continued their flight to Mitchel Field.

2nd Lieut. F.J. Lauer recently made an extended cross-country flight to South Bend, Ind.

1st Lieut. H.A. Halverson and L.A. Dawson ferried two O-32 National Guard Planes to Miller Field, Staten Island, N.Y. on Dec. 19th, returning to March Field on Jan. 1st, 1931.

2nd Lieut. Earle W. Barnes was recently transferred to Panama; Lieut. Ellwell Sanborn to Hawaii and Lieut. Wentworth Goss to the Philippine Islands. The good wishes of the members of this command are extended to these officers, with the hope that their tour of foreign service will prove an enjoyable one.

Fairfield Air Depot, Fairfield, Ohio, Jan. 15th:

During the month of November, 13 airplanes of various types and 43 airplane engines received major overhaul. One airplane, received in a knocked-down condition from the factory, was assembled. During the month of December, 15 airplanes and 46 engines were completed. It is anticipated that, with the movement into the new Engineering buildings completed, this number will be considerably increased. During the month of November, 17,493.25 man hours were expended on airplanes, 6,276 man hours on engines, and 1,335.25 man hours on the manufacture and repair of other Air Corps equipment. During December, 16,122.5 man hours were expended on airplanes, 6,065.5 man hours on engines, and 6,485 man hours on Air Corps equipment other than airplanes and engines. In addition to the above, 1,279 man hours were expended in the manufacture of parts on work orders, and 6,972.25 man hours on reparable material.

Capt. Edward Laughlin departed in a BT-2 airplane on Jan. 8th for San Antonio Air Depot to confer with the personnel connected at that place regarding the standardization of various items of Depot costs as computed in accordance with the Air Corps Cost Accounting System.

Recently the civilian employees at the Fairfield Air Depot organized both a Girls' and a Men's Basketball team, the proceeds of the game to be given to charity in the neighboring towns surrounding the Depot. The first games were played Wednesday, Jan. 14th, at the Fairfield Air Depot Gymnasium, with the teams representing the Union Trust Company of Dayton, Ohio. The Girls' Team, with a whirlwind finish, won with a score of 15 to 14, but the Men's Team lost by the score of 26 to 20.

As the result of the physical examinations conducted here soon after the New Year, the squash courts at the Gymnasium have become very popular. Fairfield Air Depot is very fortunate in having a well-equipped Gymnasium with bowling alleys, squash courts, volley ball courts, locker rooms, all of which are available both to the Fairfield Air Depot officers and to the Wright Field officers living at the Depot. In addition to this, there is a well equipped golf room

for winter practice to all.

Among those visiting the Post during the past two weeks, the following were noted:

Capt. Day, Ft. Leavenworth, Kans; Capt. Herold and Sgt. Morton, Lambert Field, Mo., Jan. 6th, to secure PT-1 and O2-H airplanes, respectively, which had been given major overhauls at this Depot; Lieut. Smith and Pvt. Mercer, Schoen Field, Jan. 6th, on a cross-country mission; Lieuts. Bolen and Mosher from Selfridge Field, Jan. 7th, for two P1C airplanes which were given major overhauls; Lieut. Underhill, Selfridge Field, with six passengers, Jan. 7th, in a C-9; Lieut. Taylor, Scott Field, with three passengers, en route from Bolling Field for minor repairs to YF1 airplane; Lieuts. Barnhill and Ross, Cleveland, McConnell, Norton Field, and Morris, Selfridge Field, stopped Jan. 7th en route on cross-country missions; Lieut. Newhall and Sgt. Ahern, Chicago, Ill., Jan. 8th for a P1L airplane, which had been given a major overhaul at this Depot; Lieut. Crabb, Selfridge Field, stopped Jan. 11th, en route from Ft. Benjamin Harrison, Ind., on a cross-country mission.

18th Pursuit Group, Wheeler Field, T.H.

The first of the grading contract for the new Wheeler Field is nearing completion, and work on forty-three sets of non-commissioned officers' quarters and a non-commissioned officers' bachelor building has started. According to the plans, these buildings will be most attractive and their completion will give the Wheeler Field non-commissioned officers the finest quarters in the Air Corps. Contracts for Officers' quarters, hangars, barracks and shops will be let within the next few months and before the year is out, the new field will be well toward realization.

The 75th Service Squadron, under Lieut. George P. Tourtellot, is busy installing necessary machinery and in construction of tents to house the full strength of personnel. He expects to have the Squadron in operating condition shortly, which will relieve the repair situation for Luke Field and expedite matters for us. Lieut. Harold H. Bassett, who arrived recently, was assigned to the 75th Service Squadron and attached to the 26th Attack Squadron for flying duty.

On January 5th, 2nd Lieut. Louis W. Strieber, Air Res., flying an A-3 with Pvt. Milo Stearns, 3rd Engineers, as passenger crashed in a cane field, about ten miles south of Wheeler Field. To the sorrow of the entire Group, Lieut. Strieber died that night and Pvt. Stearns two days later. The cause of the accident will probably never be learned, as there were no witnesses and neither occupant of the airplane could give an account of the accident.

Maxwell Field, Montgomery, Ala.

In the line of sports, chief interest was centered on the development of a first-class Polo Team. Eight officers are vieing for places on the first string. Several very interesting exhibition games have been played. Twice the Maxwell outfit has met a team of civilians from the City of Montgomery, whose experience is as limited as the officers. The 29th Infantry of Ft. Benning, Ga., was the visiting team on our home field on one occasion, bringing over their own mounts in trucks. This contest resulted in a victory for the doughboys. On Jan. 28th our outfit proceeded to Benning and met the Infantry on their own field, the fray resulting in a victory, by one goal. Our team was mounted by the 29th. Leading players for the Air Corps were Lieuts. Murray Woodbury, Richard French, E.C. Slye, M.P. Borden, Bruce Tyndall, Philip Roll. Acting as coach for the home team is Capt. John Green, Cav., D.O.L., who is connected with the Lanier High School of Montgomery.

Flying being presumably the most important function of the Air Corps, Maxwell is holding up by work on radio-controlled flights of a nine-ship formation. Major Walter Weaver, Commanding Officer, is in active direction of the flights, radioing his orders to the flight leaders from his control plane flying above. Several missions were performed in connection with the Infantry and Artillery's usual monthly maneuvers at Ft. Benning, Ga.

Serial No. 303. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
Jan. 16th - Feb. 9th Incl.

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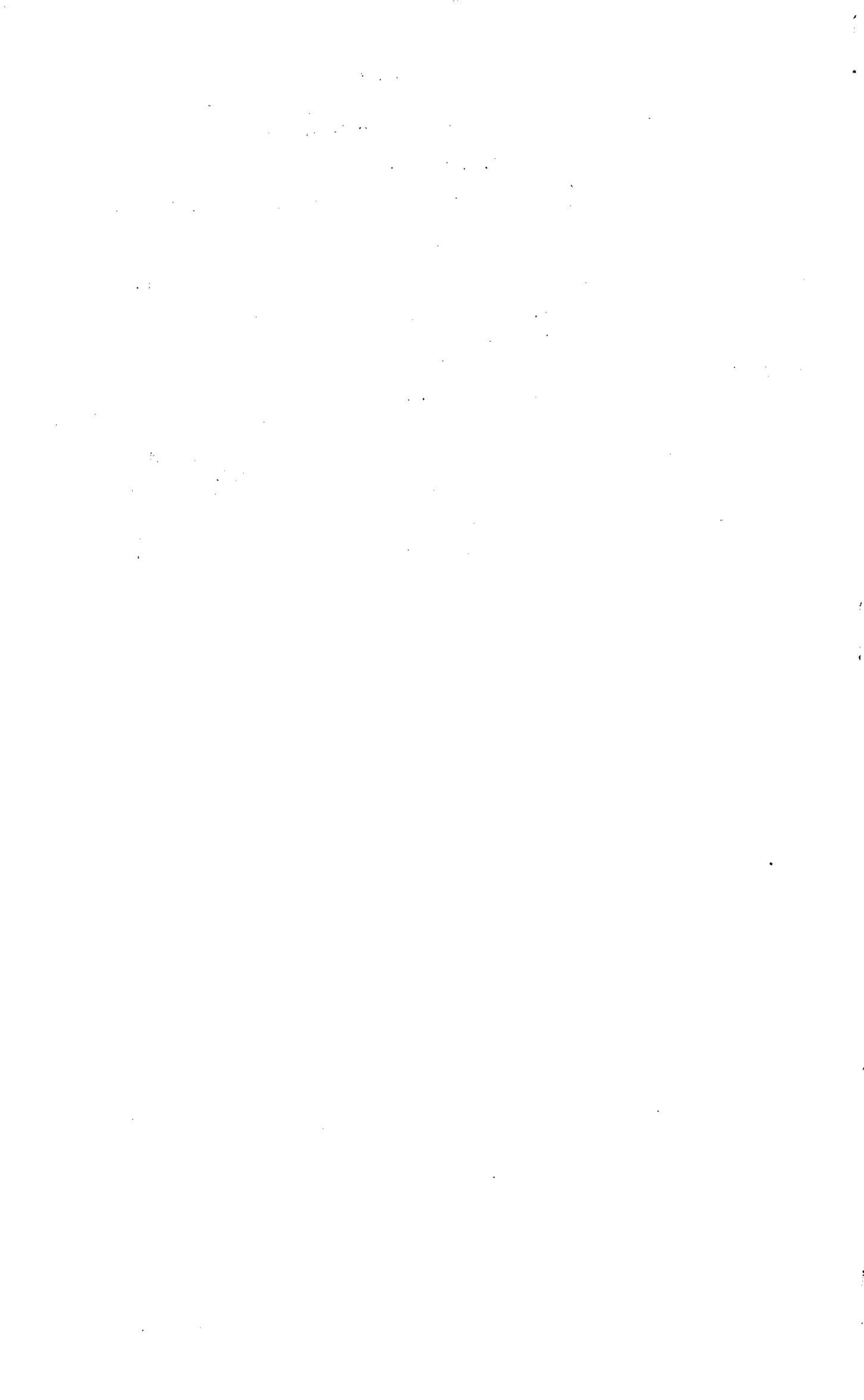
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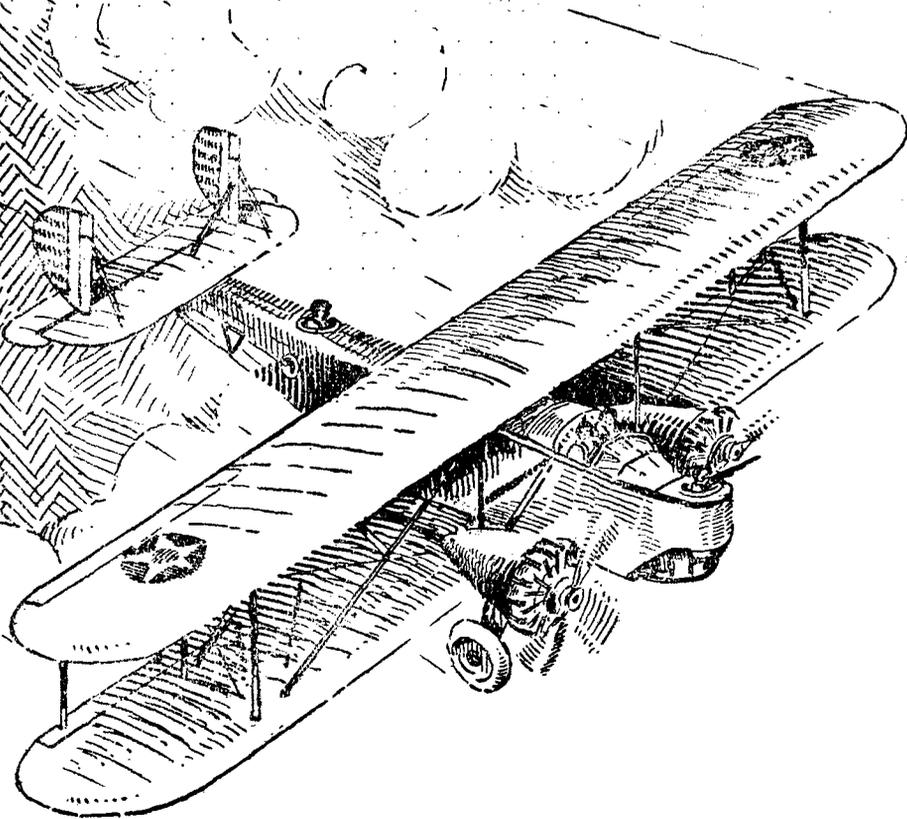
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Information Division
Air Corps

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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.

Publishers are authorized to reprint material appearing in this publication.

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WHAT THE AIR CORPS DOES BESIDES FIGHT

The Army Air Corps is by many regarded as essentially a military arm, somewhat remote in its activities from the life of the country as a whole. In reality, however, this conception is subject to decided modification. While its primary function is, of course, to aid in the National Defense, the operations of the Air Corps in the past brought it into close contact and cooperation with many departments of aeronautics and they have added to a very considerable degree in the advancement of the science. In fact, Army pilots and technicians have often been the leaders on the road to new achievements.

Witness, for example, the part the Air Corps played in the development of many of the things which made possible commercial aviation as it is known in this country today. Even as early as the war period, during 1918, the first regular Air Mail Service in the United States was inaugurated between Washington and New York by Air Corps pilots. This operation, subsequently taken over by the Post Office Department, thus became the forerunner of the transcontinental line and the many other routes which, now under the direction of private contractors, form a network over the entire country. This network was recently extended to cover Central and South America.

The development of commercial flying to its present status was made possible, however, only by the combined utilization of many different factors, which together work for increased efficiency and safety. During the years 1921-1925, the routes, known as "Model Airways," were organized. They connected various Army fields and cities of importance in the eastern and central sections of the country, and were flown over at regular intervals by Army personnel, both for training purposes and to accomplish necessary duties. The demonstration of regularity and reliability thereby given did much to stimulate the organization of commercial lines.

During this period, the Air Corps, through the efforts of its Chief and of pilots who had landed their planes at fields along the airways, encouraged city officials and Chambers of Commerce to identify their particular city for the air traveler by painting its name on some prominent roof in town. Several industrial concerns of national scope adopted this policy. The Department of Commerce later took over from the Army the guardianship of the airways and issued a pamphlet describing standard roof markings desired for cities and villages. Besides the name of the place, many roof signs now bear an arrow pointing north, or one pointing to the nearest airport, telling also its direction from the building.

In connection with the "Model Airways," the desirability of producing special maps for airplane pilots soon became manifest. The pilot requires different information than is contained in an automobile road map. As a result of this need, the Air Corps pioneered in the development of strip maps, at that time a new form of cartography, which since then have been continuously modified and improved. Up to the present time, 51 of these maps have been published. They have been made available to the general public and are procurable from the Coast and Geodetic Survey. Other sections have been similarly mapped by the Department of Commerce and the Hydrographic Office of the Navy, which productions are similarly on sale.

Of very great importance in commercial aviation is the amount of night flying performed. It is, in fact, absolutely essential at the present time. Without it, for instance, the 30-hour coast-to-coast mail schedule would be an impossibility. Night flying tests were inaugurated by the Air Corps in 1921 from the McCook Field, Dayton to Columbus, Ohio, and return, the purpose being to train our pilots and to develop night flying equipment on airplanes, such as landing field lights and other devices for night flying. The Post Office Department, and later the Air Mail contractors, profited immensely by these experiments and the resultant development of equipment and methods of operation.

In the development of long-distance flying and in flights made under adverse conditions, the use of radio has steadily become of increasing importance. The success of late East to West trans-Atlantic flights was attributed largely to this aid. Radio is utilized extensively in this country by the mail lines and commercial routes generally. Here, again, the Army performed much pioneer work, particularly in the development of the radio beacon. With this device, which flashes signals along a previously determined route, the pilot, by means of instruments, learns whether he is keeping on the correct course. This is of inestimable value when flying in cloudy or foggy weather.

Instruments of various kinds are essential for the safe and efficient navigation of aircraft. Continual experiments are being made in the laboratory of the Materiel Division, Wright Field, Dayton, O., to improve existing instruments and devise new ones. Noteworthy among projects of this kind was the development of the earth inductor compass in which Army engineers played an important part. This instrument received its first important test in the Round-the-World Flight in 1924. It was a project which had previously been attempted a number of times without success. It finally remained for an Army Air Corps expedition, headed by Capt. Lowell H. Smith, to accomplish this great feat. Starting with four planes and flying under a variety of weather conditions, ranging from the Arctic chill of Alaska and Greenland to the steaming heat of the Burmese jungles and the scorching sun of Mesopotamia, three planes completed the flight of 28,000 miles in the elapsed time of 371 hours and 11 minutes. Two of the four planes which originally started the World Flight finished the entire journey and returned to the starting point. Another plane was substituted at Labrador for the "Boston," lost off the Faroe Islands. Wheel landing gears were used on the World Cruisers while flying over land, but, during long over-water stretches, floats were substituted. This wonderful flight was made possible not merely through the daring of the airmen, but because of careful and scientific planning in advance of all details connected with the entire project.

The World Flight, while one of the most memorable in Air Corps history, was only one of a series of notable achievements. It was preceded by an endurance flight by Lieuts. John A. Macready and Oakley G. Kelly, which established a new world's duration record, and was followed by the first non-stop flight across the United States by the same officers in the same plane.

Lieut. Russell L. Maughan established a new transcontinental record in his Dawn-to-Dusk flight from the Atlantic to the Pacific coast. A recent remarkable accomplishment was the flight of a Bombing unit, under the command of Major Knerr, from the East to the West Coast in 36 hours, with the unit in such excellent condition at the completion of the flight that it was ready for immediate action.

Other trips, made partly or wholly outside the boundaries of the United States, were numerous, the earliest of these being to Nome, Alaska, under the command of Capt. St. Clair Streett. Accomplished with war-time equipment, this flight was successfully conducted over territory never before traversed by plane and helped to demonstrate the advantages of flying to the Alaskans. Since that time important commercial developments took place in that territory. Because of the dearth of other methods of communication, the airplane has become an important transportation factor.

Numerous other flights could be cited, but two more must suffice. In 1927, the Pan-American Flight, or "Good Will" Tour of five amphibian planes under Major Herbert A. Dargue, visited the countries of Central and South America. A distance of 22,065 miles was covered in a flying time of 263 hours and 15 minutes. In the same year, Lieuts. Maitland and Hegenberger made the first flight between San Francisco and Hawaii, a distance of 2,400 miles, in 25 hours and 50 minutes. This trip was particularly notable because of the navigation problems involved, the Hawaiian Islands representing but a small point in the wide expanses of the Pacific Ocean.

Demonstrating some of the possibilities inherent in the airplane, these flights did much to inspire development on a commercial basis. The extensive use of air transportation in Alaska has been mentioned. Lines were also inaugurated on an extensive scale in South America, which is so situated as to be benefited considerably by this method of transportation.

Parachutes occupy an important position in military as well as in civil aeronautics. They have proved of particular value to the Air Mail pilots who are frequently compelled to fly under adverse conditions. While the parachute was first used under service conditions by the Germans during the War, it received its chief impetus through the careful and scientific experiments conducted by

the Materiel Division of the Air Corps. Largely as a result of this work, American parachutes have become standard equipment in many parts of the world.

The Materiel Division is the keystone of the experimental and development work of the Air Corps. Its laboratories, recently moved from McCook Field to Wright Field, Dayton, Ohio, are among the finest in the world, and many of the developments previously mentioned may be credited largely to the work carried out at McCook and Wright Fields. The reports of this Division have to a large extent been made available to designers and constructors of commercial aircraft, and have proved of great assistance to them. Another important accomplishment was the work carried on at Dayton in connection with the testing and development of materials used in aircraft construction and the standardization of parts and measurements, which has undoubtedly proved of value to the industry.

A special division at Wright Field is devoted to experimentation on engines and engine parts. The supercharger owes much of its present efficiency to the work of this department. A recent noteworthy development was the introduction of ethylene glycol, commonly referred to as "Prestone," as a cooling medium. Utilizing Prestone cooling as a substitute for water cooling made it possible to run the engine at a higher temperature and consequently at greater efficiency; to decrease the weight of the cooling fluid carried and to reduce the size of the radiator, thereby decreasing air resistance.

A device, recently developed and tested by the Air Corps, is the Mechanical Aviator or "Gyropilot," which originated from an idea of Mr. Sperry. Once set in operation, this apparatus maintains the airplane on its course, automatically correcting any changes in direction or altitude. It relieves the pilot of the strain imposed by routine flying and, when finally perfected, will undoubtedly prove very advantageous in commercial as well as military aviation.

Another project which may prove of considerable value in aerial transportation, and in which the Air Corps played an important part, is that of refueling an airplane in flight from another plane. The first really effective demonstration of this practice was made in 1923 by Lieuts. Smith and Richter. That flight still holds the World's record for distance for airplanes refueling in flight, the total mileage covered being 3,293. During January, 1929, Major Carl Spatz and his crew in the "Question Mark," established a record for sustained flight by means of refueling while in the air. The duration record of over 150 hours has been broken many times since, but this flight, together with the others, brought out much information of value to both military and commercial aviation.

In photographic work, the Army has pioneered along many lines and transmitted the results of its development work to those engaged in the business of making or utilizing aerial photographs. Notable achievements, which in many cases were attained in cooperation with civilian agencies, were the introduction of filters and special grades of film. New records were attained in altitude and long-distance photography, night photography and the rapid finishing of photographs in the air after the exposures have been made. New types of cameras were also developed. It is noteworthy that Captain McKinley, who served as aerial photographer with the Byrd Antarctic Expedition, was trained by the Army.

Another phase of aerial transportation in the Army is that connected with ambulance planes. Not only has the Army benefited by the humanitarian work carried on by Air Corps pilots in ambulance planes, but many civilians owe their lives today to the rapidity with which these ships brought them to a place where competent medical attention was available. This has been true in Panama, in the Philippines, in Hawaii and in some of the sparsely populated sections of the West. The present status of the ambulance plane in this country is a direct development of the "Mercy Ship," a Cox-Klein ambulance plane delivered at Kelly Field early in 1926, and used to carry 23 patients in the first six months of its service there. In addition, it transported medical officers upon a number of other occasions to places where their ministrations were urgently needed.

The Air Corps has always shown a willingness to cooperate with other branches of the Government and with outside agencies. Its photographic units have mapped many thousands of square miles for the U.S. Geological Survey for use in the preparation of its series of maps which will ultimately cover all of the United States, and also for the Coast and Geodetic Survey, which is charged with the preparation of maps of our coasts and harbors. A large area in the vicinity of Phoenix, Arizona, was recently 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. Photographs of the eclipse of the sun in April, 1930, were made for the Lick Observatory and Pomona College, which are reported to have proved of decided scientific value.

Cooperation was extended in many cases towards aiding commercial developments, such as crop dusting and other projects, Air Corps officers particularly equipped for various types of work being "loaned" for such purposes. Along purely scientific lines, the work of Lieut. James H. Doolittle was outstanding. Granted a long leave of absence to conduct experiments in "blind" flying for the Daniel Guggenheim Fund, his experiments resulted in the development of new instruments and flying technique. He gave some remarkable demonstrations of the possibility of flying and landing successfully under weather conditions previously considered insurmountable. This work, together with that being carried on by the Air Corps in the use of a buried "lead in" cable, to facilitate landings in fog, will undoubtedly prove a great boon to commercial aviation.

Another distinguished officer, whose services were made available on special occasions outside of Army activities, was Captain Albert W. Stevens, of the Photographic Section of Wright Field. Among his exploits was his participation as aerial photographer in the expedition of Dr. Alexander Hamilton Rice in exploring the headwaters of tributaries of the Amazon River.

The Air Corps feels that it may justly be proud of its contributions to the progress of aeronautics generally. It has consistently maintained a position in the forefront of development, and its policy will undoubtedly continue to be one which will encourage and foster commercial aviation along with its strictly military development.

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LIEUT. HANSELL'S PARACHUTE JUMP

Second Lieut. Haywood S. Hansell, Air Corps, had a thrilling experience on the afternoon of February 5th, when he was obliged to make a forced jump from a P-12C airplane in order to save his life. Lieut. Hansell had been testing the P-12 with a load which represented the weight of a radio set. At an altitude of 10,000 feet he put the ship in a spin, from which he recovered after three turns. He then put the ship in a spin in the opposite direction, but after three turns was unable to resume normal flight. He tried everything possible to recover from this spin and finally, at an altitude of between 3,000 and 3,500 feet, decided that it was useless and, after considerable difficulty, managed to push himself out of the cockpit.

The jump was made over Back River. Although he attempted to slip his 'chute in order to reach land, he was unable to do so and landed in the water about 300 feet from shore. Lieut. Hansell had been unable to free himself from his parachute before striking the water with the result that he became entangled in the parachute shroud lines. The water was not deep, but due to the fact that he had on a winter flying suit and moccasins, he was unable to get his feet on the bottom and had to flounder around until picked up by the speed-boat. This boat was delayed somewhat due to the fact that the water was low, and it was necessary to skate across two or three mud flats in order to reach Lieut. Hansell.

Fortunately, the new member of the Caterpillar Club received no injuries, although he suffered somewhat from exposure and the fact that he swallowed a considerable amount of salt water. The P-12 airplane which crashed close by was completely wrecked.

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AIR CORPS OFFICER MAKES GOOD AS A LECTURER

Lieut. Forrest G. Allen, Air Corps, of Mitchel Field, L.I., New York, recently lectured before the students of New York University on Radio and its application to the airplane. The lecture was delivered at the request of Lieut. Samuel P. Mills, who is on detached service at the N.Y.U. Lieut. Allen's lecture was so interesting and so appreciated by the students, that they asked him to come again. He delivered his second lecture on February 13th, and his third a week later.

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The 36th Pursuit Squadron, recently organized at Selfridge Field, is now equipping a flight with oxygen apparatus in preparation for a series of altitude tests to determine the ceiling and the performance of the P-6's.

GEORGE WASHINGTON'S INTEREST IN AVIATION

Apparently, George Washington was not only the father of his country, but also something like the godfather of aviation in America. At any rate, he wrote a letter for one Monsieur Blanchard, who made the first balloon ascension in this country at Philadelphia in 1793. The letter, reprinted in St. Nicholas, reads:

"George Washington, President of the United States of America. To All to Whom these Presents shall come.

The bearer hereof, Mr. Blanchard, a citizen of France, proposing to ascend in a balloon from the city of Philadelphia, at 10 o'clock A. M. this day, to pass in such direction and to descend in such place as circumstances may render most convenient -

THESE ARE therefore to recommend to all citizens of the United States, and others, that in his passage, descent, return, or journeying elsewhere, they oppose no hindrance or molestation to the said Mr. Blanchard: And that on the contrary, they receive and aid him with that humanity and good will which may render honor to their country, and justice to an individual so distinguished by his efforts to establish and advance an art, in order to make it useful to mankind in general.

Given under my hand and seal, at the city of Philadelphia, this ninth day of January, one thousand seven hundred and ninety-three, and of the independence of America the seventeenth.

Signed,

(Seal)

GEORGE WASHINGTON.

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"LIGHT HORSE" HARRY INVENTS NEW MANEUVER

According to the Selfridge Field Correspondent, the Air Corps in general and the 94th Pursuit Squadron in particular is the richer by a new maneuver, invented by Lieut. Harry (Light Horse) Wilson, Air Corps. This maneuver has been christened and will duly go on record as the "Wilsonburg Circle."

"The best way to describe the maneuver would be to say that it is a direct descendant of the ground loop," says the Correspondent, and he then adds: "However, it must not be confused with the ground loop, even if it does consist of whirling around rapidly on the ground. An intricate and detailed description of the maneuver would take too much space, so the main points are as follows: It must be performed with a P-1 without brakes, take place immediately before a major Group problem and when all four Squadrons are taxiing into position on the field; and last and most important of all, the pilot performing the maneuver must require the assistance of at least six pilots of the surrounding ships to get into position in the formation. It is a very difficult maneuver and should not be attempted until after long and continuous practice."

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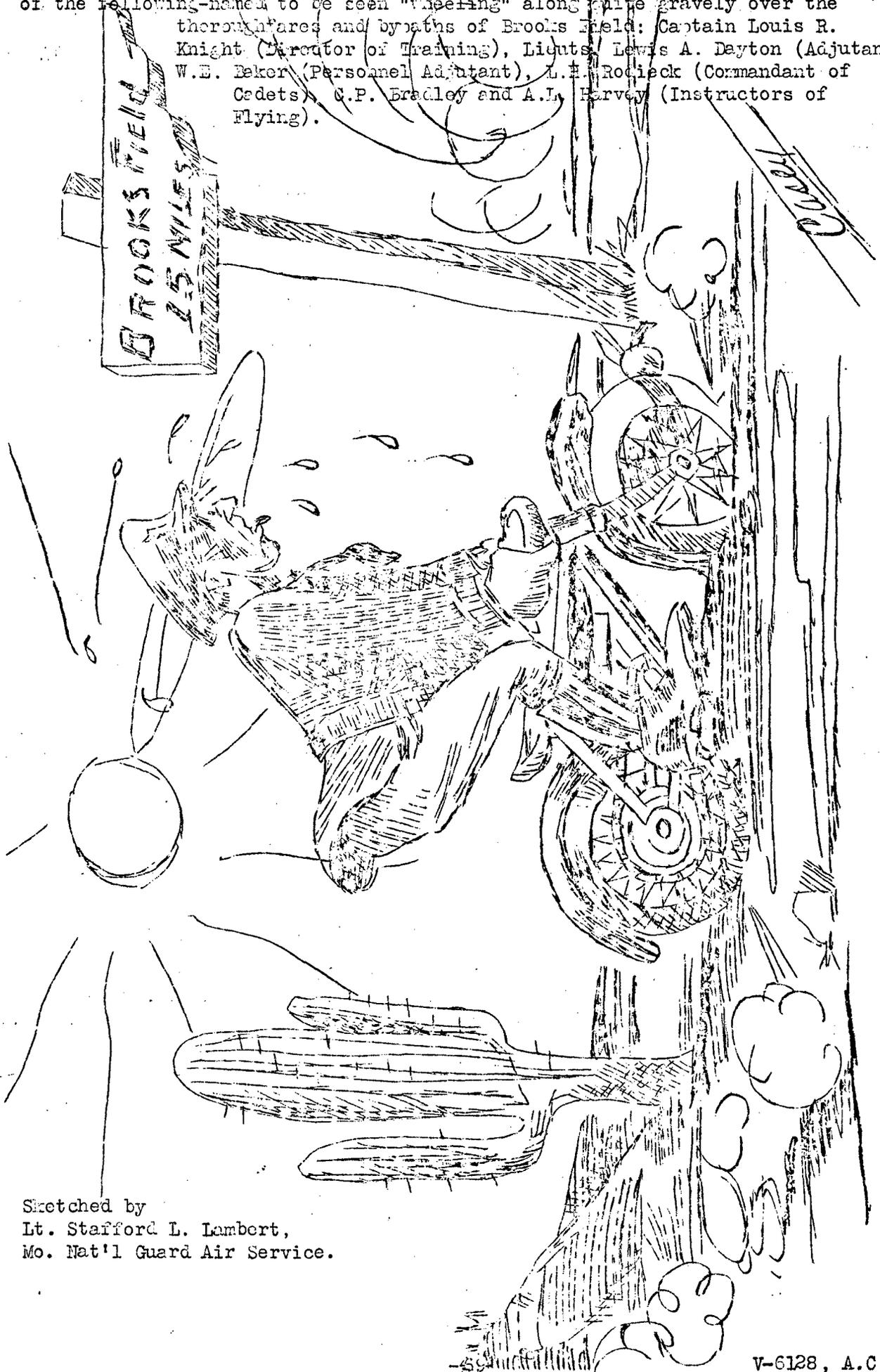
94TH PURSUIT SQUADRON HONORS WAR-TIME "ACE" AT FUNERAL

Eight members of the 94th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Mich., - Lieuts. H.A. Johnson, R.D. Moor, N.B. Harbold, J.V. Crabb, C.R. Feldmann, S.B. Yoder, A.T. Johnson and H.O. Coleman - flew to Fort Wayne, Ind., January 2nd, to serve as honorary pallbearers at the funeral of former Lieut. Paul Baer, a member of the 94th during the World War.

Lieut. Baer was killed December 9th in China, when the ship he was flying hit the mast of a Chinese Junk on the take-off. His body was shipped back to his former home town and he was given a full military funeral. The first part of Lieut. Baer's service was with the Lafayette Escadrille and later, when the United States entered the war, he transferred to the American Air Corps. He was officially credited with the destruction of nine enemy planes and he claimed eight others, which were never made official. During the course of one of his combats he was taken prisoner by the Germans, which terminated his brilliant war-time career. He was among the first of the American flyers to receive the distinguished Service Cross.

Lieut. Baer was given a sincere and impressive funeral, with six ships from Selfridge flying the "ghost" or blank file formation over the funeral procession. Four of his former comrades of the Lafayette Escadrille, Thomas Cassidy, George Moseley, Donald Eldridge and Fredk. W. Zinn were present, carrying the color of that famous organization. Major H. Weir Cook, formerly of the 1st Pursuit Group and a representative of the Chinese Airways Federal Inc., by whom Baer was employed, escorted the body to this country and was also present at the funeral.

Officers reporting at Brooks Field, Texas, whose "figures" are inclined to exceed the graceful 36, are advised to include in their extensive repertoire of accomplishments good old-fashioned "cycling." It is said that bicycles have been ordered in use for the purpose of conditioning the "heavyweights" of the Field. Anyway, it has come to constitute quite a customary spectacle for any of the following-named to be seen "wheeling" along quite gravely over the thoroughfares and bypaths of Brooks Field: Captain Louis R. Knight (Director of Training), Lieut. Lewis A. Dayton (Adjutant), W.E. Baker (Personnel Adjutant), L.E. Rodieck (Commandant of Cadets), G.P. Bradley and A.L. Harvey (Instructors of Flying).



Sketched by
Lt. Stafford L. Lambert,
Mo. Nat'l Guard Air Service.

NIGHT FLYING BY THE 17TH PURSUIT SQUADRON

Selfridge Field was the scene of a great deal of night flying activity during the past few weeks. The several squadrons of the 1st Pursuit Group alternated in training their pilots on individual flights and landings and then have practiced element flight and squadron formation to accustom the pilots to flying and landing in formation at night.

As a climax to their recent night flying training, the 17th Pursuit Squadron, commanded by Captain Ross G. Hoyt, made two night cross-country flights which have proven exceptionally interesting and instructive to the pilots participating. The first trip was from Selfridge Field, Mich., to the Fairfield, Ohio, Air Depot, on the night of February 12th. The squadron of eighteen P-12C airplanes, fully equipped with navigation lights and flares, took off at 6:00 o'clock and arrived at Fairfield about 8:30. The Fokker Transport, piloted by Captain Roderick N. Ott, and carrying mechanics of the 17th Squadron, hit inclement weather and was forced to return to Selfridge Field. The reports from Selfridge Field showed that the weather was becoming hazardous for night flying, so the Squadron remained at Fairfield that night and spent Friday in inspecting the Depot and the plant of the Materiel Division at Wright Field, returning to Selfridge Field on Saturday morning. The officers making the flight were Major Brower, Captain Hoyt, Lieuts. Wolf, Moor, Sterling, Ryan, Theisen, Reed, Slight, Burns, Warburton, Van Auken, Morgan, Heiman, Hixson, Norman, Merrill, Estes.

Preparations were immediately made by the 17th Squadron to clear for Bolling Field, Washington, D.C., as soon as the weather permitted. Reports of perfect weather conditions being received, the Squadron took off at 5:50 p.m., Sunday, February 15th, accompanied by a Ford tri-motor Transport, carrying six enlisted mechanics. The night was beautifully clear with stars shining brightly, and practically no ground haze. Due to the lack of moonlight, objects on the ground were not perceptible, but on account of the very clear air the lights of the towns and cities along the way were very distinct. A favorable wind was encountered at Sandusky and from there to Uniontown, and thence to Washington. The Squadron, averaging a speed of 170 miles an hour, arrived over Washington in two and one-half hours from the time of take-off, and circled the city in close formation and then in column. The landing at Bolling Field was made in elements of three planes each, and the last Pursuit ship had barely taxied up to the line before the tri-motored Transport arrived. The personnel of this trip included Lieuts. Rhudy, Wolf, Moor, Sterling, Ryan, Theisen, Reed, Slight, Burns, Warburton, Van Auken, W.M. Morgan, Heiman, Hixson, Norman, Merrill and Estes. Captain Hoyt commanded the flight, and Lieut. Griffith piloted the Transport.

The flight clearly proved that a Pursuit Squadron can successfully move at night over unlighted airways with full equipment and accompanied by mechanics in transports. The flight did not require any unusual preparation, and no special equipment was used.

Due to approaching inclement weather, the Squadron returned to Selfridge Field on the afternoon of February 16th. The Ford Transport, piloted by Lieut. Griffith, was forced to land near Sandusky, Ohio, on account of bad weather.

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CAPTAIN RALEY GRADUATES FROM LAW SCHOOL

Captain E.W. Raley, Air Corps, stationed at Brooks Field, Texas, was included in the list of graduates of the San Antonio Law School, and already has stood the bar examinations in the contemplation of becoming a full-fledged lawyer. The hope that he has successfully passed the examinations is being widely expressed, since a number of prospective clients are awaiting his counsel. Captain Raley is being accorded the congratulations of his many friends on the Field, who express confidence that he will obtain the necessary license.

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Evidencing that children oftentimes demonstrate a surprising depth of intelligence in their inquiries, the following episode is reported by the Brooks Field Correspondent: When Lieut.-Col. E. B. Clagett, Commanding Officer of Brooks Field, recently inspected the garages of the field, he was told by a subordinate in charge that the condition on rainy days was such that it required twenty trucks to pull one truck from the garage. Whereupon, little Miss Clagett, who was accompanying her father, looked up and asked: "Well, Daddy, how do they get the first one out?"

FORT SILL FLYERS LOCATE LOST HUNTING PARTY

It required less than an hour's search by airplanes to locate a party of hunters reported missing for two days. Responding to a telephone call from the Chamber of Commerce of Lubbock, Texas, requesting aid in the search for this party, Major Lewis H. Brereton, leading a flight of five planes, took off for Lubbock and, upon arrival, found that the mission was to search a strip of territory extending west from Lubbock to the New Mexico - Texas line, and covering approximately 1200 square miles of a wilderness of sand hills and mesquite, with a few antelope thrown in for local color. The territory was divided into strips, and one was assigned to each plane.

The car belonging to the hunters was located within an hour after the planes took off from Lubbock. Two of the hunting party were with the car and were carried back to Lubbock by searching parties on the ground. The third member of the party was found dead later in the day by searching parties on the ground. Had a request been made for planes in the beginning, much hardship could have been avoided and possibly one life saved.

Those participating in the aerial search, in addition to Major Brereton, were Lieuts. Percefull, Houle, Wait and Miller, pilots, and Lieuts. Roe, Miller, Hunt, Master Sergeant Colby and Sergeant Carter, observers.

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FLYING CADET LANDS ON MEXICAN TERRITORY

Jarita, Mexico, a pretty little Mexican village, will perhaps stand out in the memory of Flying Cadet Frank P. Smith, of Brooks Field, as no other Mexican town, and for good reason. On February 6th, Cadet Smith was a member of the Basic Stage class which flew on a cross-country training trip, with Laredo, Texas, the "objective." The students were to stop enroute at Corpus Christi. Cadet Smith "accomplished" Corpus Christi without mishap, but when his class reached Laredo and were ready for their "check in's," he was missing. It was not until the next day that he arrived at Brooks Field, after a most interesting experience.

After leaving Corpus Christi, Cadet Smith flew into a rain storm. Emerging, he found himself off his course. He landed, and then found that during the rain-storm he had crossed the Rio Grande, and that his plane had come to rest in the picturesque little Mexican town of Jarita, about 15 miles from Laredo. The Flying Cadet was most courteously received by the Mexican officials, who kindly accompanied him to the customs house at Nuevo Laredo, where he communicated with Fort McIntosh at Laredo. Lieut. D.A. Morris, 8th Engineers, Commanding Fort McIntosh, went over to Nuevo Laredo and conferred with the Mexican officials, with the result that Cadet Smith was allowed to leave his plane at Jarita while he himself went to Fort McIntosh to spend the night. The next day he retrieved his plane and flew it back to his home station. Incidentally, in the incident is depicted another evidence of the cordial relations existing between the United States and the Republic of Mexico, the Mexican officials manifesting every courtesy in handling the situation.

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HAND CRANKING OF AUTOMOBILES PROVES DANGEROUS

The News Letter Correspondent reports that automobiles and not airplanes were the means by which two Brooks Field officers were laid up for repairs just recently. Second Lieut. R.E. Cobb, Supply Officer of the 52nd School Squadron, sustained quite a painful injury when, in cranking his car, he lost control of the crank, which slipped and knocked his right hand against a car license plate, resulting in deep lacerations. A day or so later, Lieut. R.L. Easton, Supply Officer of the 58th Service Squadron, sustained a similar injury when his car stalled in the midst of traffic on the main street of San Antonio's business section. In attempting to crank the car by hand, Lieut. Easton suffered a serious sprain of his fingers. Both officers still carry their respective appendages in bandages.

Just recently we read about the proposed adoption of the hand inertia starters for cranking training planes at Brooks Field. It looks as if these starters would also come in handy for use with automobiles.

THE HISTORY OF THE PISTOL
By Lt. J.L. Hitchings, A.C.

(The second article of this series)

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The handgun goes back so far into antiquity that its origin is not definitely known. The Chinese were said to have had knowledge of gunpowder before Bacon's alleged discovery of it in the Thirteenth

Century. It is probable that the Chinese matchlock hand cannon dates back to about that time.

Camminello Vitelli is commonly credited with the invention of the pistol in 1540 at Pistoria, Italy; and the word "Pistol" is thus popularly derived from "Pistoria." In 1850 the pistol, still a matchlock, was adopted for the French cavalry.

The earliest improvements all dealt with the method of ignition. Thus, in Germany, the match-lock was soon replaced by the wheel-lock. In 1630, the flint-lock was invented. Then came the pill-lock, a transition step. And finally, in 1807, Alexander Forsythe invented the percussion cap, which made all modern firearms possible.

With the development of duelling pistol in the 18th Century came increased accuracy, and the accompanying problems of sighting. The first pistols had had no sights at all; the early duelling pistols had a shotgun bead, with no rear sight. This in turn gave way to a vee notch rear sight, with a bead, bar or knife front sight.

Rifling was invented in 1520 by Rollner, a Viennese gunsmith. Its possibilities were not, however, realized for a long time, and it was not until the close of the duelling period that rifling was applied to pistols.

During all this time the original horsepistol or duelling pistol shape of stock was retained. The saw handle grip was tried, found inferior, and discarded. Although the mechanism of the modern automatic necessitated its resurrection, the saw handle grip is so relatively disadvantageous for extreme accuracy that the best single shot pistols are still made on duelling pistol lines. The reason for this will be explained in a later article.

So far, the only attempt at repeated fire with a handgun had been the double-barrel, which was built with the barrels placed side by side or over and under, and ignited by flint or percussion locks. But the percussion cap had paved the way for a multi-loading pistol, and it was not long in appearing. The pepperbox, with its double action mechanism and its ring trigger, was the first type to appear. England claims the invention of the revolver, which remains the best slow-fire repeating handgun; but in 1835 Colonel Samuel Colt, of Hartford, Conn., first rendered it a success.

With the advent of cartridges, just before the Civil War, came the breech loader and, with the advent of the breech loader, new experiments in repeating mechanisms. One pistol had a lever action, the trigger guard acting as the lever. The Winchester repeating rifle was developed from this patent. But the revolver remained the favorite.

At the start of the Civil War, percussion revolvers were the rule. At this time, however, the Smith & Wesson and Colt Companies came out with breech loading revolvers, shooting the first revolver cartridge to be used - the .22 short. It seems amusing now to think that many Army officers purchased these weapons and considered themselves well armed for combat.

Many exaggerated stories have been circulated as to the shooting ability of the old-time western cowboys. The truth seems to be that they excelled in the quick draw and in getting a first shot off with sufficient accuracy to hit a man at about fifteen feet and, when they took careful aim, used their revolvers with effect up to about a hundred yards. Their weapons, although well shaped and balanced, were relatively inaccurate, and their ammunition was more so. It is not believed that such historic shots as Hickok could stack up with the best modern shots in either slow or rapid fire.

American target shooting with a pistol dates back to 1860, when the first known American match was fired between Captain Travers and an unknown opponent. The targets were dinner plates, nine inches in diameter, placed at 100 feet. Captain Travers won, breaking 11 out of 15; his opponent breaking 9 out of 15. This is about the accuracy attained by an apt novice with a month's training.

In 1865, Colonel William F. Cody (Buffalo Bill) and Captain William P. Schaaf toured the country giving exhibitions. Captain Schaaf then joined Captain Travers in a further exhibition tour.

In 1881, the famous Ira Paine went abroad to give exhibitions of pistol shooting in the principal countries of Europe. In 1882, he was knighted by the

King of Spain for his skill. In his exhibitions he used the Stevens Lord model pistol and a Smith & Wesson Russian model revolver. Paine sights, until recently the standard, take their name from him.

The National Rifle Association has the honor of having, in 1886, at Creedmoor, first organized and popularized target shooting with the pistol. Under its auspices, an open, unlimited reentry match was held in that year. Firing on a 200-yard Standard American rifle target at 25 yards, the three high contestants made 5-shot scores of 48 out of 50. The same target is now used at 50 yards; 5-shot possibles on it are frequently seen. I saw Stocklin of Chicago make 99 out of 100 on it at 55 yards with a revolver.

In October, 1886, Chevalier Ite Fauré established the first national revolver record by making a score of 791 out of 1000 on a standard American target at 50 yards, a score which can now be surpassed by any good novice.

In machine rest tests conducted in 1890, groups of $1\frac{1}{4}$ to $1\frac{1}{2}$ inches at 50 yards were obtained with revolvers, a fact which proves that even at this early date pistols and ammunition were approaching modern accuracy.

In February, 1900, the United States Revolver Association was formed at Conlin's shooting gallery in New York City. This excellent organization, specializing in the handgun, soon took control of American pistol shooting and organized annual national championship matches. It has been responsible for the training and successes of our international pistol teams, and is today the final American authority on the use of the pistol. Its nucleus, the Springfield Revolver Club, has developed the doctrine of pistol shooting which is responsible for the success of practically all our best shots. The Springfield Revolver Club Doctrine will be discussed in detail in a later article.

In 1903, John Browning invented an automatic loading device from which the modern Colt automatic was developed. The magazine in the stock has necessitated a saw-handle grip; the recoiling mechanism has necessitated a heavy trigger pull. In spite of these disadvantages, the automatic pistol has proved the easiest weapon for the average man, with limited training, to learn to shoot with sufficient accuracy to hit an opponent at 25 yards; and it has also proved capable of the greatest rapidity of firing and loading. For these reasons, it is the best type of pistol for the service. Former Assistant Secretary of War Crowell, in charge of munitions during the Great War, pronounced the .45 automatic pistol one of the outstanding successes of the war. It is not, however, comparable in slow fire accuracy to the single shot pistols or to the revolver.

The final development, which has revolutionized pistol scores and thus caused a revival of interest in the pleasant and valuable sport of pistol shooting, is the Patridge sight. Invented by E.E. Patridge, a famous shot who in 1902 tied the 100-shot pistol record of 942 out of 1,000, it has within the last five years become standard for almost all pistols.

The first international pistol match was held between the United States and France in 1900. The United States won by 61 points, J.A. Dietz shooting high gun. We also won in 1903, 1908, 1912, 1913 and 1920, were beaten by Switzerland and Italy in 1922, and won by default in 1923.

Of all the interesting figures in contemporary pistol shooting, two especially outstanding are Dr. I.R. Calkins and Colonel Roy D. Jones, Quartermaster Reserve. Dr. Calkins is a skillful practicing surgeon, whose hobby is pistol shooting. He fired on his first international team in 1903, and has been breaking records ever since. As President of the U.S. R.A., he makes a genial and capable leader. When Colonel Jones, who is forever spurring the Doctor on, tells him that so-and-so has just laid down a 97, the Doctor smiles blandly and says: "Well, that's fine. He's learning to shoot, isn't he?"

Colonel Jones, Secretary-Treasurer of the U.S. R.A., who captained one International Team, is easily the best pistol coach in the country. It is chiefly due to his efforts that the accepted doctrine of pistol shooting has been developed, standardized and spread. He is Shooting Master of the famous Springfield Revolver Club, the undefeated champions of the country for eleven years.

The title of the next article will be: "Choosing a Target Pistol."

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The pilots of Clark Field, Pampanga, P.I., amassed a grand total of 2505 hours of flying time during the year 1930. About 90% of this time represents tactical missions, as cross-country flights are practically negligible.

MORE "DOPE" ON "WHOOPIING INDIAN" INSIGNIA ✓

By the Selfridge Field Correspondent

A few months ago the News Letter carried an article regarding the Insignias in the Air Corps, mentioning the fact that that of the 94th Pursuit Squadron was the "Whooping Indian." This is, of course, the truth, but it is not the entire truth. Lieut. Harry A. Johnson, Commander of the 94th Squadron, has made quite an extensive study of the history of the Squadron and has brought out some interesting facts. The following is a short history of the "Whooping Indian" insignia which was the first to cross the lines during the World War with American pilots:

Shortly after the opening of the War, a movement was set on foot by Norman Prince, an American flying for France, to form an Aero Squadron composed exclusively of Americans who were then fighting in the Foreign Legion. After considerable delay, this was finally accomplished, and the Squadron became known as the Lafayette Escadrille. Of course, the problem of selecting an insignia came up at once and, since the "Whooping Indian" seemed to typify America so perfectly, it was chosen almost unanimously.

Later, in 1917, when the American 103rd Aero Squadron came over to France, many of the pilots from the Lafayette Escadrille transferred to the American Squadron. In fact, practically all of the flying officers of the 103rd were officers from the Lafayette Escadrille. At about the same time the 94th Squadron, then at the front, also received some transfers from the Escadrille.

At the close of the war, both of these organizations were demobilized and became the same as the prehistoric animals - extinct. Later, however, the 94th and 103rd were reconstituted as the 94th Pursuit Squadron, inheriting the history and citations of both, and many of the honors of the old Lafayette Escadrille. For a time the old 94th insignia, the "Hat in the Ring," was used as the Squadron insignia for the new Squadron, but circumstances forced the abandonment of this emblem a short time later.

It appears rather appropriate that the old "Plumed Warrior" or "Whooping Indian," which was brought to fame during the war by such men as Lufbery, Campbell, Rickenbacker and others, should be chosen to grace the ships of the 94th Squadron, the first completely organized American Squadron to cross the lines during the World War.

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BOMBARDMENT PILOTS REACH DIZZY HEIGHTS ✓

Bombardment pilots at Rockwell Field, Coronado, Calif., recently demonstrated that Pursuit pilots are not the only military airmen who, when they feel so inclined, can ascend to infrequently traveled lanes to secure a taste of the rare and exceedingly frigid atmosphere encountered in the high places. According to the News Letter Correspondent, Lieut. J.A. Ronin, a member of the 11th Bombardment Squadron, piloted his Curtis B-2 "Condor" Bomber to an altitude of 24,940 feet, which is quite an achievement in view of the fact that this type of plane is the largest and heaviest of any other service type in the Air Corps.

The Correspondent goes on to say that the 11th Bombardment Squadron had conducted a series of altitude flights with these "Condors" and, since every pilot in the organization participated therein, these flights assumed a competitive flavor. They were scheduled for the purpose of familiarizing the personnel in the use of oxygen at high altitudes, to determine the rate of climb of the Bomber at various altitudes and the maximum height which could be obtained in two hours. The GV-1670 "Conqueror" engines with which the B-2's are powered, were opened to their limit when the altitude of 10,000 feet was reached. As a result of these altitude flights, a considerable amount of valuable flight data was accumulated.

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During the month of January, 15 airplanes and 56 engines were received at the Rockwell Air Depot, Calif., for overhaul, while 18 airplanes and 38 engines were completely overhauled. The time expended in the engineering shops for the manufacture and repair of Air Corps equipment other than airplanes and engines totalled 5,041 $\frac{3}{4}$ man hours.

NEW CLASS TO START TRAINING AT PRIMARY FLYING SCHOOLS

Orders were received at the Air Corps Primary Flying School at Brooks Field, San Antonio, Texas, for a total of 129 students to report for flying training which will start on or about March 1, 1931. The students were ordered to report at Brooks Field between February 24th and 28th. The period before flying training actually commences will be devoted to registration, clothing and equipment issue, disciplinary drill and the usual seemingly endless little things which go to make up the beginning of a military career.

Listed below are the names of students ordered to report for training:

Officers

2nd Lieut. John P. Doyle, Jr., Coast Artillery Corps, Fort Clark, Texas.

Noncommissioned Officers Training in Grade

Staff Sgt. Reece T. Lamb, 46th School Squadron, Brooks Field, Texas.

Staff Sgt. Jerome B. McCauley, 40th School Squadron, Kelly Field, Texas.

Tech. Sgt. William E. Pope, 94th Pursuit Squadron, Selfridge Field, Mich.

Master Sgt. Edwin B. Woodward, 51st School Squadron, Brooks Field, Texas.

Staff Sgt. William P. Wright, 51st School Squadron, Brooks Field, Texas.

Flying Cadets - Enlisted Men (Privates)

Briscoe, Ernest H., Brooks Field, Texas.

Christensen, Carl M., 68th Service Squadron, Kelly Field, Texas.

Davis, Thomas S., Jr., 52nd School Squadron, Brooks Field, Texas.

DeBuys, Herbert F., 23rd Observation Squadron, Maxwell Field, Ala.

Douglas, Lawrence Y., Fort Benning, Ga.

Gentry, Elbert B., 51st School Squadron, Brooks Field, Texas.

Gunn, James R., R.M.C. Co., 29th Infantry, Fort McPherson, Ga.

Hughes, Louis R., Machine Gun Troop, 12th Cavalry, Fort Brown, Texas.

Hunt, Carroll L., Co. "A", 9th Infantry, Fort Sam Houston, Texas.

Jacques, Pearre DuB., Langley Field, Va.

Mitchell, Eugene H., 22nd Observation Squadron, Maxwell Field, Ala.

Peyton, Paul P., 2nd Signal Company, Fort Sam Houston, Texas.

Potter, W. Bronson, Brooks Field, Texas.

Reineke, Charles W., Brooks Field, Texas.

Rhoades, George I., 39th School Squadron, Kelly Field, Texas.

Simmons, Calvin B., Kelly Field, Texas.

Turner, Howard, 10th School Group, Kelly Field, Texas.

Tussey, William S., 96th Bombardment Squadron, Langley Field, Va.

Flying Cadets - Civilians

Adair, Dewey Lamont,	Bethany, Miss.	Fletcher, J. Lowell,	Dawson, Ga.
Alexander, Wyatt H., Jr.,	Brockline, Mass.	Fletcher, Robt. H.	Washington, D.C.
Armstrong, B.W., Jr.	Dothan, Ala.	Flint, Amos K.	Erie, Pa.
Ashworth, R. Chas.	Winter Park, Fla.	Foley, Willard J., Jr.	Napoleonville, La.
Benander, Milton M.	Boston, Mass.	Gardiner, W.C.,	Dallas, Texas
Benn, William G.	Philadelphia, Pa.	Greene, Chalmers B.	Opelika, Ala.
Blankenship, V.B.,	Rock Hill, S. C.	Gresham, Gordon T.	Mooreville, N.C.
Breining, J. Herald	Luling, Texas	Groshens, Victor, Jr.,	Roslyn, Pa.
Broiles, Hiram,	Fort Worth, Texas	Guay, Irving E.	Swampscott, Mass.
Burnitt, Richard W.	Calvert, Texas	Hallahan, John T.	Peabody, Mass.
Burns, Irving R.	Haynesville, La.	Hardesty, Marion L.	Springfield, Mo.
Byrum, Thomas C.	Atlanta, Ga.	Harris, Clyde C., Jr.	Buffalo, N. Y.
Chalfant, Wm. 3rd.	Philadelphia, Pa.	Harvey, James A.	Atlanta, Ga.
Clicquennoi, George,	Sodus, N. Y.	Heath, Charles S.	Washington, D.C.
Conroe, Luther S.	Cambridge Spgs, Pa.	Hummell, William G.	Buffalo, N. Y.
Creeden, Timothy J.	Brookline, Mass.	Hunt, Carroll L.	Fort Sam Houston, Tex.
Donnell, Alfred R.,	Canyon, Texas	Hunt, Jack S.	Victoria, Texas
Doughty, Walter C.,	Hillsboro, Texas	Hunt, Jim W.	Victoria, Texas
Dudek, Edward F.,	Buffalo, N. Y.	Jackson, Joe C.	Meridian, Miss.
Duran, Albert E.	Birmingham, Ala.	Keenan, Gregory	Washington, D.C.
Dutton, John W.	Upper Darby, Pa.	Kibbe, Robert C.	Stafford, Conn.
Dykes, Thomas C.	Birmingham, Ala.	Kimos, Theodore X.	Memphis, Tenn.
Erck, Edward H.	New Kensington, Pa.	Krauter, Harold J.	Comfort, Texas
Fanning, Harry W.	Upper Darby, Pa.	Kreider, Harold L.	Hyattsville, Md.
Fender, Richard F.	Fort Worth, Texas	Little, John K.	Tuscaloosa, Ala.
Fink, George	Monroe, La.	Longacre, Endicott,	Washington, D.C.
Fisher, Robert S.	Ft. Sam Houston, Tex.	Matthews, Francis H.	Houston, Texas
Fitzsimmons, Edw. W.	Fitchburg, Mass.	Maxwell, James A., Jr.	Brady, Texas

McAnulty, Joseph A.	Boliver, Tenn.	Robinson, William A.	Chestertown, Md.
McIntosh, Colin H.	Malden, Mass.	Rogers, Frank T.	Knoxville, Tenn.
Michael, Walter S.	Sweetwater, Tenn.	Rosenbaum, Wayne A.	Battle Creek, Mich.
Miller, Louis C.	Hempstead, N. Y.	Rothrock, James H., Jr.	Washington, D.C.
Mills, John A., 2d.	Clawson, Pa.	Rowe, J. Wilson	Baltimore, Md.
Moore, Joel B.	Clinton, Mass.	Savery, Donald F.	Chicago, Ill.
Morrison, Emmett L.	Richmond, Va.	Schoonmaker, Geo. B.	Washington, D.C.
Newton, Alexander C.	Sarasota, Fla.	Schuster, Chas. J., Jr.	Baltimore, Md.
Nichols, Erickson S.	Rye, N. Y.	Send, Richard A.	San Antonio, Texas
O'Brien, Robert E.	Atlanta, Ga.	Smith, Clarence H.	Palo Pinto, Texas
O'Dea, Joseph J.	Washington, D. C.	Stelling, H. Cree,	Augusta, Ga.
Old, Archie J.	Clarksville, Texas	Tucker, William F., Jr.	Woodville, Miss.
Parker, Walter T., Jr.	Carrollton, Ala.	Travis, Mack O., Jr.	Birmingham, Ala.
Parks, Joseph	Boston, Mass.	Turner, Terry M.	Richmond, Va.
Patterson, Harold	Dorchester, Mass.	Ventulatt, Thomas W.	Albany, Ga.
Perring, Henry B.	Baltimore, Md.	Walker, James W., Jr.,	Daisytown, Pa.
Pince, Harold A.	Dover, N. H.	Ward, Fred N.	El Paso, Texas
Prince, George H.	New Boston, N. H.	Wegrzynek, Thaddeus,	Buffalo, N.Y.
Prossen, Peter J.	Cliffside, N. Y.	Wells, Harry W.	Chevy Chase, Md.
Pugh, John S.	Washington, D. C.	Wells, John Milton	Chester, Ill.
Rice, Leonard F.	Memphis, Tenn.	Williams, T.B.	Quitman, Miss.
Riley, Wilbur C.	Woodstock, Va.	Zacchine, A. Joseph,	Quincy, Mass.
Robertson, Chas. McC.	Valdosta, Ga.	Zachs, Samuel,	Trenton, N. J.
Robertson, Walter L.	Plymouth, N. C.	Ruehl, Victor E,	Essex Falls, N. J.

Starting training at the Primary Flying School at March Field, Riverside, Calif., on March 1st, will be a class of 129 students, comprising 12 enlisted men and 117 civilians. These students are listed below, as follows:

Enlisted Men (Privates) Training as Cadets

Ash, Norman B., 1st Balloon Company,	Centerville, Miss.
Baker, Myrle V.B., 6th Signal Company, Selfridge Field, Mich.	Centerville, Miss.
Brecht, Eugene, Jr.; 70th Service Squadron	San Diego, Calif.
Heilman, Horace R.; 6th Composite Group Band	New York City
Kempf, Arthur, Medical Detachment, Selfridge Field, Mich.	
Monteith, Thomas F., March Field, Riverside, Calif.	Johnstown, Pa.
Nowacki, Casimir T., 27th Pursuit Squadron,	Kenosha, Wis.
Patrick, James H., 76th Service Squadron,	Montezuma, Ga.
Salaty, Stanley W., 13th Cavalry, Ft. Riley, Kansas.	Milwaukee, Wis.
Tindel, Zeb T., 88th Observation Squadron,	Eldorado, S.D.
Treweek, James M., A.C. Technical School, Rantoul, Ill.	Lead, S.D.
Waldron, Russell L., 6th Composite Group Band,	Ray, Ohio

Flying Cadets - Civilians

Agostini, Jules J., Jr. Berkeley, Calif.	Cool, N. Bruce, Jr. Colorado Spgs., Colo.
Arkema, Edw. L.S. Chicago, Ill.	Cornell, Loren Chicago, Ill.
Bandel, Kenneth W. Coronado, Calif.	Corrigan, Emmet J. Otis Orchard, Wash.
Barnes, Joseph A. Missoula, Mont.	Crawford, Karl L. Arkadelphia, Ark.
Bass, Walter McL. St. Louis, Mo.	Curtis, Wm. Kent Berkeley, Calif.
Batty, George E. Denver, Colo.	Dally, Ben H. St. Louis, Mo.
Beier, Peter W. Pasadena, Calif.	DeLonge, Merrill E. Detroit, Mich.
Blanchard, W. G. Chicago, Ill.	Dillon, Arthur E. Bison, Okla.
Bliss, Percival M. Oakland, Calif.	Eshelman, Dean H. Spokane, Wash.
Blunk, Delmas C. Martinsville, Ind.	Easley, Fred O. Fordyce, Ark.
Beardman, Thomas G. Fairfield, Idaho	Fawkes, John L. Clarkesburg, W. Va.
Brantley, Robert H. Poplar Grove, Ill.	Fisher, Lloyd A. Wapeton, N. D.
Breeding, Wilbur R. Sacramento, Calif.	Fletcher, Eugene, Jr. Sabetha, Kans.
Bruce, Carl F. Tucson, Ariz.	Gephart, Laurel J. Morrill, Kans.
Carlson, Arnold E. St. Paul, Minn.	Gfroerer, Kenneth J. Madison, Wis.
Case, Kenneth R. Marshfield, Mo.	Gragg, Bernard B. Jr. Detroit, Mich.
Clark, Everett O. Detroit, Mich.	Graupner, A.E., Jr. San Francisco, Calif.
Clayton, Charles Evansville, Ind.	Hand, Robert Y. Evanston, Ills.
Collins, Robert B. St. Louis, Mo.	Hadley, Ervan Huntington Park, Calif.
Connors, Geo. W., Jr. Santa Rosa, Calif.	Harker, Robert A. Berkeley, Calif.
Connors, Lewis J. Minot, N. D.	Harrison, Reginald Los Angeles, Calif.

Hastings, Albert F.	Tucson, Ariz.	Price, W. Jess	Norman, Okla.
Hayes, Fredk. A.	Collinsville, Ill.	Prout, Percy L.	Detroit, Mich.
Hedberg, Albert O.	Froid, Mont.	Richards, Roy Ray	Elyria, Ohio.
Herndon, Rees F.	Tucson, Ariz.	Riggs, Wilbert H.	Champaign, Ill.
Hutchinson, Joseph D.	Albuquerque, N. M.	Rosasco, Walter L.	Little Rock, Ark.
Irelan, Phillip B.	Portland, Ore.	Rueff, Philip W.	St. Matthews, Ky.
Irvine, Percy S. Jr.	Davenport, Iowa.	Russell, Robt. W., Jr.	Riverside, Calif.
Jensen, James C.	Fresno, Calif.	Sartain, Hayden	Colusa, Calif.
Johnston, A. W.	River Forest, Ill.	Schulz, Fred C.	Columbus, Ohio.
Johnston, Wm. D.	Palo Alto, Calif.	Searle, Nathan	Fort Wayne, Ind.
Kinsey, Lawrence L.	Cincinnati, Ohio.	Shaw, Charles D.	Oakwood, Okla.
Kirk, Arzie L.	Tishomingo, Okla.	Showalter, Lehn H.	Tahlequah, Okla.
Kreager, Stanley D.	Grand Rapids, Mich.	Sinclair, Frank D.	Detroit, Mich.
Kristofferson, H. C.	Rainier, Wash.	Smith, Don W.	Fremont, Ohio.
Krogh, Harold G.	Cherokee, Okla.	Smith, Fred W.	Los Angeles, Calif.
Labodie, Ora A.	Detroit, Mich.	Smith, Roger W.	Pittsburgh, Kans.
Law, Howard G.	Covington, Ky.	Snyder, Ira D.	Chicago, Ill.
Lawrence, Walter E.	Pasadena, Calif.	Spickelmier, R. L.	Guthrie, Okla.
Layden, James C.	Arvada, Colo.	Stanchfield, Charles	Fond du lac, Wis.
Levensaler, James L.	Berkeley, Calif.	Status, Karl J.	Woodland, Mo.
Lindawood, Warren N.	Minneapolis, Minn.	Taylor, Joseph C.	Detroit, Mich.
Locke, Claude B. Jr.	Berkeley, Calif.	Treanor, Walter O.	San Gabriel, Calif.
Lundh, Roy W.	Denver, Colo.	Townsend, Foster C.	Los Angeles, Calif.
McAuley, C. Edwin	Emmett, Idaho.	Tribett, Gilbert V.	Fillmore, Ind.
McDaniels, Ray	Chicago, Ill.	Waddell, Frank J.	Chicago, Ill.
McIlvaine, R. C.	San Francisco, Calif.	Waite, Howard W.	Burbank, Calif.
McLean, Robt. J.	Coronado, Calif.	Walner, Wm. R.	Norman, Okla.
Matthews, James	San Diego, Calif.	Welsh, Lawrence K.	East Chicago, Ind.
Miller, Silas M.	Topeka, Kans.	Warren, Doyle O.	Ponca City, Okla.
Milstead, Jack D.	Evansville, Ind.	White, Clyde	Stuttgart, Ark.
Merrick, Dana T.	Pine Bluff, Ark.	Wiley, Maurice W.	Edgerton, Ohio.
Newman, Sterling R.	Berkeley, Calif.	Wilkinson, Caleb	Texarkana, Ark.
Olinger, Paul T.	Stillwater, Okla.	Wilson, Norman A.	Flagstaff, Ariz.
Parker, Lewis C.	Littleton, Colo.	Wilson, Claude V.	Long Beach, Calif.
Patterson, Edwin F.	Louisville, Ky.	Wilson, Stewart E.	Iowa City, Iowa.
Pierce, Dudley H.	Honolulu, H. T.	Williams, W. F.	Santa Barbara, Calif.
Pierce, William, Jr.	Suisun, Calif.	Working, Gerald C.	Glenwood Spgs, Colo.
Pippinger, Daniel W.	Iowa City, Iowa.		

Each person, other than officers already commissioned and noncommissioned officers training in grade, is required to enlist as Flying Cadet for a period of three years. Flying Cadets who fail to meet the standard required at the Air Corps Primary Flying Schools are given an honorable discharge and revert to their civilian status. However, a provision is made whereby an enlisted man of the Army appointed as a Flying Cadet may revert to his previous status in the Regular Army, should he so desire. Students who successfully complete the eight months' course at the Primary Flying School and the four months' course at the Advanced Flying School are commissioned as 2nd Lieutenants in the Air Corps Reserve and, under the provisions of their enlistment, are required to serve on active duty under their Reserve commission for a period of two years, unless, in the meantime, they are commissioned in the Regular Army.

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BROOKS FIELD ORGANIZES A RIFLE AND PISTOL CLUB

Personnel of Brooks Field, San Antonio, Texas, have organized a Rifle and Pistol Club, which is to be affiliated with the National Rifle Association of America. Officers of the Club are: Lieut. C. G. Percy, President; Corporal Curt Jones, Vice President; Lieut. T. H. Baxter, Secretary-Treasurer; and Sgt. G. B. Scott, Executive Officer. The Photo Section, Brooks Field, has very generously furnished the club with admission cards, decorated with the wing of an airplane, and bearing the Club's slogan: "It's the shots that hit that count."

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Several of the new Pratt and Whitney high compression "asp "E" motors have been installed in the new P-120's of the 95th Pursuit Squadron, Rockwell Field, Calif., for service test.

QUICK*WITTED ENLISTED MEN SAVE LIFE OF PILOT ✓

The quick thinking and action of three enlisted men undoubtedly saved the life of 2nd Lieut. C.W. Causey, Jr., Air Corps Reserve, who crashed on the golf links adjoining the flying field of the Third Attack Group, Fort Crockett, Galveston, Texas, on the morning of January 26th. The plane caught fire immediately following the crash, and the three enlisted men risked their own lives to pull Lieut. Causey from the blazing wreck.

On the day of the crash, according to the News Letter Correspondent, the orders at the airdrome were for rear seat gunnery. Several planes were already in the air, and the usual activities were going on about the field. The wind was out of the East, and therefore the planes were taking off in that direction. Armament men were busy on the various ships scheduled to fly. In order to facilitate operations, these planes were taxied on the field and to a spot reserved for them. As it came time for a pilot and his gunner to take to the air, these planes would take off from this particular corner of the field. Fate had arranged for a couple of wet spots in this same area, and it seemed that every pilot taking off chose the same course. Directly in line with these planes was the armament shed where targets and other articles of use for the range are kept stored. This building is about nine feet high and around twenty feet long.

As each plane took off, the men in this shed would speculate on the chances of a plane failing to make clearance and hitting the building. One recruit who was standing at the door would shout, - "Here comes one!" as each ship cleared the field. A plane landed and out of it hopped Lieut. Frank L. Skeldon, 90th Attack Squadron. A few minutes later and he was in the rear cockpit of a plane piloted by Lieut. C.W. Causey, Jr., also of the 90th Squadron. The motor was already warmed up and, as soon as goggles, safety belts, etc., were adjusted, they took off. The next instant the men in the armament shack heard and felt a crash. Targets fell on ammonia bottles and broke them. The gas added to the confusion. Those not in line with the barrage of target bundles instinctively looked up to see a large hole in the roof. The undercarriage of an A-3B flashed by as they gazed awestricken.

There were three men who, it may be said, acted without thinking. One of these men, Private Vernon E. Powell, 60th Service Squadron, was working on a detail just a short distance away. He was the first to reach the plane, and as he was in a position to see the entire affair we will let him describe what happened.

"I was working," Powell relates, "on a fatigue detail near the armament shed. As each plane took off I would stop to watch it. When Lieut. Causey took off I stopped to watch him. He seemed to head right for the shack. I expected him to zoom over it but he didn't, and when his wheels hit the roof I knew there was going to be a crash and headed that way without thinking. There was a rending crash as the roof was torn apart. Half of the landing gear was torn off and went flying away with bits of the roof. The plane nosed down and hit the ground about 100 feet the other side of the shack. As the plane hit the ground, Lieut. Skeldon, in the rear cockpit, was thrown out and came down on the wing as the ship bounced into the air. When she landed next, about 75 feet further, Lieut. Skeldon was tossed about 40 feet out into the rough on the golf course on which the crash occurred. The plane came to rest here, and as it did so it turned around so that it was pointing in the general direction it had taken off from. Immediately it burst into flames."

The other two men were in the armament shed when the crash came. Without the least bit of thought, they raced around the corner of the building and tore through the fence after Powell.

Powell went to the aid of Lieut. Skeldon, whose inert form lay about fifty feet from the burning ship. The other two men, Privates Herbert E. Thompson and John B. Smith, both of the 90th Attack Squadron, went to the assistance of Lieut. Causey, who was unconscious. Smith, a man of rather short stature, tried to lift the unconscious pilot out of the plane. He was unable to do so, for one of Lieut. Causey's shoes was anchored firmly by molten metal that had flown around the sole of the shoe and then hardened. Undaunted by this obstacle and by the fact that the flames were getting hotter every second, Smith crawled in onto the pilot's lap and unfastened the shoe. Both men were then able to lift the injured man from the plane. That they were not a bit too soon is shown by the fact that Lieut. Causey's clothes were already in flames.

Lieut. Causey regained consciousness in the ambulance which arrived only a

few seconds following the crash. Lieut. Skeldon was "out" for several days and, although his condition was described as serious, it was said it was not critical. He was later removed to the Fort Sam Houston Hospital at San Antonio.

The action of the three enlisted men in removing Lieut. Causey from the blazing wreck demonstrated their ability to think and act quickly in a time of great emergency and their apparent disregard for their own personal safety when the lives of others were at stake. They are to be warmly commended for their brave actions.

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15TH OBSERVATION SQUADRON SETS NEW FLYING TIME RECORD

Favored with good weather and some additional hours of night flying, the 15th Observation Squadron, Scott Field, Belleville, Ill., completed during the period January 6th to February 5th the highest total of flying hours it has ever run up in a month's time during the training period of the year. The total flying hours for its airplanes during this period was over 566, and this total was compiled with one of its 13 airplanes out of commission during the entire period and three more at Fairfield Air Depot during the last week. As Mondays are given over entirely to the inspection of airplanes and there was no flying on Wednesday afternoons or Saturdays, nearly all of the flying time recorded was rung up during the 13½ days remaining after the few days of bad weather were deducted.

Formation flying carried the biggest total with over 194 hours, while radio missions came next with 105 hours. Navigation problems, night flying, cross-country training and reconnaissance missions all had a good credit of flying hours, and there were smaller totals for testing, dropping and picking up messages, photographic missions, and miscellaneous flying.

Much credit for this fine total of flying hours is given to the airplane crews who put in many an extra hour at the hangars in order to have the planes on the line ready to go at the starting hour the following morning.

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ROCKWELL FIELD FLYERS STAGE AERIAL REVIEWS

Rockwell Field, Coronado, Calif., was recently the scene of several aerial reviews, honoring distinguished members of the Army and the Navy.

The reviews were held on the 10th, 17th and 24th of January, and were conducted by the Seventh Bombardment Group. Admiral T.J. Senn, Commandant of the Eleventh Naval District; Brigadier-General R.M. McCleave, Commanding the Sixth Infantry Brigade, and Rear Admiral J.M. Reeves, Commanding the Aircraft Squadrons, Battlefleet, were the men honored in the order named.

After passing by in the customary aerial review, the 11th Bombardment and the 95th Pursuit Squadrons went through short formation drill demonstrations. The honored visitors were very high in their praise of the local organizations, commenting particularly on their appearance and the intricate maneuvers performed by the squadrons in the air.

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MICHIGAN'S EXECUTIVE PRAISES THE FIRST PURSUIT GROUP

In appreciation of the part played by the 1st Pursuit Group in the ceremonies incident to his inauguration, the Governor of Michigan addressed the following letter to Major George H. Brett, Commanding Officer of Selfridge Field:

"My dear Major Brett:

At this time I wish to convey to you my deepest appreciation and heartfelt thanks for your work in the preparation and fulfillment of the wonderful aerial display on the day of my inauguration.

This was indeed a very interesting and colorful event of the day, and I appreciate very much your interest in seeing this part of the program carried out.

Accept my sincere thanks, and be assured I shall not forget this expression of friendship on your part.

Cordially and sincerely yours,
(Signed) Wilber M. Brucker."

WORK BEGINS ON NEW BUILDING PROGRAM AT SCOTT FIELD

Work on the new building program for Scott Field, Belleville, Ill., was initiated on February 6th, when the first excavation was made for the one set of noncommissioned officers quarters authorized for this Fiscal Year. The contract for this building was awarded to the J.A. Moraw and Owens Co., of Chicago, the amount being just under \$17,000.

The contract for the first barracks was awarded to the Nobel Construction Company of Lacrosse, Wis., but was not accepted, and the matter was referred to Washington for settlement. Although no official announcement of the outcome was made, local newspapers were advised from Washington sources that a decision had been made to readvertise for bids on this building in the near future.

The wrecking of part of the barracks of the Ninth Balloon Company to clear the proposed site for this barracks was completed by the men of this company. All of the lumber suitable for salvage has been sorted over, completely denailed and turned in to the post carpenter shop.

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TRANSCONTINENTAL HIKER VISITS FORT CROCKETT

A recent visitor to Fort Crockett, Galveston, Texas, was James B. O'Connors, a Spanish-American War veteran, who is tramping from New York to San Francisco with his brindle bulldog mascot, Sgt. Spike.

O'Connors is carrying a letter from the commanding officer of the eastern army area to the commander of the western army area. The two hikers were the guests of the 13th Squadron during their brief stay at Fort Crockett.

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NEW LOCATION FOR AIRPLANE INSIGNIA

The 17th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Mich., obtained authority to place their insignia, "The White Snow Owl," on each side of the ring cowl which encircles the engine on the P-12C planes. This idea is a departure from the old custom of placing the insignia on each side of the fuselage, just at the cockpit. It is also planned to place the pilot's name just below the insignia. The Squadron is still without brackets enough to equip all the ships with ring cowls, only five ships being so equipped at the present time.

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NEW SWIMMING POOL AT CLARK FIELD

The new swimming pool at Clark Field, Pampanga, P.I., was unofficially opened on December 18th. Landscaping and sodding is about completed, and a large tablet of bronze is being cast which will be laid with fitting dedication ceremonies in the near future. The pool, the dimensions of which are 60 by 75 feet, with a maximum depth of 9 feet, is located directly in front of the squadron barracks. The margin is surrounded by a cement walk done in color, and the pool rim is provided with a white tile gutter around its entire circumference. Its construction represents a most commendable achievement by the officers and men of the Third Pursuit Squadron, and when completed will be second to none in the Philippine Islands.

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CONTENTMENT NOW REIGNS SUPREME AMONG SELFRIDGE FIELD BACHELORS

The long suffering bachelors have at last come into their own at Selfridge Field, Mich. The bachelor quarters were taken over from the contractor during the last of January, and the boys packed up their tooth brush and other shirt and moved in. The only trouble so far is that Lieut. Ramey's dog has been having a hard time remembering just where his master's voice was last heard. He wandered by mistake into Captain Hoyt's palatial apartments, during which visit he (the dog) got tangled up with some of the Captain's glassware with disastrous results to the glassware.

The bachelors have settled down by now, however, and are enjoying the luxury of brick walls, steam heat, etc.

THE FATE OF THE TWO LOST AIRMEN ✓

The first hint as to what fate befell Lieut. J.E. Grasty and his crew chief, Corporal Phillip Schuchman, on the night of January 11th, when they became lost in a storm, was given up by the sea when Coast Guard men found part of a wing spar, a life preserver and bits of fabric on the beach, seven miles southeast of San Luis Pas. The wreckage was found on January 16th, five days after the men were reported as lost.

Major Davenport Johnson, Commanding Officer of the Third Attack Group, in company with Lieut. Robert Taylor, flew down to Freeport where they identified the wreckage as being that of the ill-fated plane.

On Sunday, January 25th, exactly three weeks after the time the men were lost, a party of hunters found the body of a man dressed in aviators clothing on the beach about eight miles from Freeport. Officials at Fort Crockett were notified. Enough information was given over the phone to convince the officers receiving the call that the body was that of one of the missing men. Shortly afterwards an undertaker's car, with Major Robert C. Murphy, M.C., as passenger, departed for Freeport.

The body was identified as that of Corporal Schuchman. It was in a remarkable state of preservation, considering the time it had been exposed. No parachute was found on the dead man, which would indicate that he had bailed out and when a short way from the water cleared his chute only to find himself hopelessly weighted down by his heavy flying suit before he could remove it.

Funeral services were held at the Funeral Home of J. Levy and Brother. The entire 13th Squadron was present, as well as a host of the dead man's friends. Staff Sergeant Edison Kirkman acted as attendant to the remains, which were sent to Elizabethtown, Pa., where they were taken by George Schuchman, uncle of the deceased.

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CONSTRUCTION WORK AT SCOTT FIELD

Scott Field received an additional appropriation toward its 1931 building program for the erection of eight noncommissioned officers' quarters. The amount to be expended for these buildings is limited to \$125,000, but the News Letter Correspondent hopes that when the bids are opened on March 10th the desired result will be obtained. The new buildings will be the same as the one recently started on which the bid was about \$16,400, and it is thought that with eight buildings the contractors will be able to cut this price enough to get within the appropriation.

New bids were also asked for on the one barracks building authorized for this year. When the first bids were opened, the contract was awarded to the Nobel Construction Co. of Lacrosse, Wis., but the contract was not accepted and recently the Constructing Quartermaster was directed to readvertise for bids. The new bids must not be over \$100,000 in order to be considered, and several minor changes were made in the specifications which will lessen the cost of construction. On the original bids for this building, only two contractors were under the new designated limit, the next bidders' figures being about \$115,000. The new bids will be opened on March 3rd, and the hope is expressed that construction can be started about April 1st.

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RETIREMENT OF STAFF SERGEANT CARVEY

An aerial review was recently held at Fort Crockett, Galveston, Texas, in honor of Staff Sergeant E. J. Carvey, 13th Attack Squadron, who was retired on January 31st with the pay and allowances of a Warrant Officer.

Sergeant Carvey saw service in the Philippine Islands, Cuba and Hawaii. He served as a Captain in the Infantry during the World War. His record during his thirty years with the colors is one of honest, loyal and faithful service, exemplifying the finest type of the American soldier.

Sergeant Carvey expects to make his home in Los Angeles, Calif.

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Hon. Frank W. James, Chairman of the House Military Committee, made a quick visit to Scott Field, Ill., January 31st to investigate the building needs of the post. He arrived in one of the new single-motored Fokker Transports, piloted by Capt. A.B. McDaniel, coming from Chamute Field. After lunch and a conference with Lt.-Col. Paegelow, he departed for Ft. Leavenworth, Kansas.

TRAINING STARTS AT MATHER FIELD
By the News Letter Correspondent

Now that the sidewalks have been laid, the buildings painted and new ships received, the air over Mather Field has become a veritable mad house. All hands have turned to whip a snappy Pursuit outfit in trim for the "Big Show" in the Spring.

With the recent arrival of 10 new P-12C airplanes from the factory, an intensive training schedule was inaugurated, consisting of flying mornings four days a week, with two hours of ground school in the afternoons. So far the weather has been cooperating with the schedule. On the first morning of the operation of the schedule, a ground fog rolled in unexpectedly and caused ten forced landings due to bad weather. This gave the personnel concerned some very good forced landing practice which could not otherwise have been included in the curriculum. Since then, however, the weather man has been thwarted by reversing things and holding ground school in the mornings and flying in the sunny afternoons.

The usual squadron formation work is going on, special attention being paid to leading. Most of the pilots now here will be at least element leaders when our full complement of pilots arrives in March. With this in mind, each pilot is given ample opportunity to lead flights and profit by the criticism of the other more experienced leaders who take their turn in the wing positions. Then, too, there are frequent navigation flights performed in DH planes to acquaint the pilots with the terrain and gaining information of the various airports in this vicinity. This is very necessary at this time of the year due to the rolling type of ground fog which comes and goes without warning up and down the valley. Several times the field was obscured by this 100-ft. deep blanket during early morning flying, and the flights which happened to be out on missions had to seek other airports and return after the mist had cleared.

On Saturdays we have maneuvers. So far these have consisted of sending a flight of at least 6 DH's on a triangular cross country with about a 2-hours' start. Then a flight of Pursuit ships will take off and scour the countryside for the enemy DH's. The trips are 600 miles or more and necessitate a stop for gas and lunch, thus making a pleasant, interesting and instructive mission for the end of the week.

In the expectation that the 20th Pursuit Group will be radio-equipped, the principal ground school subjects are radio and the eternal buzzer. There are also sessions in Tactics and Engineering. The latter is very necessary at this station due to the variety of ships flown. We have three types of P-12's, eight DH's, a Douglas O-25 and a Fokker tri-motor to play around with. Everyone gets plenty of time in every type of ship, so that an intimate knowledge of the peculiarities of each is necessary.

It is surprising how quickly the morale goes up as soon as work commences on the line. In January the average pilot time here was between 30 and 35 hours. There have been numerous ferry trips as well, since most of our ships are coming from overhaul or are new. We have ferried 10 new P-12C's here from the factory in Seattle, Wash., and our other 15 P-12B's are coming by installments from the Depot at Rockwell Field as fast as they are overhauled. While basking in the warm California sun and enjoying all the flying time one could want, we are becoming more and more certain that there is no better station than good old "Alma Mather."

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72ND BOMBARDMENT SQUADRON CHALLENGED

"At this writing," says the Correspondent from the 28th Bombardment Squadron, Nichols Field, P.I., "we desire to pick up the gauntlet which our Luke Field contemporaries have flung down so arrogantly - a challenge which is not compatible with our squadron honor to ignore.

While the personnel of the 72nd Bombardment Squadron is to be commended for waging a strenuous fight under adverse conditions, nevertheless it remains for us to disillusion them from the fact that they are not the first nor the only Bombardment squadron to be equipped with miscellaneous type planes. Consider the claim of this somewhat ambiguous honor of this organization. Our LB5A's were washed out in September, 1929. Since that date, our Bombardiers have been forced to the indignity of flying any stray mongrel which we could

beg or borrow. To a Bombardment pilot this means tasting the bitterest dregs of the cup of despair.

Let, therefore, our confreres in Pineapple Land stay at home and tend to their own fruit trees rather than roam abroad declaiming such a statement which tends to pilfer the laurels of a long suffering organization."

At the same time the above challenge reached the News Letter, the following was noted in the contribution from Luke Field, T.H.:

"72nd Bombardment Squadron.

The Squadron carried out the regular training schedule of cross-country, formation and night flying during the past month, with quite a bit of aerial bombing training. We remain the only Bombardment Squadron equipped with Attack planes and claim that we can fly Attack missions better than any Attack Squadron in the service. Captain Heisen, our Commanding Officer, is an Attacker from way back, and where he leads Lieuts. Pyle, McCoy, Cheatle, Todd, Steenson, Davies and Boyd, the natives know that the 72nd 'Bombideers' have the situation well in hand.

The organization received a letter of commendation from the Commanding Officer, 64th Coast Artillery (AA), stationed at Fort Shafter, on the excellent performance of Tow Target Missions in connection with the annual Machine Gun Target season. All artillery missions were carried out by pilots from the 72nd Squadron, and were declared 'the best ever furnished' by the Artillery officers on duty with the 64th Coast Artillery."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major John D. Reardan, Wright Field, O., to Newport, R.I., July 1st for duty as student, 1931-32 course, Naval War College.

Major Martin F. Scanlon, Assistant Military Attache for Air, London, Eng., to Walter Reed General Hospital, Washington, D.C.

Captain Leland R. Hewitt, Instr. Ark. Nat'l Guard, Little Rock, Ark., to Philippines, sailing from San Francisco about May 27th.

Captain Robert G. Breen, Air Corps Tactical School, Langley Field, Va., to Parkwater, Wash., for duty with 41st Div. Aviation, N.G., as instructor.

Major Carlyle H. Wash, Hawaiian Dept., to Langley Field, Va.

Capt. Ernest Clark, Bolling Field, D.C., to Hawaiian Dept., Apr. 3rd.

1st Lieut. John P. Kirkendall, Hawaiian Dept., to March Field, Calif.

Upon completion foreign service, 1st Lt. Carl W. Pyle to March Field, Calif. Assignment to Rockwell Field revoked.

1st Lieut. Glenn C. Salisbury, Kelly Field, to duty with Organized Reserves, 1st Corps Area, Boston, Mass.

Upon completion of present course of instruction at Advanced Flying School, Kelly Field, Texas, 2nd Lieuts. Thomas J. Dubose to Philippines; Samuel V. Stephenson to Panama; Didney A. Ofsthun to Hawaiian Department.

Reserve Officers to extended active duty to June 30, 1931: From Feb. 18, 2nd Lt. Will W. McConnell, Buffalo, N.Y., to Selfridge Field, Mich.; From Feb. 10th, 2nd Lt. Frank E. Quindry, Chicago, Ill., to Selfridge Field; From Feb. 15th: 2nd Lt. Hubert B. Duckworth, Atlanta, Ga., to Maxwell Field, Ala.; From March 1st: 2nd Lts. Thomas R. Potts, Aurora Hills, Va., to Mitchel Field; Desmond Murphy, Chesterton, Ind., to Post Field, Okla.; From March 16th: 2nd Lt. Gerard F. Mulligan, Dorchester, Mass., to Mitchel Field, N.Y.; From March 11th: 2nd Lt. Richard B. Stith, Hollywood, Calif., to Rockwell Field, Calif.; From Feb. 24th, 2nd Lt. Howard S. Behr, Washington, D.C., to Mitchel Field; From March 31st, 2nd Lt. John H. Williamson, Monroe, La., to Fort Crockett, Tex.; From April 2nd, 2nd Lts. Harry T. Rowland, San Antonio, Texas, to Fort Sam Houston, Tex.; Clarence L. Terrill, Takoma Park, Md., to Langley Field, Va. From April 16th, 2nd Lt. Byron S. Cooper, Minot, N.D., to Crissy Field, Calif.

Relieved from Detail to the Air Corps: 2nd Lts. Frederick D. Atkinson to 3rd Field Artillery, Fort Benjamin Harrison, Ind.; John S. Guthrie to 13th Inf., Fort Ethan Allen, Vt.; Eli Stevens to 5th Infantry, Fort Williams, Me.

Promotions: Major Henry H. Arnold to Lieut.-Colonel, rank Feb. 1st; To Captain; 1st Lieuts. Muir S. Fairchild, rank Jan. 15th; James G. Taylor, rank Jan. 19th; Leland W. Miller, Raphael Beez, Jr., Robert H. Finley, Don L. Hutchins, Clarence H. Welch, Ennis C. Whitehead, Alfred J. Lyon, Harry L. Clark, rank Feb. 1st; To 1st Lieut.: 2nd Lts. Joseph C.A. Denniston, Jan. 28th; John H. McCormick, Feb. 1st.

Resignation: 1st Lieut. Harvey K. Greenlaw.

Radio

THE BC - GN - 152 ✓

Delivery of a considerable quantity of BC-GN-152 aircraft radio receivers, which are a modification of a previous type BC-152, is now going forward. The modification consists of a provision for the use of the UX-864 tubes in place of the fragile VT-5. The new tube has been given the designation VT-24.

With the new tubes the sensitivity of this receiver is from three to five times as much as could be obtained in the same receiver with the VT-5 tubes. In fact, this characteristic has been improved so much that it has been found possible to operate an indicating meter in place of headphones. This gave rise to an idea that with a loop antenna wound on the wings of a biplane, and a tuner for the loop, the BC-152 receiver could be used as a "homing" device.

With an indicating meter on the pilot's instrument board to show him when he is flying toward a selected broadcasting station, somewhat the equivalent of a radio beacon could be realized when within receiving range of any broadcasting station. After trying this out with excellent results, ten sets of "Aircraft Course Indicators," which are the adaptors necessary to couple up the BC-152 receiver to a loop antenna and the indicating meter, were procured for test.

The use of a receiver and a wing loop as a "homing" device is an old practice. The inclusion of an indicating meter to show departure from the path toward the radio station at the destination is an innovation. With broadcasting stations in most principal cities, such equipment may prove a useful aid to air navigation.

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On Friday, Feb. 13th, the 1st Squadron, Mitchel Field, N.Y., completed a very successful radio mission. The Squadron was divided into two flights, and the leader of each flight equipped with two-way radio. The Squadron Commander took the air in the Amphibian, also equipped with

two-way radio, and from which he directed both "A" and "B" Flights. From the air, the Squadron Commander assigned missions to each of the flights, changed the missions from time to time, and made such corrections as he saw fit. In general, he maintained complete control of his Squadron while it was in the air, though at times he was miles from one or the other flight.

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Langley Field has been going on the air every week through Broadcasting Station WTAR, Norfolk, Va. Col. Kirtland, the post commander, offered the services of the Langley Field Band and other personnel for broadcasting purposes to Station WTAR, and the offer was gladly accepted.

The matter was turned over to 1st Lt. James E. Adams to make the necessary arrangements and, as a result, the band, the orchestra, and an officer making a ten-minute talk, are heard every Tuesday night between 8:30 and 9:00 p. So far, talks were made by Col. Kirtland on the subject of Langley Field; the following week by Major Gurry, who gave a very interesting talk on the Air Corps Tactical School. The third week Major Follett Bradley delivered a very concise talk on Military Aviation. On Tuesday night, Feb. 10th, Major H.A. Dargue, Commanding Officer of the 2nd Bombardment Group, described the work of the Bombardment Group and its preparation for active service.

Additional talks have been scheduled for various officers at Langley Field on subjects connected with Langley Field and aviation in general. These talks and band concerts are proving very popular, and it is hoped to make Langley Field well known throughout the territory served by Station WTAR.

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Major A.H. Gilkeson, Lieut. A.F. Hegenberger; Capt. T.C. Rives, Signal Corps; and W.G. Eaton, of the Radio Laboratory, flew from Wright Field to Maxwell Field, Montgomery, Ala., on Jan. 23rd for the purpose of conducting high frequency transmission tests on new radio airplane equipment. These two-way tests were made with Wright Field and various other stations along the route, amateur radio operators also being invited to tune in with the airplane which used the call letters AB-6. The return flight was made on the night of January 24th, when radio and blind flying equipment were tried out.

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Contributions solicited for this page.

NOTES FROM AIR CORPS FIELDS

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Wright Field, Dayton, Ohio, Jan. 30th:

A Board of Officers convened at Wright Field for the purpose of making recommendations for the purchase of Observation airplanes. The conference lasted for several days. Those participating were: Lt.-Col. F.M. Andrews and Lt. Newton Longfellow, O.C.A.C.; Capt. F.O. Carroll, Wright Field; Lieuts. O.P. Weyland, Kelly Field; L.C. Blackburn, Ft. Riley; J.M. McCullough, Mitchel Field; and J.G. O'Neal, Ft. Sam Houston, Texas.

Lieut. C.H. Caldwell left Wright Field on Dec. 29th to ferry a PT-1 airplane to Boston, stopping en route at Middletown, Pa.; Logan Field, Md.; Philadelphia, Pa.; Newark, N.J.; Mitchel Field, N.Y. and Hartford, Conn., to confer with the Commanding Officers of these stations on supply and maintenance matters.

Brig.-Gen. H.C. Pratt, Chief of Materiel Division; Majors O.P. Echols and C.W. Howard left for Washington, January 6th, to attend a meeting of the Procurement Planning Board.

Lieut. W.N. Amis sailed from New York, Jan. 8th, for Panama, San Francisco and the Hawaiian Islands, to conduct a technical inspection of supply and maintenance activities at those ports. He will sail from Hawaii for his home station on Feb. 17th.

Maj. A.H. Hobley spent several days at the Materiel Division during the early part of January in conference with the Industrial War Plans Section.

Capt. T.C. Trapnell reported at Wright Field the first of the year and was assigned to the Legal Section for duty. He succeeds Capt. Rowan A. Greer, who is at present on leave of absence.

Capt. O.P. Gothlin, Materiel Division representative at the Boeing Company, Seattle, Wash., ferried a new P-12 airplane to Wright Field.

Capt. E.E. Adler and Hugh M. Elmendorf landed at Wright Field on Jan. 12th, remaining over for a few days.

Capt. Karl S. Axtater attended a meeting of the N.A.C.A. in Washington on January 10th.

Capt. Robert Kauch flew to Detroit and Pontiac, Mich., on Jan. 14th, on aircraft procurement matters.

Maj. C.W. Howard left on Jan. 18th for an extended western tour, including the Boeing Aircraft Co., Seattle, Wash.; Douglas Co., Santa Monica, Calif.; Northrup Aircraft Co., Burbank, Calif, where he will confer with officials concerning airplanes on contract, and from there will proceed to Rockwell Field to investigate the service test equipment.

Lieut. D.H. Duntun, O.C.A.C., arrived at Wright Field on Jan. 13th, remaining for several days on inspection matters.

Lieut. J.D. Corkille ferried a Y1-C1 airplane to Bolling Field on Jan. 15th.

Lieut. E.R. McReynolds piloted the Ford transport to Elgin, Ill., Jan. 15th, carrying as passengers A.S. Wentzell, R.A. Ahlbrand, W.A. Oswald, G.R. Larkin, and Lieut. J.G. Taylor. The flight was made in the interests of aircraft instruments.

A preliminary Army-Navy conference was held for three days at Wright Field, beginning on Jan. 19th, for the purpose of further consideration and discussion of Army-Navy standards which is to be taken up at a main conference later in the spring. Navy representatives present at the conference were Lt. R.D. McCart, Lieut. L.D. Webb, Lieut. R.S. Barnaby, J.E. Sullivan, C.S. Fleidner, V.H. Grant, J.F. Hardecker and C.L. Seward. In the absence of Maj. C.W. Howard Chief of Experimental Engineering, B.F. Senart was in charge of the conference. Wright Field representatives taking part were J.B. Johnson, Chief of Materials Branch; Lieut. A.F. Hegenberger, Chief, Instrument Unit; Lieut. D.L. Bruner, Chief, Electrical Unit; Maj. E.L. Hoffman, Chief, Parachute Unit; Capt. F.O. Carroll, Chief, Airplane Branch; O.R. Cook, Project Engineer; and Capt. E.R. Page, Chief, Power Plant Branch.

Commander Paolo Sbernadori, Air Attache of the Italian Embassy, Washington, D.C., visited Wright Field on Jan. 22d and 23d as a guest of Brig.-General H.C. Pratt. It was a return visit, Commander Sbernadori having attended the ceremonies last year of the laying of the memorial to Lieut. Pirelli, who was killed at Fairfield in 1917 while a member of an Italian mission to this country.

Capt. F.O. Carroll ferried a Stearman airplane to the plant of the Stearman Aircraft Co., Wichita, Kans., on Jan. 22d.

Capt. A.W. Stevens left on January 22d for Chicago, Rochester and New York City, on aerial photographic matters.

Maj. J.D. Reardan returned recently looking very fit from a one-month's leave of absence spent in Georgia and Florida. Capt. A.M. Drake also took a month, but spent all of it in Florida.

Brig.-General H.C. Pratt talked on interesting features of Wright Field before the Woman's Aeronautical Association, Dayton Chapter, at a luncheon meeting held at the Dayton Country Club on January 28th.

Ralph Lockwood, Aviation Corp., New York City, stopped in at Wright Field on Jan. 27th to say "Hello", to his many friends of McCook Field days when he was a member of the well-known flight test group. He was flying a Lockheed, in which he took off later for Chicago.

Maj. W.H. Grom left for Washington on Jan. 29th, for a conference with the Chief of the Air Corps.

Lieut. J.G. Taylor left on Jan. 29th for Astoria, Long Island, to test pontoon equipment at the plant of the Edo Aircraft Corp.

Lieut. L.H. Dunlap arrived at Wright Field from Langley Field in a Bombardment airplane on Jan. 26th, returning to his home station on Jan. 30th.

Among the officers participating in cross-country flights during the past month were the following: Lieuts. C.H. Caldwell to Detroit; A.F. Hegenberger and Capt. T.C. Rives, Signal Corps, to Pittsburgh; D.W. Watkins to Detroit; D.L. Bruner to Selfridge Field; Maj. F.H. Coleman to Aberdeen, Md.; Lieuts. H.K. Baisley to Uniontown, Pa.; B.W. Chidlaw to Chanute Field; Capt. L.C. Hurd to Selfridge Field; Lieuts. Courtlandt Johnson to Detroit; J.G. Taylor to Chanute Field; R.J. Minty to Chanute Field; A.R. Crawford to Selfridge; P.H. Kemmer to Chanute; E.M. Powers and Capt. M.E. McHugo to Selfridge; Capt. O.O. Niergarth to Battle Creek, Mich.; Lieuts. S.E. Prudhomme and G.F. Schulgen to Selfridge; K.B. Wolfe to Columbus, Louisville and Indianapolis; Clements McMullen to Bolling Field; J.E. Parker and Lieut. R.C. Oaffatt to Detroit; A.J. Lyon to Chanute; Capt. F.O. Carroll to Pittsburgh; Lieuts. C.H. Ridenour to Chanute and Scott Fields; Lieut. D.G. Lingle and Capt. J.Y. York to Louisville; Lieut. J.D. Corkille and Maj. E.G. Reinartz to Bolling Field; Lieuts. O.R. Cook to Chanute Field; H.H. Couch to Kansas City; K.B. Wolfe and Capt. Dudley Howard to Chanute Field; S.H. Warner, U.S. Navy, to St. Louis.

The following names appeared among those of manufacturers' representatives visiting the Materiel Division for consultation during the past month: A.R. Stalt, Aircraft Products Co., Detroit; A.R. Raabe, Eclipse Aviation Corp., East Orange, N.J.; David Gregg, Bendix Co., East Orange, N.J.; O.E. Ross, Keystone Aircraft Corp., Bristol, Pa. Burnham Adams, Wright Aeronautical Corp., Paterson, N.J.; R.T. Hurley, Hurley Townsends Corp., New York City; D.M. Borden, Aviation Corp., New York City; Lawrence D. Bell and B.D. Thomas, Thomas-Morse Co., Buffalo; F.S. Hubbard, Berliner-Joyce Co., Baltimore, Md.; E.W. Dichman, Fairchild Co., New York City; J.R. Cautley and W.H. DuBois, Bendix Co., South Bend, Ind.; W.A. Ray, Berliner-Joyce Co., M. H. St. Clair, Switlick Parachute and Equipment Co., Trenton, N.J.; George Waite, Irving Air Chute Co., Buffalo; I.M. Laddon, Consolidated Aircraft Co., Buffalo; C.W. Steward, Curtiss A. & M. Co., Hempstead, N.Y.; E.N. Gott and C.T. Porter, Keystone Aircraft Co., Bristol, Pa.; D. Miller, Fairchild Co., New York City; Burdette Wright, Curtiss-Wright Co., Washington, D.C.; D.B. Warner, Warner Aircraft Co., Detroit; A.V. Verville, L.E. Poole and Louis Meister, Verville Aircraft Co., Detroit; T.E. Tillinghast, Pratt & Whitney Co., Hartford, Conn.; Harold Caminez and W.H. Gillman, Allison Engineering Co., Indianapolis; G.H. Brodie and Edward Macauley, Packard Co., Detroit; J.E. Russell, Sikorsky Co., Bridgeport, Conn.; J.J. Ferry and R.N. Hartzell, Hartzell Propeller Co., Piqua, Ohio; Eddie Rickenbacher and Victor Bertrandias, Fokker Co., New York City; Hamilton Foley, Pittsburgh Screw and Bolt Corp., Pittsburgh; and E.T. Allen, Northrup Aircraft Co., Burbank, Calif. Many of these names have a familiar Army ring.

Rockwell Field, Coronado, Calif., Feb. 2nd:

The Eleventh Bombardment Squadron is now quite engrossed in its gunnery season, having completed the bombing course a short while ago.

The current training season featured the first time, the new Browning Flexible guns were used. At first, due to unfamiliarity with the firing characteristics of the gun, the scores were not as high as might have been expected. This was quickly mastered, and the work is going along very rapidly. Pilots

are very enthusiastic over this new gun, especially with the increased speed of fire over the old type.

2nd Lieut. Paul L. Foster, A.C. Res., reported at Rockwell Field and was assigned to the 95th Pursuit Squadron for duty.

The Naval Air Station and Rockwell Field had two athletic combats lately in the honorable sports of squash and tennis. These athletic meetings have done much toward the betterment of Army-Navy relations on the island.

Fighting with precision-like fury, the wearers of the olive drab turned back the blue horde on both occasions. The contestants were all very evenly matched, which tended to make the series very interesting.

At present, the Rockwell Field Golf team is rapidly getting in shape to meet the Middies in match play before the fleet leaves on its annual cruise.

A dance was held at the Officers' Club on Jan. 30th. Decorations were carried out in the Japanese motif: Lanterns, greenery and wisteria were hung from the ceiling. A five-piece orchestra furnished the music.

During the latter part of the evening, sandwiches, lemonade and coffee were served to the seventy couples who attended.

Lieut. F.H. Davidson, A.C., R., is conducting an athletic hour for officers' children, meeting twice a week. Children between the ages of six and fourteen are eligible for this training.

Rockwell Air Depot: Maj. B.K. Yount, A.C., Commanding Officer, accompanied by 1st Lieut. B.M. Giles, A.C., Chief Engineering Officer, made an inspection trip, via air, to Mather and Crissy Fields, for purpose of conferring with the Commanding Officers of the stations named regarding requirements for Air Corps supplies and equipment. On Jan. 21st, these officers were joined at Crissy Field by Lieuts. C.P. Kane, E.M. Robbins and V.D. Westbrook, for the purpose of visiting the proposed location of the Supply and Repair Depot at Alameda, going over the ground, making such studies and observations as were necessary in connection with information desired by the Materiel Division in location of buildings, flying field, etc.

Capt. Ray A. Dunn and Lieut. Harry H. Mills, of the Middletown Air Depot, were recent visitors at the Rockwell Air Depot, for the purpose of conferring with the Commanding Officer regarding the method used in maintenance and equipment; storage and issue of supplies and observing the system of operation at the Rockwell Depot.

Col. Robert B. McBride (CAC) General Staff Corps, 9th Corps Area, Asst. Chief of Staff for Supply, accompanied by Lieut.-Col. F.B. Wheaton, Q.M.C., Assistant Corps Area Quartermaster, visited Rockwell Field during the month to inspect maintenance, construction and supply activities.

Brig.-General C.H. Danforth, Commanding General of the Air Corps Training Center, Duncan Field, Texas, arrived at Rockwell Field, Jan. 25th, en route to March Field.

Capt. John E. Adamson, Q.M.C., Ft. MacArthur, arrived at Rockwell Field, Feb. 3rd, for purpose of inspection of government-owned motor transportation and determining repairs necessary.

Maj. I.J. Nichol, I.G.D., Corps Area Inspector, arrived at Rockwell Field Feb. 5th to make annual inspection and survey of Rockwell Field.

During January, the Depot Supply Department of the Rockwell Air Depot made the following shipments, etc.:

Shipments received - 299 Shipments made - 292.

Number of requisitions received during the month - 24.

Average time elapsing from date of receipt of requisition to date of shipment of all items available in stock - $1\frac{1}{2}$ days.

Bolling Field, D.C., Feb. 10th:

Lieut. Stranathan left the other day for the Ford Factory to bring back one of the latest high speed Ford Transports for Bolling.

Lieut. Willis in an O-25, had a forced landing at Union City, Pa., the other day, en route to Erie, Pa., to return Congressman La Guardia. Due to his exceptional piloting ability and, of course, with "old man luck" siding with him, he made out O.K.

Lieut. Cousland left the other day, flying the Secretary of War, Mr. Hurley, to Topeka, Kans.

Old Man "Flu" has taken his toll at Bolling Field, for most of the officers and their families have all been "down" and incapacitated for the past several

weeks. Most of them now seem to have recovered and are back for duty.

On the night of Jan. 30th, Bolling Field's now famous Volley Ball Team successfully defeated a picked team from the Office, Chief of the Air Corps. After the game, a most delightful "Chile dinner" was served the members of both teams, families and guests. A most enjoyable evening was had by all, and now we are looking forward to a return game with them, and challenge all "good" Volley Ball Teams to a game.

Fort Sill, Okla., Feb. 8th:

During the first days of January, 10 officers and 25 enlisted men returned from holiday leave and on Jan. 5th, the Squadron resumed training.

2nd Lieut. Joel G. Pitts, J. Will Campbell and George L. Houle have had their tour of active duty extended until June 30, 1931.

Capt. L.P. Hickey was ordered to proceed by rail to Santa Monica, Calif., to ferry a Douglas O-38 airplane to the National Guard at Houston, Texas.

Up to date the Air Corps Troops basket-ball team has batted a thousand percent, and we have reason to believe they will continue to do so. Thus far, seven games have been played and won. One game with the 38th Infantry was in doubt until the final period, ending 32 to 31. 2nd Lieut. C.K. (Denny) Moore is coach and a star forward. The other members of the team are: Staff Sgt. O.W. Jensen, Sgt. L.S. Rayburn, Cpl. F.H. Clark, Pvts. J.H. Moss, C.W. Christman, Wayne Brown, F.L. Combs, Wm.T. Duke, W.H. Ward, P.S. Haughton, P.P. Haug and R.C. Motley.

Cpl. Edward Gilroy was promoted to 1st Sergeant of the 88th Observation Squadron, relieving Staff Sgt. John S. Bezek, who was ordered to Hawaii.

Marshall Field, Ft. Riley, Kans., Feb. 7th:

The Air Corps Officers at Ft. Riley upheld their reputations as horsemen when they landed two of the first four places in a horseshow at the Cavalry School on Jan. 16th. Lieuts. Wagner placed first and Cheyney fourth.

On Jan. 25th, nine ships were sent from this squadron to Kansas City, to fly demonstration formations for the American Red Cross drive. Ft. Leavenworth, sent ships, and the Reserve Officers at Richards Field also took part in the demonstrations. It was estimated that approximately 3500 people were at Richards Field to watch the show; however, five hundred dollars were contributed toward the drive.

Congressman James arrived at this field on Jan. 31st, being flown by Capt. McDaniel, of the O.C.A.C., in a single-motored Fokker. Mr. James left on Feb. 2d for Ft. Sill, Okla.

On January 27th the Air Corps enlisted men's basketball team lost the championship game to the Headquarters Troops, 2nd Cavalry, by one point in a five minute extra period, the final score being 31-32.

The Air Corps Officers' Bowling team now stands in second place in the Cavalry School Bowling tournament.

Among the visitors at Marshall Field during the past month were: Majors Dixon, Rudolph, Browne, Peabody, Royce, Capt. Ballard and Lieut. Kyle.

Nichols Field, Rizal, P.I., Jan. 9th.:

28th Bombardment Squadron: 1st Lieut. Fred C. Nelson, Air Corps, won the 1930 Army Golf Championship of the Philippine Department on Dec. 19th, defeating 1st Lieut. O.A. Anderson, Air Corps, 11 up 10 to play in their 36-hole match.

With the arrival in December of the transport, "Grant", the influx of personnel brought with it an old member of the organization in the person of 1st Sgt. B.L. White. Other non-commissioned officers assigned are Staff Sgts. Martini and Ross and Sgt. Johnson. With the departure of the "Grant", the non-commissioned staff was depleted by the loss of Mr. Sgt. Doble, 1st Sgt. Browning, Sgts. Coffman and Jutras.

66th Service Squadron: 1st Lieut. Joseph Smith was on detached service at Ft. William McKinley from Dec. 14th to 22d as Asst. Chief Inspector during the Department Athletic Meet.

The 66th Squadron won the inter-squadron volley ball championship.

Tech. Sgt. Wm. B. Fox left on the December transport for his new station at Selfridge Field. Sgt. John Murphy (better known as "Spud") also left for his new station, Maxwell Field.

2d Observation Squadron: The Squadron received the following new arrivals on the December transport: Capt. Russel Maughan, 1st Lieut. Robert R. Selway, 2nd Lieuts. Otto Wienecke, Yantis H. Taylor, Marion Huggins, Tech. Sgt. Richard E. Hoijer and Staff Sgt. Emmett G. Gauper.

During the month of December, the 2nd Squadron with an average of 8 airplanes, rolled up a total of over 323 hours aircraft time for the first 26 days of the month. Over 90 hours of this time was flown in connection with the 60th Coast Artillery Corps.

Langley Field, Va., Feb. 18th:

19th Airship Company, By Lt. W.T. Paul: Very good flying weather prevailed during the past week, only one day being lost due to high winds. The week's flying was featured by a cross-country training flight to Ft. Bragg, N.C., on Jan. 23rd and return on the 24th, for the purpose of training rated personnel of the 2nd Balloon Company. A total of 16 training flights were made while at Ft. Bragg, including one night flight of six hours' duration. 1st Lieut. W.J. Paul and 2nd Lieut. W.J. McCracken piloted the ship on the flight from this station and return.

On Jan. 26th Maj. Kennedy, Office, Chief of the Air Corps, visited Langley Field and made two training flights in the TC-10.

On the 28th, demonstration flights were flown for the Air Corps Tactical School, ten members of the class being carried as passengers on short flights over the peninsula. Maj. Van Nostrand escorted the class around the hangar and explained the various phases of lighter-than-air work.

2nd Bombardment Group - By Lt. Thomas S. Power: Lieut. E.M. Day, after two years with the 2nd Bombardment Group, was appointed Post E. & R. Officer. This detail transfers Lieut. Day to Post Headquarters. We are sorry to lose "Bunky", but he should make a good "Muscle Man" in the Athletic Department.

The new O-19-C's are proving quite popular, judging by the scramble to get them for week-end cross-countries.

A.C. Tactical School - By Lieut. J.D. Barker: Due to the fact that the Air Corps Tactical School will take part in the A.C. Maneuvers from May 31st to June 1st, and the Army War College Exercises the first part of June, it was necessary to revise our schedule so that the class room instructions will be completed by May 8th. The final map problems in Air Force will be given upon the return of the School from the War College Exercises. It is hoped to hold the graduation exercises on Saturday, June 27th.

Lieut.-Commander P.V.H. Weems, U.S.N., from the Naval Academy at Annapolis, gave an interesting lecture in aerial navigation on Friday afternoon, Feb. 6th. Commander Weems is a well known authority on this subject.

The "FLU" epidemic hit the Tactical School hard since the first of the year. Hardly a day has passed that at least one of the school officers has not been sick in quarters.

Apparently no other bowling team is able to throw much opposition in the way of the 59th Service Squadron of the Langley Field Bowling League. The Service Squadron continues to pile up victory after victory. The 2nd Bombardment Group Headquarters and the Air Corps Tactical School teams are at the present time tied for second place, closely followed by the 2nd Bombardment Wing Headquarters who are holding third place by one game margin.

The 59th Service Squadron bowlers dropped two out of three games on Jan. 21st to the Officers #1 Team. The 59th still has a slight lead in the League, but their defeat on that day cut it to a slim one game advantage. Lieut. McCune, of the Officers Team, with 611, was high scorer for the three games, while single game high score went to Sgt. Cattarius, who toppled 247 pins in the second game for the Service Squadron. In the last game for the Officers Team, every bowler except one reached the 500 mark for the three games.

On Jan. 23rd, the Second Bombardment Group Headquarters defeated the 19th Airship Company two out of three games. Roslaniec, of the 2nd Group Headquarters team, with 726, was high scorer, rolling games of 255, 234 and 237, just 12 pins short of the alley record held by Sgt. Falkowski, of the 2nd Bombardment Wing Headquarters team.

The 59th Service Squadron increased their lead to three games on Jan. 27, by trimming the 2nd Bombardment Group Headquarters Team out of three games. Pvt. Laskey stood out with 649 for the set and 258 for high game.

The 19th Airship Company team defeated the Officers #1 Team two games out of three. Lieut. McCune with 609 was high scorer for the three games, while

single game high score went to Pvt. Howieson of the Lighter-than-air team. Capt. Kenny, a member of the Officers #1 Team, was in the line up after several weeks' absence due to leg injury which prevented him from spilling the maples for his team.

The Air Corps Tactical School team handily defeated the strong 96th Bombardment Squadron team three games. Pvt. Powell's 648 for three games added materially to the defeat of the 96th.

The bowling alleys have been working overtime, due to the Post Bowling League activities. The competition in the League is keen and the result is still undecided between the several teams fighting for the championship. An individual tournament is about to be started and, from the entries now in, the competition for the prizes should be high.

Two Post Basketball Teams have been organized and have had a successful season so far. The "A" Team was just nosed out for the Southern District Championship. With two teams competing, it has given Langley Field basketball a plenty and the games have been greatly enjoyed by the personnel.

1st Pursuit Group, Selfridge Field, Mt. Clemens, Mich., Feb. 3rd:

The 1st Pursuit Group has just received the first of their allotment of Fokker Y-1C 14 Transports, and it is now being used daily for various missions.

Night flying was carried out extensively by the Group during the past month, including element and flight formation work. It is planned to carry out several night cross-country missions during the coming month.

Maj.-Gen. Frank Parker, Corps Area Commander, was the honor guest at a luncheon tendered by the Combined Business Clubs of Mt. Clemens, which followed an unofficial visit by the General to Selfridge Field. As principal speaker during the luncheon, General Parker reviewed factors which led to the adoption of the National Defense Act of 1930. Shortly following his arrival at Selfridge Field, the 1st Pursuit Group, with a total of 66 airplanes, took the air and flew a demonstration formation in his honor.

General Parker, as Corps Area Commander, has always taken a keen interest in Selfridge Field and the 1st Pursuit Group, and this interest has been reciprocated by the personnel of the Field due to the fact that the Corps Area Commander's interest in flying is not confined to that of an onlooker but as an active participant. Whenever possible, the General uses an airplane as a means of transportation.

Maj.-Gen. John L. DeWitt, Quartermaster General, visited Selfridge Field Feb. 16th on an inspection trip of Quartermaster activities and new construction. Gen. DeWitt seemed quite satisfied with the progress being made. He was a guest of the Detroit Procurement Planning Board at a dinner at the Statler Hotel.

Maj. George E. Brett, Post Commander, accompanied by Capt. Victor H. Strahm, flew to Wright Field on Feb. 15th to confer with the Chief of the Materiel Division relative to the coming Air Corps maneuvers. The trip was made in the new C-4A, a Ford tri-motor Transport. Maj. Brett reports that it is a very comfortable airplane to fly and that its cruising speed and capacity made it a suitable type of transport for the mission. Both officers returned to Selfridge Field in the afternoon of the same day.

17th Pursuit Squadron: The officers of the Squadron have applied for but few cross-countries during the month, because of having just returned from leave during the holidays. Lieuts. Warburton, Van Auken and Burns went to Pittsburgh on the week-end of the 17th.

On the week end of the 24th Capt. Hoyt went to Washington on official business. Bad weather delayed his return until Monday, the 26th.

All officers have taken and successfully passed the annual physical examination. Lieut. Van Auken was ordered to Ft. Sheridan Hospital for a nose operation.

The Squadron Mess Hall and Kitchen is considerably brighter, after having been painted a mellow cream color. Besides being easier on the eyes, they are much easier to keep clean. The Squadron also plans to paint the Day Room, the Orderly Room and Squadron Commander's office.

During the month the Squadron has started night flying. At first, the pilots flew individually; then an element was formed and, after an hour's flying as an element, a flight of six ships was formed. The work has been going along very nicely and all officers are very enthusiastic about it. It seems as though better landings are made at night than in the day time. It is planned to fly as a complete Squadron in the very near future and then to secure permission for per-

radical night cross-countries to and from certain Air Corps Posts and good Commercial Airports. Capt. Hoyt, the Squadron Commander, has had much and varied experience in night flying. He flew from St. Paul, Minn., to Edmonton, Alberta, Canada, at night, on his flight to Alaska, also during the flight of the "Question Mark", he was pilot on Refueling Plane No. 1, and made 27 refueling contacts at night. From this it can be understood why the 17th officers are enthused over night flying and, especially, under the leadership of Capt. Hoyt.

The Squadron now has an element, three ships of P-12D's. These ships are the same as the P-12C's, but being equipped with high compression engines, give superior performance.

During the last few months the Squadron boasted of being purely a bachelor organization. In fact, since September, 1930, the roster has been free of married officers. But our sanctuary is now destroyed. Lieut. Estes took a few days' leave and returned to duty as a married man. Lieut. and Mrs. Estes are at home at 117 Cass Avenue at the Washington Apartments.

27th Pursuit Squadron: January was a month of reorganization as the flying force of the Squadron was concerned. New ships were assigned to pilots, permanent flight organization made, flight colors designated and a new squadron color adopted.

Lieut. Bryant L. Boatner was granted thirty days' leave. Rumor has it that he intends to bring back the Mrs. with him.

The Squadron sponsored an Enlisted Men's Dance on Jan. 24th.

36th Pursuit Squadron: With the arrival of Lieut. McCormick with the last of the P-6's, the squadron reached its full quota of ships and will now be able to put its full strength in the air.

Lieuts. Elliott, Tellman and Hegy returned from Seattle with P-12's.

The 36th Squadron opened its basketball season with a victory over the 27th Squadron, 44 to 11. The team showed a fast offensive game and a tight defense, allowing the 27th but three field goals, and five points from the foul line.

The Squadron officers recently enjoyed a venison dinner, the game being supplied by Lieut. Tennes, who returned with a quarter of a buck from cross-country.

Lieuts. Brignall, Hopkins and Tennes returned from a cross-country to Chicago.

On Jan. 6th, the 26th inaugurated its night flying program for the year. Nine pilots engaged in both individual and formation practice.

Tech. Sgt. William B. Fox, who recently returned from a tour of foreign service, reported for duty the 21st.

The basketball team, now occupying second place in the Post League, defeated the 57th Service Squadron last Thursday, 21 to 20, in a game that had the stands in an uproar from start to finish. The 36th team scored the winning points in the last 45 seconds of play.

The Squadron is sorry to learn that Lieut. Hopkins is leaving to return to school in order to obtain his degree.

The Inter-squadron basketball season at Selfridge Field is well under way, with the teams of the 1st Pursuit Group squadrons, the 57th Service Squadron, the 36th Pursuit Squadron (attached to the Group) and Headquarters competing for post honors.

The Headquarters quintet, with five victories, is leading the pack with a perfect percentage, all the other teams having been defeated once by respectable margins. The 36th and 57th are next, each with three wins and one loss; the 27th follows with one victory and three losses, and the 17th and 94th have yet to win, the former having lost three and the latter four games.

All officers of Selfridge Field are now indulging in two periods weekly of organized exercise, which includes volley ball, basketball and kindred sports. The Post Exchange reports a run on Sloan's liniment.

Scott Field, Belleville, Ill., Feb. 18th:

The race for the basketball championship at Scott Field has developed into an extremely close one. At the start of the season, the Ninth Airship Co., with considerable veteran material, appeared to have things all their own way, but the rapid development of the other teams has tended to place all of them on about a par as the schedule is on its last round.

With two more games to be played, the 15th Squadron team climbed into a one game lead over the Ninth Company and the Staff teams, this result being due large-

ly to the unexpected victory of the 24th Airship Service Company team over the Airship five by a 17 to 15 score. This was the first win of the season for the Service Company, and they will receive considerably more respect in the two remaining games. The Staff team, which was the jinx of the Observation Squadron Quintet in the first two rounds, finally went down to defeat by a 25 to 22 score on the third meeting. The Staff team was badly handicapped by having their star player on furlough for the past three weeks and losing the services of another regular in the middle of the season because of a broken arm.

The standing at present, with each team having played seven games, shows the 15th in the lead with five wins, the 9th and Staff with four each and the 24th with but one.

After over 35 years of service, Mr. Samuel B. Aler, foreman of the machine shops at Scott Field, was retired on Jan. 31st. Mr. Aler came to Scott Field in 1922, after having served as a machinist in the Navy Department for over 27 years. During his over eight years of service as the head of the machine shops, he has participated in many of the new developments in connection with the construction of airships.

On the final day of his service, Mr. Aler received letters of commendation and congratulation from Brig.-Gen. Henry C. Pratt, Chief of the Materiel Division of the Air Corps, and from Lt.-Col. John A. Paegelow, who has been in command of Scott Field during the entire time Mr. Aler was employed there.

Third Attack Group, Ft. Crockett, Texas, Feb. 15th:

Maj. John G. Tyndall, Inspector General's Dept., Ft. Sam Houston, arrived at Ft. Crockett on Feb. 10th to conduct an annual inspection of the Post. Troops were inspected on their respective parades and later in their barracks, with full field equipment exhibited on their bunks. Although Maj. Tyndall was very thorough in his inspection, few faults were found.

The Flyer Basketball team went to Brooks Field during the first half of the month to meet the Cadets in a return game. The first contest was won by the Flyers at Ft. Crockett, 38 to 23. The Cadets, out for revenge in the second game, evened the score by winning, 31 to 25.

The Post team ended the season in the city league in second place. This entitles them to play the Santa Fe quint, who are leading, to decide who will be city league champs.

Although the 90th loopsters have a mathematical chance to beat the 13th quint in two straight games for the Post League title it is doubtful if such will be the case. The Pair O' Dice men have been improving rapidly, but they are still some distance from defeating the Ghost Outfit, who has yet to lose a game. The 8th and 60th have two games left with each other. The 8th has yet to win a game and the 30th has won only one to date.

During the month of March a track and field meet will be held at Ft. Crockett. The first part of the month will be devoted to try-outs. Medals will be awarded the winners of first and second place in each event.

San Antonio Air Depot, Duncan Field, Texas, Feb. 17th:

On Jan. 21st, the Depot welcomed the arrival of 1st Lieut. and Mrs. Donald F. Fritch and their young son, Donald J. Lieut. Fritch was formerly on duty at France Field, C.Z. Prior to joining this station, he enjoyed a leave of absence in California. He was assigned as Assistant Depot Supply Officer at the Depot.

With 1st Lieut. Ned. Schramm in charge, a group of students of the Air Corps Advanced Flying School, Kelly Field, recently paid a visit of inspection through the Engineering Shops of the Depot in connection with their course of instruction.

Out of town visitors at this Depot on Feb. 6th, attending the regular monthly conference on supply and engineering matters in this Control Area, were Capt. Walter H. Reid, A.C. Instructor with the Texas National Guard, and 1st Lieut. Earle T. Showalter, 36th Division Aviation, Texas National Guard, of Houston, and 1st Lieut. Winfield S. Hamlin, of Ft. Sill, Okla.

Lieut.-Col. A.W. Robins, our Commanding Officer, left here on Feb. 10th for Wright Field, Ohio, to attend a meeting of a Board of Officers in connection with the preparation of plans for a standard Air Corps Depot.

1st Lieut. Lucas V. Beau, Jr., A.C. Instructor with the 45th Division Aviation, visited the Depot on Feb. 6th, ferrying back to Denver an O-2 airplane for the Colorado National Guard.

1st Lieut. Donald F. Stace of the Materiel Division, Wright Field, Ohio, was a visitor Feb. 6th to 9th, in the course of an extensive cross-country trip being made by him to various Air Corps activities in the Middle West, South and East, for conferences on Air Corps supplies and equipment requirements.

Capt. Warner B. Gates and 1st Lieut. C.E. Thomas, Jr., left here on Feb. 6th, by air, for Washington, D.C., for a conference in the Office of the Chief of the Air Corps concerning the projected new engineering shop construction at this Depot.

1st Lieut. L.S. Webster, of this Depot, made a trip to Wright Field, Ohio, on Feb. 9th, ferrying back to the Depot a PT-3 plane from that station, and returning here on the 14th.

1st Lieut. T.H. Chapman made a cross-country from this Depot on Feb. 16th, ferrying a PT-3 to Hatbox Field, Muskogee, Okla.

The following is the activity of the Engineering Department of the San Antonio Air Depot in the overhaul and repair of airplanes and engines during the month of January, 1931:- Airplanes overhauled - 2 A-3A, 3 A-3B, 3 O-2H, 2 O-11, 2 P-1D, 2 P-1F, 3 BT-1, 3 PT-3, 4 PT-3A, Total, 24. Airplanes repaired:- 1 A-3B, 1 XA-1, 1 O-2H, 1 O-2M, 1 O-11, 4 O-19B, 6 O-38, 2 P-12C, 2 BT-2, 1 X-PT-6, total, 20. Engines Overhauled: 37 Curtiss D-12, 24 Wright J-5, 4 Wright J-6, 8 Pratt & Whitney, 1 Kinner, total, 74. Engines repaired: 4 Curtiss D-12, 5 Wright J-5, 28 Liberty, total, 37.

Mitchel Field, L.I., New York, Feb. 16th:

Aviators Post No. 1 very kindly invited the officers of Mitchel Field to attend the Annual Aviators Ball, given at the Ritz-Carlton Hotel in New York City on the night of Feb. 11th. That the invitation was accepted almost en masse was evidenced by the numerous drooping eyelids noticed the following morning, due to the lack of sleep. A whole side room was set aside and labelled for us, which made it very much like one of our own dances would have been in the same place, with added attractions. It is felt that everyone present thoroughly enjoyed the affair, and the Mitchel Field officers are, indeed, grateful to the Aviators Post of New York City for a real party with all the fixings.

On Feb. 1st we had several visitors on cross-country flights. Capt. Eaker with the Hon. Mr. Davison as his passenger, arrived from Bolling Field; Capt. Gaines came down from Buffalo and Lieut. West from Langley Field.

On Feb. 2nd, Lieut. F.L. Anderson flew to Washington on official business; on the 4th, one of our brothers in arms from Anacostia, D.C., Lieut. Web of the Navy, dropped in to see us; Lieut. Vance stopped in en route from Langley to Boston on Feb. 6th; Feb. 7th was another big day for visitors, Maj. Oldfield coming in from Langley in a P-12, Lieut. Brand and Capt. Langley from Bolling in BT-2's; a tactical mission brought Lieut. Hood with Capt. Wise as his passenger, on the 11th, from Edgewood Arsenal; on the 12th Lieut. Roland Birnn arrived on a cross-country from Bolling Field; Friday the 13th, brought Lieut. Wood from Bolling, Lieut. Hoffman from Newark and Lieut. Wright from Bolling, all on cross-country training.

Lieut. and Mrs. Hugh Downey started on a somewhat delayed honeymoon. The day after they married, Lieut. Downey had to start on a ferry trip to Chanute Field. It was a separation of but a few days, and on Feb. 7th they departed on a trip to Havana, Cuba.

It was, indeed, gratifying to learn that the operation on Lieut. Carlson's knee, which was injured in a football game last fall, was a complete success; that all the bones have knitted properly and that it is only a question of time before exercise will have his leg back to normal again.

Lieut. Goodrich is in Walter Reed hoping to fool the doctors for a few weeks. He says it is a foregone conclusion that his heart is weak and that it mends better in Washington than anywhere else. Our advise is: "Marry the girl and live cheaper than ever before." OH YEAH!!!

We have heard that Lieut. Baxter is doing nicely and that he will soon be back at Mitchel with us.

After a thorough going over, the medicos were able to find nothing wrong with Lieut. A.V.P. Anderson, and he is back with us once more. We welcome him with open arms.

After a string of nine straight victories, the basketball team lost a hard-fought game to the Navy Hospital. The record of the team this year is nothing to be sneezed at. While we had hoped to stretch that string of victories in-

definitely, the best of teams will have an off day.

On Jan. 30th, Lieut. B. Johnson arrived in a P-6A from Wright Field. The ship is to be tested by the Curtiss Corporation for speed. Various engines are to be put in the ship to test it under various loads with different horsepower. Lieut. Johnson returned to Wright Field by rail.

Luke Field, T.H., Jan. 22nd:

1st Lieut. Richard H. Dean, A.C., Squadron Operations Officer of the 50th Observation Squadron and Post Salvage Officer, is nearing the completion of his tour in the Islands and is due to sail shortly for the mainland. The Squadron will miss Lieut. Dean, who, besides organizing the Operations Department of our new Squadron, played a large part in the development of the athletic teams of the Post.

Capt. B.T. Burt, who arrived in this Department on Jan. 2nd, was assigned to duty with the Hawaiian Air Depot and attached to the 4th Observation Squadron for training.

Air training for the month consisted of formation flying, night flying, Aerial Photography, communication flights, cross-country flights, Aerial gunnery and Aerial Bombing. The 23rd Bombardment Squadron is at the present time engaging in combat maneuvers with the 18th Pursuit Group.

The first of the Sikorsky Amphibian airplanes allotted to this department arrived in Honolulu on the Freighter "Memphis City", on Jan. 14th. This plane will be used for Inter-Island transportation.

72nd Bombardment Squadron: The Post swimming team of 20 men has been organized with 10 of them from the 72nd.

The Squadron Baseball team is under way, with Sgt. Hottenfeller in charge. The usual winning team will, no doubt, be a result, with such men as Witzuk, Koons, Olsseski, Wade, Fromm, Williams, Burdett, Johnson, Donley, McGill and Horey, as well as a host of new comers, working out daily.

Sgt. Lapsley, our Champion Tennis Star and basketball player, departed on the February Transport. Our loss will be Mitchel Field's gain.

Sgt. Greco, our able Mess Sgt., is considering the inauguration of meal tickets to cut down the flood of visitors. All the "Chow Hounds" know a good mess.

50th Observation Squadron: This month the 50th Observation Squadron has been firing the Observers' Course on rear guns and, from the scores turned in, it looks as though all the pilots and observers will make "Expert" before the season is over. The firing of flexible guns at ground targets, fixed guns and bombing will be started in the near future at the Waimanalo Range. The pilots are still waiting for their new ships, which will aid in carrying out the scheduled operations of the squadron.

4th Observation Squadron: On Jan. 2nd, this Squadron started the new year with Liaison Missions with the 21st and 22nd Infantry and the 11th Field Artillery Brigades, for the purpose of testing technical training of Air Corps and Ground Troops communication personnel in both visual and radio communication between ground and air.

Typical observation and reconnaissance missions were performed, and all observers had the opportunity of receiving this training. So far, 24 missions of this kind were accomplished. All visual communication missions were successful, and the majority of two-way radio missions were also very successful.

During these exercises an accident happened to one of our new O-19's. The ship piloted by 1st Lieut. H.F. Rouse, with 2nd Lieut. D.W. Armagost as observer, developed motor trouble and had to make a forced landing in Schofield Area. Injuries to the ship were such that it will be a "Patient" for about a month in the Aero Repair Shop. Members of the personnel of Schofield Barracks were very much surprised to see Lieuts. Rouse and Armagost on their feet with a smile when they arrived at the scene of the crash, both having escaped without injury.

Our low altitude bombing is almost completed, with very good records made. Aerial Gunnery for Observers just started and will be followed by tow target gunnery. All this, in addition to cross-country flying, photography and night flying has kept our hangar and flying personnel on the alert at all times.

Although the News Letter Correspondent from the 72nd Bombardment Squadron names his squadron as the "PRIDE" of Luke Field in athletics, and the 4th Squadron has had the pleasure of winning the Kuntz-Moses Trophy for the second consecutive year. It is true that the 72nd Squadron is a fighting outfit and our main opponent, but despite their tempestuous effort to wrest from us the Cup, which

carries with it the Championship of Luke Field in general athletics, their efforts seem only to create a harder fighting spirit among our athletics. However, we are all united at present in boosting the Post Basketball Team and Boxing Squad over the top, and we will have to let the question as to "WHO'S THE BEST AT LUKE FIELD" ride until next year, when the Cup will find a permanent and safe home in the Trophy case of the 4th Observation Squadron.

Clark Field, Pampanga, P.I., Jan. 7th:

The field lighting system being installed by the General Electric Co., is the conventional design of the Engineering Division which includes border lights obstacle lights, a revolving beacon and a system of flood lights for landing, all controlled by remote switches located on a central switchboard at Hangar #1.

Six pilots of the Squadron recently participated in night maneuvers of the Group, operating from Nichols Field as a base. Missions included search and interception problems in cooperation with searchlight and sound ranging instruments. Four night and two daylight missions were performed.

The Air Corps walked away with the honors in the Army Open Golf Tournament played at Palooan. Lieut. Fred C. Nelson won the Cup while Lieut. Thomas W. Blackburn won a Club as runner up.

At the annual Department Track and Field Meet at Ft. McKinley, the Third Pursuit Squadron was represented by Pvts. Blood, Jones and Simmons. Pvt. Blood made a very creditable showing for the Air Corps by taking second place in the Pentathlon and Decathlon and by being chosen the best all-around American athlete in the Department.

For these three events Pvt. Blood was awarded three medals, two Elgin watches and one Illinois watch. Pvts. Jones and Simmons entered the one-mile relay race and finished 3rd and 4th, respectively. Pvt. Jones also entered the five-mile race, came in second and was awarded a watch. The results of the Meet are as follows: 59th CAC, first place; Air Corps, (represented by Nichols Field and Clark Field) second place; Post of Manila, third place, and 60th CAC, fourth place.

Hard times, unemployment and the general "business recession", was in no degree reflected by the Squadron festivities on Christmas Day. The menu included no less than forty-nine comestible articles of provender as enumerated here below, viz.: Oyster stew, browned crackers, stuffed olives, mixed sweet pickles, ripe olives, chow chow, dill pickles, chili sauce, stuffed roast turkey, baked fresh hams, cream pimento cheese, sliced swiss cheese, giblet gravy, oyster dressing, cranberry moulds, apple sauce, buttered white potatoes, mashed winter squash creamed asparagus on toast, creamed sweet peas, sliced tomatoes, white celery, dressed cucumbers, fresh beets, lettuce, red radishes, green onions, golden layer cake, coconut pie, mince pie, jelly roll, pineapple ice cream, canned peaches, fresh oranges, fresh apples, table raisins, lactan bananas, mixed Christmas candies, walnuts, hazel nuts, almonds, butter nuts, pecans, hot rolls, butter, coffee, lemonade, cigars and cigarettes.

Immediately preceding dinner, General Bolles made a short address in which he commended the officers and men upon the discipline and morale of the Command, and especially upon the physical improvements made on Clark Field during the past six months.

Fairfield, Ohio, Air Depot, Feb. 14th:

The entire Pursuit Group from Selfridge Field arrived about 8:40 P.M. on Feb. 12th in a night flight, in six three short formations of P-1's. The officers making the flight were Maj. Brower; Capt. Hoyt; Lieuts. Moore, Sterling, Ryan, Theisen, Wolf, Hickson, Warburton, Burns, Slaght, Reid, Van Auken, Heiman, Merrill, Morgan, Norman and Estes.

Maj. James H. Doolittle arrived here in a Vega airplane from Washington on Feb. 5th and departed the next day. During his visit he renewed many acquaintances.

Among those visiting the Post during the past week, the following are noted: Lieut. Rundquist departed for Kelly Field, via Scott Field, Feb. 2nd; Maj. Royce, with Shaffe, passenger, from Scott Field in an O-25, Feb. 3rd, departing on the 4th; Lieuts. Yoder and Griffith from Selfridge Field in P-1's for major overhaul at the Depot on Feb. 9th; Lieut. Barnett from Marshall Field, Ft. Riley, Kans. Feb. 10th in an O-25 airplane for major overhaul; Capt. Hayes, Lieuts. Holcomb and

Bulger from California, Feb. 11th, in O-19C airplane en route to Scott Field; Lieut. Thomas from Bolling Field, Feb. 12th, in an O2-J airplane en route to Duncan Field, San Antonio, Texas.

Lieut. John A. Austin, Asst. Depot Supply Officer, ferried an O-19 plane on Feb. 3rd to Pope Field, Ft. Bragg, N.C.; delivered an O2-H plane from Pope Field to Candler Field, Atlanta, Ga., and returned here by rail Feb. 6th.

Capt. Hugh A. Eivins, Lieuts. Frederick M. Hopkins, Jr., and George V. McPike ferried three P1 planes from this station to Richards Field, Kansas City, Mo., on Feb. 10th.

Capt. Edward McLaughlin, Engineering Officer, and Lieut. George V. McPike Depot Supply Officer, are meeting on a board of officers at Wright Field for the purpose of adopting a general arrangement for an ideal Air Depot.

Fort Crockett, Galveston, Texas, Feb. 1st:

The 13th Squadron basketeers are a hundred to one shot to win the Post cage title. This isn't keeping the other three teams in the league from trying to overcome the Ghost boys in at least one game. The 90th Squadron, in a sudden burst, overcame the 60th five and placed themselves in second place.

The Post team is runner-up in the City League in which it is entered. Their next game is scheduled with the Santa Fe quintet who have not been defeated in such a long time that records have to be restored to in order to determine just who did beat them. In their first game the Flyers came within three points of winning.

Official announcement was made to the effect that there will be a Post team entered in the local City Baseball League. Local sports writers predict a successful year for the Flyer team. The biggest obstacle is the great dearth of pitchers, and a ball team without a hurler is Daves without a pipe or a flapper without carfare, or the 90th Squadron without a dog.

Capt. Motha A. Smith, Commanding Officer of the 8th Attack Squadron, is the only divot digger from Galveston entered in the tenth Annual Texas open tournament being held in San Antonio.

Lieut. Walter C. Kent, 13th Attack Squadron, gave his borther pilots as well as several onlookers an anxious time on Friday, Jan. 23rd, when he landed his A-3B on the 3rd Attach Group Flying field minus one G-1 landing gear.

The 90th Squadron had another bit of luck on Jan. 29th when Lieut. Maurice M. Beach with Pvt. Leo Maupin as passenger had the motor on their D-H conk out on them. They made a forced landing about 8 miles down the beach. The ship was a washout, but the two men escaped with nothing worse than a shaking up. These two planes are the first 90th ships to be cracked up seriously in over a year.

Brooks Field, San Antonio, Texas, Feb. 5th:

Instigated by the 50th Service Squadron, an examination was made to ascertain the number of men in each squadron possessing more than three years' service with the following quite interesting result: The 58th Service Squadron possesses 85 men with more than 3 years' service, their aggregate years amounting to 775; 51st School Squadron, 78 men, aggregating service of 605 years; 52nd School Squadron, 131 men, aggregating service 792 years; 20th Photo Section, 11 men, aggregating service 85 years; 52nd Service Squadron, 113 men, aggregate service, 916 years, 46th School Squadron, 76 men, aggregate service 605 years; 11th School Group Headquarters, 98 men, aggregate service, 569 years. Total, 4,347 years. Mrs. Cornelia Clagett, mother of Colonel Clagett, Commanding Officer, is being welcomed home from a stay of several weeks at the hospital as a result of pneumonia.

Lt.-Col. H.B. Clagett, Commanding Officer of Brooks Field, resumed command on Feb. 9th, following a week's illness.

Lieut. C.P. Cabell was granted five days' leave of absence on Feb. 8th, because of the death of his father, Mr. B.E. Cabell, in San Antonio. Lieut. Cabell has the sympathy of the entire personnel of Brooks Field in his sad bereavement.

1st Lieut. Lewis A. Dayton, Adjutant of Brooks Field, returned to his desk Feb. 7th, following several days' illness.

Thaddeus Wegrzynek, of 26 Roosevelt Ave., Buffalo, N.Y., is the first civilian whose notification of appointment as Flying Cadet in the Air Corps Primary Flying School, Brooks Field, was received by the Secretary's office. Flying

Cadets are being required to report at Brooks Field between Feb. 24th and Feb. 28th, 1931, for purpose of matriculating in the March class.

1st Lieut. D.D. FitzGerald, senior instructor in the Department of Ground School, Brooks Field, who received orders transferring him to Hawaii, was granted twenty days' leave of absence, preparatory to departure.

2nd Lieut. R.L. Easton, Adjutant and Supply Officer of the 58th Service Squadron, reports that he is finding the Instructors' Course a source of much interest. He just recently reported at Brooks Field from a tour of foreign service.

Tech. Sgt. Arthur E. Randles, 11th School Group Headquarters, accompanied by his wife and eight-year-old daughter, left for a tour of foreign service in Hawaii.

It is now Captain George W. Polk, Jr., and the genial Engineering Officer of Brooks Field is receiving the congratulations of his many friends on his promotion.

For the second consecutive year, the 51st School Squadron proved themselves champion basketball players. They will be presented the silver loving cup as Army Y Champions in Basketball. Other Squadrons of the Field, despite their evident disappointment, are hastening to offer their congratulations. Members comprising this Championship Team are: Pvts.: Pollock (Captain and Coach), High, Rosburgh, Murphy, Bull, Reguli, Beach, McNamara and D.D. Taylor. The 51st School Squadron is planning a fitting testimonial to these excellent members of the team, who have adequately demonstrated their individual prowess as players, and that they possess the requisite unity of idea that enables successful teamwork in any field of endeavor.

As further evidence that the 51st School Squadron has better than a merely good basketball team, they will represent Brooks Field - with the addition of two men of Brooks Field on detached service at Randolph Field - in an elimination match with Kelly Field, to determine the Corps Area Championship. Needless to say, all Brooks Field is rooting strongly for that excellent 51st School Squadron, so far as concerns confident expectation, the winner of this important game already is determined.

Col. H.B. Clagett was among the guests invited by the Exchange Club, San Antonio, Texas, to a luncheon tendered Lieut. Walter F. Hinton, noted flyer. Lieut. Hinton, however, was delayed by inclement weather, and the luncheon in his honor was deferred.

Cadet Detachment: Flying has now pretty much settled down to cross-country trips and formation work. Over twenty upper class cadets went to Dallas last week by way of Abilene, and spent the night in Dallas. Lieut. Morgan allowed the cadets to go to town, and, later on, a party was given for the cadets out at the field. The only events on the trip were Cadet Foxworth's crack-up on the Dallas field and the fact that Capt. Letona never even saw Abilene and ended up in a muddy field fifty miles north of Dallas.

Final important note of the week is that Lieut. Knapp announced to the upper class that, in all probability, cadets will be sent on the Army flying maneuvers this spring. The trip will take up almost a month's time, and will cover a large part of the North and East of the United States. At the time of this writing, cadets still can scarcely believe it.

40th Division Aviation, Calif. National Guard, Feb. 6th:

Lieut. R.C. Larsen received orders to proceed on Feb. 21st to the Air Corps Technical School at Chanute Field, Rantoul, Ill., to take the Officers' course in Aerial Photography. The Squadron is glad to have Lieut. Larsen get this assignment, not only as a recognition of past service well performed but in order that the Squadron, and particularly the Photo Section, will be in touch with the new ideas coming from the Photographic School.

Nichols Field, Rizal, P.I., Jan. 26th:

2nd Observation Squadron: The first month of the New Year was begun with a series of cross-country flights followed by Annual Maneuvers with the Philippine Division. Maneuvers commenced the 5th and ended the 17th. A total of over 100 hours was flown by this squadron divided between command, photographic, reconnaissance and liaison missions.

The aerial gunnery season has begun and already a number of hours practice

have been put in.

1st Lieut. U.G. Ent, erstwhile Squadron Adjutant and Supply Officer, left for a trip to China on the U.S. N.T. "CHAUMONT" on Jan. 23d.

66th Service Squadron: 1st Lieut. James S. Stowell was on detached service at Ft. McKinley from Jan. 12th to 24th for contact training with the Infantry.

Now that the season is open at Camp John Hay, a large number of men of this organization are taking advantage of detached service and enjoying the many sights to be seen in Baguio.

The new barracks have been completed and all men in the old west barracks have moved in. The vacated barracks are being remodeled into a kitchen, mess hall, supply room, recreation room and barber shop.

SCOTT FIELD PIGEONS CARRY OFF PRIZES

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Army pigeons from the Scott Field loft made an exceptional showing and clean-up of prizes at the Twelfth Annual National Pigeon Show at Belleville, Ill., from Jan. 22nd to 26th. The Army birds carried away the three biggest awards in the Racing Homer classes by winning the best homer in the Show, the best display of racing homers and the best team of American racing homers, in competition against the cream of racing homers from all parts of the United States.

There were a total of thirty birds entered by Sgt. Max Bronkhorst, pigeon-er of the Scott Field loft, and this display was the subject of many compliments by the homer fanciers who attended the Show. Mr. Fred Philips, Chicago, one of the premier homer judges of the country and who judged these classes at the National Show, stated that the Army display was the finest he had seen in five years and there were other pigeon experts who stated it was the best loft entry they had ever seen.

The big individual winner in the homer classes was "Col. John A. Paegelow", the star of the Scott Field loft. In addition to winning his class prize, this bird carried away the St. Clair Pigeon Club Trophy for the best homer in the Show. This is the second win on this coveted cup for this bird and only one more win is needed by a Scott Field bird to add this trophy permanently to its rapidly growing collection of pigeon prizes. "Col. Paegelow" also was the winner of three special awards at the show and the many stickers attached to his display coop made him the center of attraction during the final two days of the Show.

Only four major awards of the Show were among the missing on the Scott Field list when the judging had been completed and one of these was the championship of the 600-mile class in which no birds had been entered. The cup for the winner of this class was donated by Lieut.-Col. John A. Paegelow, Commanding Officer of Scott Field, with the understanding that it was not to be competed for by the Army birds. In the 300-mile class, the prize winning hen was beaten by an imported Belgian bird from another loft for the best bird award and two excellent red-checker hens from Ft. Worth, Texas, were given top honors for the best old and young hens in the Show. One of the Scott Field entries, a son of the famous War Bird, "Mocker", took first honors for the best Chattanooga homer. "Mocker", who created fame for himself by returning, severely wounded and with part of his head shot away, with an important message, during the World War, is still alive at the Ft. Monmouth loft of the Signal Corps.

Sgt. Bronkhorst made an excellent showing with his fliers in the young birds classes, which indicates that the prestige of the Scott Field loft may be even greater in the shows for 1932.

Lieut. R.O. Akre, Langley Field, Va., who was missing for a week, was found by a large searching party in the 2nd Bombardment Group Radio Shack. Upon investigation it was discovered that the Group had just received 10 new type screen grid Western Electric Receiving Sets. The investigation on his absence was dropped immediately.



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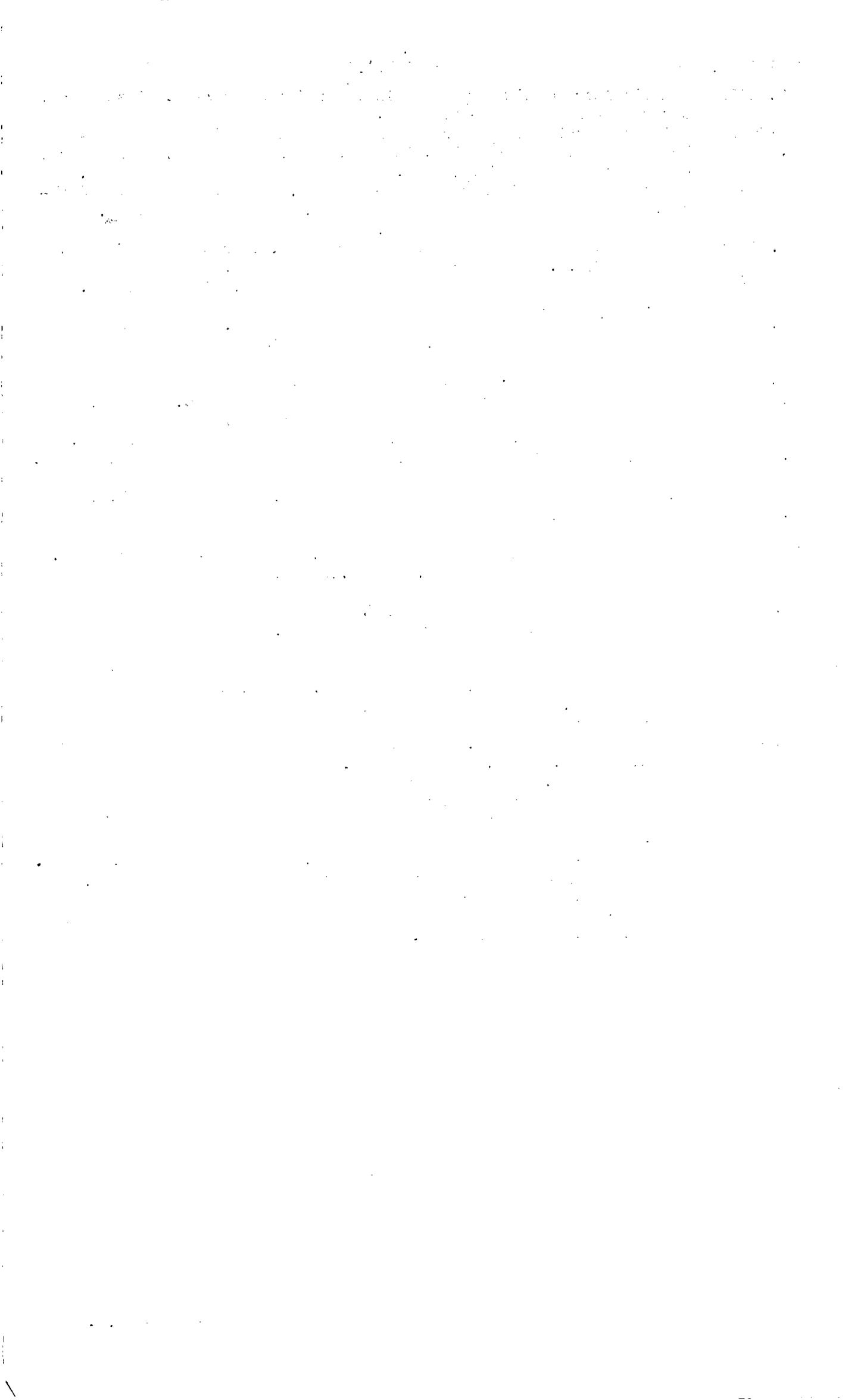
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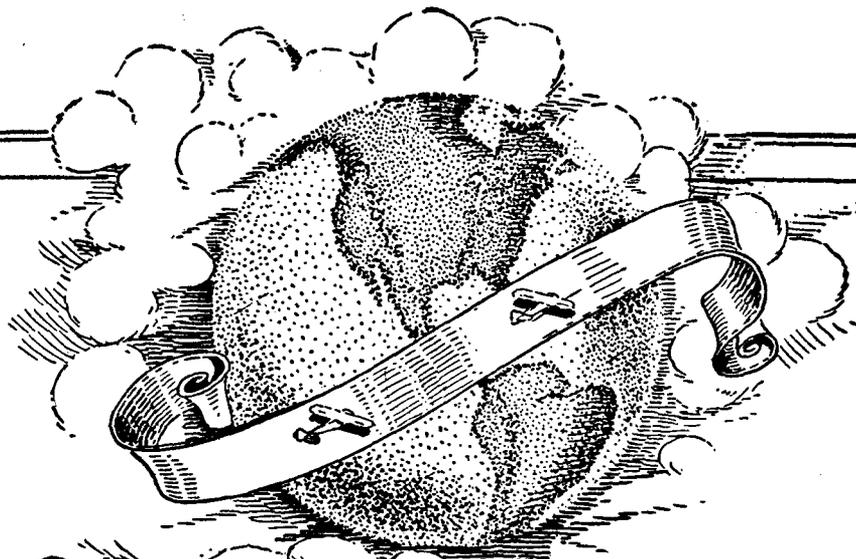
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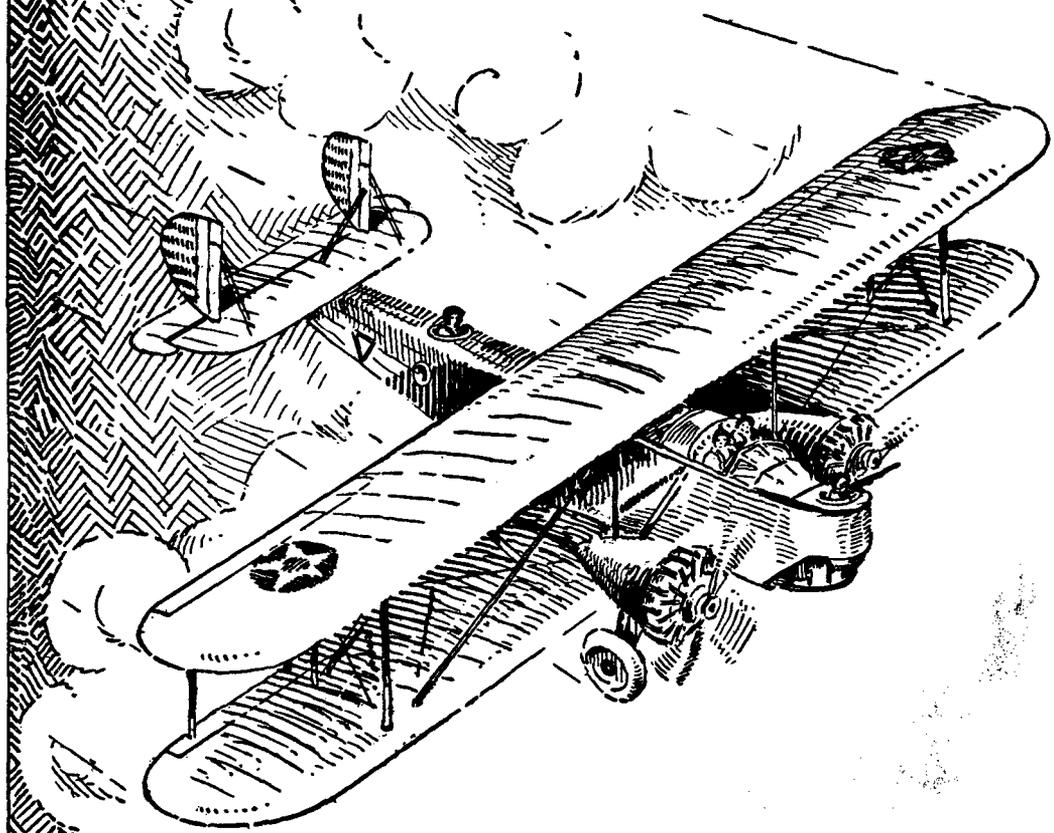
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AIR CORPS NEWS LETTER



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Information Division
Air Corps

March 19, 1931

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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PRACTICAL PEACE TIME LEADERSHIP

By Major O. W. Griswold, Infantry.

Ed. Note: The Air Corps News Letter can truthfully say that it takes pleasure in publishing the article with the above title, which is a reprint from the February, 1931, issue of the Cavalry Journal, the monthly publication of the U.S. Cavalry Association. Grateful acknowledgment is made of the kind courtesy of the Cavalry Association in granting permission to reprint this article.

"Practical Peace-Time Leadership," should not go unread by anyone in the Army, whether officer, noncommissioned officer or even the greenest "rookie" with any ambition to work himself up to a higher grade. The author, Major Oscar W. Griswold, is well known in the Air Corps. He is on duty as Chief of the Public Relations Branch, G-2, War Department General Staff, and served with the Air Corps during the 1930 Field Exercises at Mather Field, Sacramento, Calif., when he was on duty with the Provisional Wing Staff as Press Relations Officer, a position he will hold again with the Air Corps in the Staff of the 1st Provisional Air Division during the coming May, 1931, Exercises.

It is interesting to note that Major Griswold, the author, is an Infantryman on General Staff duty; that the article was first printed in a Cavalry journal, and is now appearing in an Air Corps publication.

L EADERSHIP cannot be learned from a set of rules. However similar soldiers may be in the mass, individually each man has a distinct personality. In battle, in the face of danger and death, the soldier is stripped of all superficial attributes and reverts to the elemental man. The herd influence then becomes predominant. He ceases to think, and then reacts, as a matter of habit, to the things learned on the training ground.

In peace, such factors as education, previous occupation, race, antecedents, and home training make soldiers more individualistic. There is not present that common danger, as in war, to bring them all together. In peace, too, the application of disciplinary measures to suit the particular case may be efficacious as a deterrent. But in battle no disciplinary punishment, less than death itself, will affect any man who is crazed by fear.

The lives of Napoleon, Scipio, Hannibal, Caesar, Grant, Lee, Stonewall Jackson, and many other great soldiers abound in glorious exploits of leadership on the battle field. Conversely, the student may also find in history many notable examples of its failure. Unfortunately, however, there are few examples in print concerning the practical application of leadership in time of peace. Therefore, and since it is in peace that we should prepare for war, this study concerns itself more with the peace-time aspect of the question.

The following true cases, illustrating some examples of peace-time leadership, are stated from an observation of some twenty-four years' service. They are stated, not in a spirit of criticism or commendation, but in an effort to illustrate what are considered to be certain fundamental principles that underlie the application of peace-time leadership.

Case I. Some years ago, the graduating class at West Point was given oppor-

tunity, as a part of its instruction, to witness the usual Saturday inspection of one of the Regular Army detachments at that station. The detachment commander's attitude towards the men was one of extreme severity and faultfinding; any bunk not made up to his satisfaction was pulled roughly apart, and the blankets, sheets and equipment were scattered upon the floor; noncommissioned officers, as well as privates, were admonished caustically and sarcastically before the assembled cadets; meat cans, knives, forks and spoons, out of place or in poor condition, were thrown across the room; and several times the detachment commander lost his temper and used profanity. He seemed to take pleasure in finding something wrong, and failed to comment favorably on anything that was right.

The impression made on that graduating class was impressive and lasting. To their inexperienced eyes this was the approved way to handle enlisted men. Needless to say, every potential officer in that class was greatly handicapped during the formative years of his earlier service by the experience. It took years for some of them to readjust their ideas. This influence may have caused some of the storm of post-war protest against Regular Army methods.

This case illustrates many serious errors in the psychology of troop leadership. First of all, it is an almost criminal illustration of the power of example wrongfully applied. Secondly, it violates every semblance of dignity, justice, and good practice in the handling of enlisted men. Such treatment lowers their self-respect and exposes them to ridicule. It is unjust and arbitrary. It destroys loyalty and respect for the commander, the organization, and the entire Service. Finally, the tyrannical imposition of authority on subordinates by virtue of military command can never be defended. It is the act of a bully, not that of a leader.

Conversely, analysis of the case by the observant officer will guide him to a fundamental truth, which is that in most situations commendation is more powerful than condemnation. Applied to the case in point, it means that the detachment commander's mental attitude was destructive rather than constructive.

In making an inspection, then, the best method is to find first something satisfactory. Having once found it, make favorable comment thereon. Then point out carefully the unsatisfactory things, emphasizing the idea, at the same time, that only these latter things are holding back the individual or the organization from being uniformly up to the approved standard. Instead of arbitrarily ordering "do this" or "do that," the initiative of the subordinate can be stimulated by such questions as "What do you think about this?" "Have you considered that?" leaving him the working out of the suggestion. The senior has a direct responsibility in checking up on results. This course will almost always bring home to the subordinate that the senior is a friend, not an enemy; that he is trying to build up, not to tear down. Its strength rests upon the fact that any human being is proud to have or to do something above the average. He receives pleasure and incentive from the fact that it is noticed and praised by superiors. It works irrespective of persons, whether they be generals, colonels, majors, junior officers, noncommissioned officers, cooks, or privates. It may be applied to any phase of every day military life, whether it be between line and staff, at a drill, an inspection, a tour of guard, or even in the supervision of a police detail. The application of this principle detracts in no way from what military men call "force." If, after a fair trial, good results are not obtained, then direct orders and direct action are necessary. If these latter measures do not accomplish the desired end, then the individual becomes a proper subject for prompt elimination from the service.

Case II. Immediately after the World War, the then Commandant of Cadets at West Point was impressed with the necessity of developing the latent leadership of cadets while in the corps. To this end, tactical officers were assigned orderly rooms in the cadet barracks. They were thus brought into direct contact with cadets. Disciplinary matters were handled under policies, exactly as in the Service. Tactical officers were enjoined to be strict but absolutely just, and were not empowered to use arbitrary measures of punishment. The tactical officer became, in truth, the "Old Man" of his cadet company. His daily administration of the business of that company served as a daily object lesson to the cadet throughout his course at the Academy.

A text book "Military Man Power," by Lieutenant Colonel L.C. Andrews, U.S.A., was obtained and a course of instruction was given by the Tactical Department. Initiative and responsibility were developed in members of the First (senior) Class, by requiring each of them to rate every cadet in his company twice each year in certain fundamental qualities of character and appearance.

These ratings were resolved by a mathematical formula and incorporated into the cadets' general standing for the year.

Beneficial results were immediate. Cadets began to see that officers were not hereditary enemies. On the other hand, officers began to take more interest in their cadets. They arranged for special coaching for those deficient in studies, and a community of interest developed which resulted in the cadets asking for and receiving advice and help on private, personal and official matters. This was accomplished without lowering the standard of discipline in the least. It is certain that the relationship between commander and commanded is now much better understood at West Point than formerly.

This case illustrates a fundamental knowledge of human nature, and the power of example rightly employed.

Case III. Some years ago a young married second lieutenant was ordered on foreign service. On account of a sick child who was unable to travel, he applied for and obtained from The Adjutant General one month's delay in sailing. Upon arrival at his new station he was severely reprimanded by his colonel for the delay in reporting. He was further told in no uncertain terms that his future actions would be guided strictly by "the law." The colonel emphasized the nature of that law by pounding on a copy of Army Regulations. The child died later from the effects of the trip.

Though the colonel later apologized, no amends that he could ever make could remove that subordinate's sense of resentment and injustice, shared in common with all junior officers of the regiment. The colonel had lost their loyalty and respect. Apparently, however, he learned nothing from the incident, for as long as he commanded the regiment his methods were those of a martinet. Officers were being put in arrest and trials of officers and men were frequent. Outwardly, the regiment had every appearance of being an excellent organization; within, loyalty, esprit de corps, and morale were very low.

This case illustrates lack of understanding and sympathy on the part of the superior. It exemplifies also rule by fear. While the power to punish is a necessary attribute of command, it should be resorted to only when necessary. In some cases punishment should and must be given. Too often, however, the rule by fear is applied by all ranks in our Service. Enlisted men are too often tried by their company commanders because it is the easiest and quickest way to dispose of the cases. If a case contains any unjust or unfair elements, irreparable harm to morale is certain to result. Higher commanders sometimes centralize punishment, by policy, so that an enlisted man is tried irrespective of the wishes of his company commander. If the superior is of the martinet type, such a policy is harmful.

In any well disciplined organization, the superior must uphold the authority of the junior. The superior, however, has an equal duty in seeing that the subordinate does not act unjustly.

Case IV. Incident to border trouble, a certain infantry regiment was ordered to Texas some fifteen years ago. Prior to a practice march, a company commander of that regiment, just assigned, gave his company specific orders against drinking water from unauthorized sources. He explained that much of the water in the country was unsafe to drink. As the company had many recruits, he made the necessity for the order clear. In the course of the long march, the company halted, hot and tired, near a stream. Immediately on breaking ranks, one of the outstanding sergeants in the company, a man of long service, was seen drinking from the brook. In the presence of the assembled company, the captain quietly and without resentment cut away the sergeant's chevrons and assigned him to a squad as a private. Upon return of the company to the post, the regimental commander confirmed in orders the reduction of the sergeant to the grade of private.

This case illustrates a fundamental principle of command - an order once given must be strictly enforced. The sergeant's usefulness as a leader was destroyed by his own action. Since he himself did not obey, how could he expect obedience from others? Had this offense been left unpunished, the discipline in that company would have been nil. The fact that the punishment immediately followed the delinquency is an important point to note. This case also illustrates a very human trait of soldiers, which is to try out a new commander.

Case V. A new tactical officer was assigned to and joined a cadet company at West Point on the day that it completed a week's practice march in inclement weather. At Saturday inspection the following day, many rifles were found dirty and rusty. The tactical officer immediately ordered a special inspection in one

hour's time for those cadets whose equipment was not in satisfactory condition. Some rifles were again found to be unsatisfactory. Two supplementary inspections were held during the day for those cadets who had failed to come up to the required standard of the previous inspection. The few who had unsatisfactory rifles or equipment at the fourth inspection were at once awarded five demerits and ten confinements* or punishment tours. In addition thereto, they were confined to barracks until such time as their cadet captains had passed their equipment as satisfactory. On subsequent Saturday inspections, appropriate punishment was invariably awarded without any second opportunity to make good. Needless to say that particular tactical officer had no further trouble with the care of equipment.

This case is selected as illustrating two points.

First of all, class punishment should not be employed where individuals are at fault. While the entire company was generally unsatisfactory, there were individuals who did have excellent equipment at the first inspection. It would have been basically unsound to hold them further because others had failed to come up to the required standard. The course adopted put a premium on good work, but was absolutely inflexible as to poor work.

Secondly, sincerity of purpose will always produce results. The easiest way to have handled this situation would have been to punish all delinquencies at the first inspection. However, this would not have changed the condition of equipment for that particular Saturday. Moreover, such a course might have been unfair to certain individuals on account of the short time available to prepare. The tactical officer wished to stress cleanliness of equipment rather than punishment. The series of inspections took all day, and sacrificed the leisure of all concerned. It impressed the fact that the equipment must be in a satisfactory condition. It gave the necessary time and opportunity, and only those cadets who were not playing the game received punishment in the end.

The action was designed as an object lesson, that no matter how disagreeable the task, poor performance would not be tolerated. This principle is susceptible of extensive application in ordinary every day military life. It is based on firmness rather than unnecessary harshness. Certain methods by one type of leader will not secure the same results when applied by another. The principle therefor is fixed, but the method of application often varies.

Case VI. A general officer was once visiting a large post. Part of the troops were out in a model camp erected to help with the instruction of students. Accompanied by the post commander, the colonel of the regiment, and other officers, the general made an inspection of the camp. The party came finally to the camp latrine, in the construction of which a certain corporal had displayed great interest, energy, and initiative. The Corporal was present at the inspection, full of pride in the consciousness of work well done. The general turned to the post commander and complimented him highly on the installations, saying that it was the best field construction that he had ever seen. The corporal who had done the work, stood by unnoticed by the general as the party passed on, but the wise post commander himself complimented the corporal as he left.

Passing later to the picket line, everything was found in excellent condition. Somewhat perfunctory comments were made by the general until he spied a man nearby grooming a horse. He stopped and gave a long dissertation in the hearing of the men on the general unsatisfactory methods of grooming animals, not only in all branches of our Service, but in that organization in particular, and called attention to that man as an example. The man was so humiliated by the gibes of the other men, and by the fact that he had brought adverse criticism on the company that he later attempted to desert the Service.

This case should hold some valuable lessons for the observant officer. First, men always respond to interest in themselves and their work. It would have cost the general nothing to have asked the corporal a few questions about himself, and to add a quiet word of commendation.

Another striking point is the readiness of the post commander to give due credit to the man actually responsible. Selfishness is a rock upon which so many promising military careers are wrecked.

Humiliation of a junior can never be condoned. It is probable that the incident about grooming the horse passed from the general's mind within the following five minutes. He simply took that means to drive home a lesson. Yet he unwittingly humiliated one man who probably will never forgive or forget, and lowered the morale of an entire organization.

*Required to remain in their rooms during leisure time on ten Wednesdays, Saturdays and Sundays.

To summarize, two authorities analyze and evaluate alike the inherent qualities which they consider essential to leadership. Too often, discussion on these points obscure the essence of what leadership should accomplish. The purpose of leadership is to secure the whole-hearted physical and moral cooperation. When such cooperation is spontaneous and free, and not until then, has true leadership been established.

Without attempting to state specifically all the principles of leadership, it may be said that they are the basis for all that a commander does to secure for himself the sincere, loyal, and voluntary cooperation.

In the analysis of cases lies the key to the practical application of troop psychology. Any officer of experience can state many examples, both good and bad, from his own observation. The inexperienced officer, however, can only observe and benefit from the methods of others.

Granted that instruction in troop psychology is necessary, the next consideration is to determine the best method of laying foundation. The applicatory method, supplemented by study and lectures, is preferable to all others.

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MEMORIAL TO AMERICAN AIRMAN STARTED BY JAPANESE SCHOOL BOY

The late Lieut. William W. Caldwell, of the 95th Pursuit Squadron of Rockwell Field, will have a permanent memorial erected to his memory through the hero worship of a Japanese school boy.

Lieut. Caldwell was killed last October while piloting a pursuit plane and accompanying Lieut. Irvin A. Woodring in the transportation of the Japanese ratification of the London Naval Treaty from Vancouver, B.C., to New York City.

Little Shigeyoshi Fukushima, a pupil in the public schools in the land of Cherry Blossoms, came to school with 70 sen - 35 cents - clutched in his hand. Giving it to his teacher, he insisted that it go toward a memorial for Lieut. Caldwell. The contribution was sent to the Japanese Ambassador in Washington, who in turn delivered the 35 cents to the American Secretary of State. A conference was held with the Secretary of War, and it was then announced that a bronze wreath would be purchased with the 35 cents and any other contributions which may be sent in.

The wreath will be placed on Lieut. Caldwell's grave at the Presidio of San Francisco with appropriate ceremonies, and thus the vision of little Shigeyoshi will be realized.

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PURSUITERS SEARCH FOR A LOST FISHERMAN ON FROZEN LAKE

A report was just received from Selfridge Field of a search conducted by two pilots of the 94th Pursuit Squadron for a fisherman who mysteriously vanished and has not since been heard from. The Commander of the 94th, Lieut. Harry A. Johnson, and Lieut. Edward H. Underhill landed their P-1's on the ice of Lake St. Clair and changed their landing gears from wheels to skis in preparation for a trip up into the northern part of Lake Michigan. Their mission was to search for the fisherman who became lost two days previously on a broken ice flow. The fisherman, George Kruskie by name, had been fishing through the ice for several days. Apparently he became so engrossed in his work that he did not notice that the ice was breaking up. The blizzard which was raging at the time blew the ice flow far from shore and beyond the aid of fellow fishermen.

The aid of Selfridge pilots was solicited, and Lieuts. Johnson and Underhill accepted the job. They landed at Petoskey, Michigan, where they obtained some packages of food, and then started on the long search over the ice, and the open water of lake Michigan. Their search carried them far up into the region of the Straits of Mackinac and among the scattered islands there. The only clue found was a broken window in the lighthouse at White House Shoals, which might have indicated that some person had broken the window in an effort to enter the lighthouse. The ice in the region of the light was too rough for the planes to land, but the pilots reported the news to Cross Village, and from there a rescue party was sent out with dog teams.

The Selfridge flyers searched for two days, but no further information was obtained, and they returned to Selfridge Field. A few days later word was received from the party that had started on with the dog teams that Kruskie had not been found at the lighthouse and that further attempts at rescue seemed

futile.

Often the pilots at Selfridge Field are called upon to lend their aid in searching for people who become lost on the Lakes, and never have the pilots failed to respond.

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CONNECTICUT NATIONAL GUARD AIRMEN FLY TO MIAMI

Members of the 43rd Division Aviation, Connecticut National Guard, recently spent two weeks on the road, flying south as far down as Miami, Fla., where they attended the Air Races held there. The flight was composed of Major Hubert E. Johnson, Captains H.W. Generous, H.H. Mills, Lieut. Harold T. Nadeau, Staff Sergeants H.H. Homan and Paul S. Merrill. Lieut. R.M. Webster, Air Corps (D.O.L.) accompanied the flight as one of the pilots.

Four of the new O-38 Douglas Observation planes were used on the trip, and the start was made from Hartford in clear, bright weather, early Saturday morning, January 3rd.

After a brief stop at Middletown, Pa., the flight departed shortly after noon and made Cleveland before dark, stopping overnight with the Ohio National Guard Air Service. Early the following morning the Connecticut flyers departed for Indianapolis, Indiana, where they had a very pleasant visit with Major Taylor of the Indiana Squadron. They left Indianapolis soon after noon and made Louisville, Ky. by dark.

Unsuitable flying weather prevailed throughout that section of the country for three consecutive days, so there was nothing left for the flyers to do but rest. On Thursday morning the weather cleared sufficiently to enable them to hop off to Murfreesboro, Tenn. Poor weather the following morning delayed the flight at Murfreesboro until after lunch, but they were then able to make Atlanta, Ga., that evening. Original plans called for a visit to Birmingham, Ala., but the inclement weather caused a change in the plans, and Atlanta was picked because of the clearing conditions in that direction.

On Saturday morning the flight left Atlanta for Jacksonville, Fla., stopping there for lunch and gas. From Jacksonville it was an easy flight down the coast to Miami, which place was reached late Saturday afternoon. The flight remained in Miami Sunday and Monday, and on Tuesday morning departed for St. Petersburg, Fla., where they were met by Ex-Governor John H. Trumbull, who was spending a part of the winter at that place. Incidental to the trip, the flight flew over the funeral of two men who were killed at the Miami Air Races.

Tuesday morning, bright and early, the flight left St. Petersburg and made Jacksonville, where a stop was made for lunch and gas. From Jacksonville the "hop" was made to Charleston, S.C., and a stop made at the Naval Air Station at that city, the flight being very cordially received by the Commanding Officer. On the same day the flight proceeded to Fort Bragg, Fayetteville, N.C., and remained there overnight.

Leaving Fort Bragg on Friday morning, January 16th, and heading for Washington, the flyers stopped at the Capital City for lunch and gas, and then continued on to Hartford, where they arrived at about 4:30 p.m.

The trip was without incident of any sort, as everything but the weather functioned with the greatest precision. The only accident sustained during the entire trip was the puncturing of one tail skid tire.

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A STRENUOUS FLIGHT FOR LIEUT. BARNETT ✓

Lieut. Lloyd Barnett, Air Corps, left his station, Marshall Field, Fort Riley, Kansas, on February 5th, piloting an O-25A, with the Fairfield, Ohio, Air Depot as his destination. "Barney" tells an interesting story about rain and fog forcing him down almost to the tree tops. Then, to make matters worse, after getting almost to St. Louis, the rain had made the goggle elastic stretch so that his goggles blew off. Barney says he seriously considered the Missouri River as a possible landing place. However, he turned back and landed at Jefferson City, Mo., to wait for another pair of goggles by mail.

Lieut. Barnett invites anyone who thinks flying in rain and fog without goggles is a pleasure trip to try it.

NEW TRANSPORT AIRPLANE RECEIVED AT SELFRIDGE FIELD

The long awaited Ford C-4A Transport, equipped with three "Wasp" motors, ring cowls, wheel pants and a shiny coat of aluminum paint, arrived at Selfridge Field, Mich., on February 11th, and was assigned to the 57th Service Squadron as the star member of its rapidly increasing transport group.

If the C-4A had listened to tales of the easy Army life and expected a peaceful, lazy existence with short hops, fair weather, and plenty of rest, the awakening must have been rude. It was made to realize almost immediately that it would have to keep pace with the high pressure schedule of the rest of the 57th Service Squadron.

In its first week at Selfridge Field, the Transport was in the air 19 hours and 20 minutes, and was subjected to every type of flying available to a Transport. Its most notable flight was a night trip to Washington, D.C., piloted by 1st Lieut. John S. Griffith, as an escort to the 17th Pursuit Squadron. On the return trip, Lieut. Griffith encountered rain and fog and made a night forced landing at Vickery, Ohio.

The C-4A has taken it all like a true soldier and has shown temperament on only one occasion, a cold Saturday morning when it firmly refused to start. Coaxing, threats, kindness and violence all failed to move it. It doubtless knew that the Post Commander and Post Adjutant were waiting to fly it to Dayton, and picked that auspicious time to embarrass the Engineer Officer, thus demonstrating that there is a limit to any airplane's good nature.

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MICHIGAN LEGISLATORS ENJOY AIRPLANE FLIGHT

Members of Michigan State Legislature enjoyed a flight over the air fields of southern Michigan, February 24th. In all, 65 members of this law-making body were carried. Airplanes were secured from practically all of the aircraft companies operating in and about Detroit, individuals and from Selfridge Field. The Transport C-9, piloted by Captain Ott, departed for the State Capital at 7:00 a.m., February 24th, and assembled with about ten Transport airplanes at Lansing, Michigan, shortly after eight o'clock. The itinerary of the air tour was as follows: Lansing to Pontiac, circle Selfridge Field, to Detroit Airport, to Wayne County Airport, to Ford Airport, circle Curtiss-Wright Field to Lansing. The purpose of this air tour was to show the State Legislature just what had been done and what was being done to promote aviation in Southern Michigan.

The time of departure from each of the stops was scheduled, but no schedule was arranged for departure of the planes in order, or arrival. The result, therefore, as may be imagined, was a free-for-all race, and the pilots had to keep their eyes open, for as the tour progressed it grew in numbers. The old C-9, perhaps the slowest ship of those participating, but hitting on all 27 cylinders and revving 1900, managed to hold its own.

Upon arrival at the Wayne County Airport, a delightful luncheon was served by the Women's Aeronautical Association of Detroit, and judging from the assault on the table it was greatly enjoyed by all present. Upon arrival at the Ford Plant, Mr. Mayo, Chief Engineer for the Ford Company, personally conducted the tour for an inspection of the Ford Plant. All airplanes cleared the Ford Airport at 4:00 p.m., and arrived at Lansing one hour later. At Lansing, after posing for numerous photographs and accepting cards from their various passengers, the Selfridge Field pilots departed and returned to Selfridge Field at 6:00 p.m., after flying a total of seven hours for the day.

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CHOOSING A TARGET PISTOL

By Lieut. J.L. Hitchings, A. C.

(The third article of this series)

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Members of the second and third classes usually merge into the first after they have won their first medals. It is said truly, "Once a target shot, always a target shot." No matter how interested a man may become in shooting the service automatic (which is not essentially a target weapon), and no matter how ardent a nimrod he may become, he will never find in either of these occupations a complete substitute for the pleasant excitement of competitive target work with true target arms.

Furthermore, target shooting is to all other forms of shooting what a university is to a business college. In the university of target shooting, one learns so thoroughly the basic principles that he can pick up any hand weapon and do creditably with it. For this reason all pistol shooters are advised to buy and learn to use at least one good target gun.

The basic weapon of the pistol target shooter is the .22 single shot. It is to the pistol what the foil is to the sword. And thus all those interested in working with handguns are strongly advised to buy and learn to use a .22 single shot target pistol.

In common with all others who pursue a hobby, I have decided views on which make and model pistol is the best for the purpose. Naturally, I have a "favorite" and a "second-best," Some makes I would not recommend on any condition; others, while not among the best, have their low price to recommend them to those who must consider this factor.

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Most target shooters seeking a secondary weapon for rapid fire competitions or for hunting prefer the revolver to the automatic, for in the hands of a skilled shooter the revolver can easily be made to deliver five aimed shots, single action, in ten seconds; and its accuracy far surpasses that of the automatic. The present favorites are the Colt Officers Model Target, and the S. & W. Military and Police Target, both chambered for the .38 S. and W. special cartridge, with six-inch barrels and Patridge sights; but the trend is toward .22 revolvers, and both guns are now manufactured in .22 caliber. Both are excellent guns. Men with large hands usually prefer the Colt; those with small hands, the S. and W. A member of the Royal Mounted Northwestern Police told me that his organization preferred the Colt for fast work because of its large hammer. The Colt .38 calibre can also be furnished with a $7\frac{1}{2}$ -inch barrel, which is believed preferable for long range shooting, that is, for shooting at ranges over 50 yards.

For a knock-down-and-drag-out hunting pistol, excellent revolvers are made by both Colt and Smith and Wesson, chambered for the .44 S. & W. cartridge. A glance at a reliable ballistic table will show you the advantages of the three calibres named. The Smith and Wesson Company give Army officers an excellent discount when their arms are obtained direct from the factory. Colt guns may be most advantageously purchased from Stoeger through a Post Exchange.

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The pots proved very effective, maintaining the oil and water at such a high temperature that the ships could be started and flown without warming up.

NEW TRANSPORT AIRPLANE RECEIVED AT SELFRIDGE FIELD

The long awaited Ford C-4A Transport, equipped with three "Wasp" motors, ring cowls, wheel pants and a shiny coat of aluminum paint, arrived at Selfridge Field, Mich., on February 11th, and was assigned to the 57th Service Squadron as the star member of its rapidly increasing transport group.

If the C-4A had listened to tales of the easy Army life and expected a peaceful, lazy existence with short hops, fair weather, and plenty of rest, the awakening must have been rude. It was made to realize almost immediately that it would have to keep pace with the high pressure schedule of the rest of the 57th Service Squadron.

In its first week at Selfridge Field, the Transport was in the air 19 hours and 20 minutes, and was subjected to every type of flying available to a Transport. Its most notable flight was a night trip to Washington, D.C., piloted by 1st Lieut. John S. Griffith, as an escort to the 17th Pursuit Squadron. On the return trip, Lieut. Griffith encountered rain and fog and made a night forced landing at Vickery, Ohio.

The C-4A has taken it all like a true soldier and has shown temperament on only one occasion, a cold Saturday morning when it firmly refused to start. Coaxing, threats, kindness and violence all failed to move it. It doubtless knew that the Post Commander and Post Adjutant were waiting to fly it to Dayton, and picked that auspicious time to embarrass the Engineer Officer, thus demonstrating that there is a limit to any airplane's good nature.

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MICHIGAN LEGISLATORS ENJOY AIRPLANE FLIGHT

Members of Michigan State Legislature enjoyed a flight over the air fields of southern Michigan, February 24th. In all, 65 members of this law-making body were carried. Airplanes were secured from practically all of the aircraft companies operating in and about Detroit, individuals and from Selfridge Field. The Transport C-9, piloted by Captain Ott, departed for the State Capital at 7:00 a.m., February 24th, and assembled with about ten Transport airplanes at Lansing, Michigan, shortly after eight o'clock. The itinerary of the air tour was as follows: Lansing to Pontiac, circle Selfridge Field, to Detroit Airport, to Wayne County Airport, to Ford Airport, circle Curtiss-Wright Field to Landing. The purpose of this air tour was to show the State Legislature just what had been done and what was being done to promote aviation in Southern Michigan.

The time of departure from each of the stops was scheduled, but no schedule was arranged for departure of the planes in order, or arrival. The result, therefore, as may be imagined, was a free-for-all race, and the pilots had to keep their eyes open, for as the tour progressed it grew in numbers. The old C-9, perhaps the slowest ship of those participating, but hitting on all 27 cylinders and revving 1900, managed to hold its own.

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All prospective purchasers of target pistols in the Army may be divided into three classes: those interested in target shooting for its own sake; those interested in target shooting with the secondary purpose of perfecting themselves with the service automatic, and those interested in target shooting with the secondary purpose of hunting.

Members of the second and third classes usually merge into the first after they have won their first medals. It is said truly, "Once a target shot, always a target shot." No matter how interested a man may become in shooting the service automatic (which is not essentially a target weapon), and no matter how ardent a nimrod he may become, he will never find in either of these occupations a complete substitute for the pleasant excitement of competitive target work with true target arms.

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A REMARKABLE coincidence came to light recently during one of the Ground School lectures on "Bombardment Aviation," now in progress in the 7th Bombardment Group, Rockwell Field, Coronado, Calif.

Mr. J.R. Pearson, Jr., a wartime member of the 11th Aero Squadron, favored the officers of the Group with a short talk of his war time experiences. Mr. Pearson told in detail of the last bombing raid in which he participated and during which he was shot down.

On this last mission, October 4, 1918, Lieut. Pearson was assigned the task of closing the vee of the formation in a French Breguet Bomber. The formation took off and headed for enemy territory, climbing steadily. Shortly before reaching its objective, and at an altitude of 14,000 feet the patrol was attacked by thirty Pfalz scouts. The Bombers pushed on to the completion of their mission, dropped their bombs and headed for home.

A bullet from one of the Pfalz scouts hit Lieut. Pearson's engine and severed the water line. Shortly thereafter his motor froze, forcing him to drop behind his formation and take care of himself. Almost immediately, four of the enemy ships concentrated their efforts on Lieut. Pearson's Breguet and things commenced to look mighty bad. Private Newby, Lieut. Pearson's gunner, rattled away with his guns, doing his best to relieve the situation. Suddenly the guns in the rear seat were silent - Private Newby had stopped some of the Boche bullets!

Lieut. Pearson was busily engaged in directing the Breguet to earth when, without warning, his flipper controls were shot away. The situation at this time had an ominous outlook. A short lull, and then - the certainty which Lieut. Pearson knew could not be avoided occurred - an enemy bullet found its mark in his left leg. Just as surely as he knew he would be shot, he also knew he had nothing more to fear, that as far as he was concerned the enemy bullets would no longer find his body as a target. His deductions were accurate, for at this point a lone Spad came screaming down in a power dive, intent upon aiding his sorely pressed comrade. One of the enemy scouts fell before the withering fire of the Spad's guns. The pilot of the Spad zoomed, regained his altitude and again he roared in on the Breguet's adversaries with his guns chattering. A second Pfalz was obliterated from the picture under the deadly aim of the Spad pilot. Without further ado, the two remaining attackers turned for home as fast as their ships could take them.

Relieved of his enemies, Lieut. Pearson managed to set his Breguet down in a small clearing in the Argonne forest. Both Pearson and Newby were given immediate medical aid, and are alive today to tell the story. Lieut. Pearson has never flown since the war and does not contemplate doing so in the future.

At the conclusion of his talk, Mr. Pearson was engaged in conversation with Captain F. O'D. Hunter, wartime "Ace" and present commander of the 95th Pursuit Squadron, Rockwell Field. Captain Hunter had missed Mr. Pearson's talk and was so much interested in it that Mr. Pearson obliged by repeating it. Mr. Pearson had just arrived at the point where he had been hit, when Captain Hunter asked the date of this encounter.

"October 4, 1918," Mr. Pearson replied.

In a quiet voice, Captain Hunter said: "Pearson, I was the pilot of the Spad that shot the two Pfalz's off your tail!"

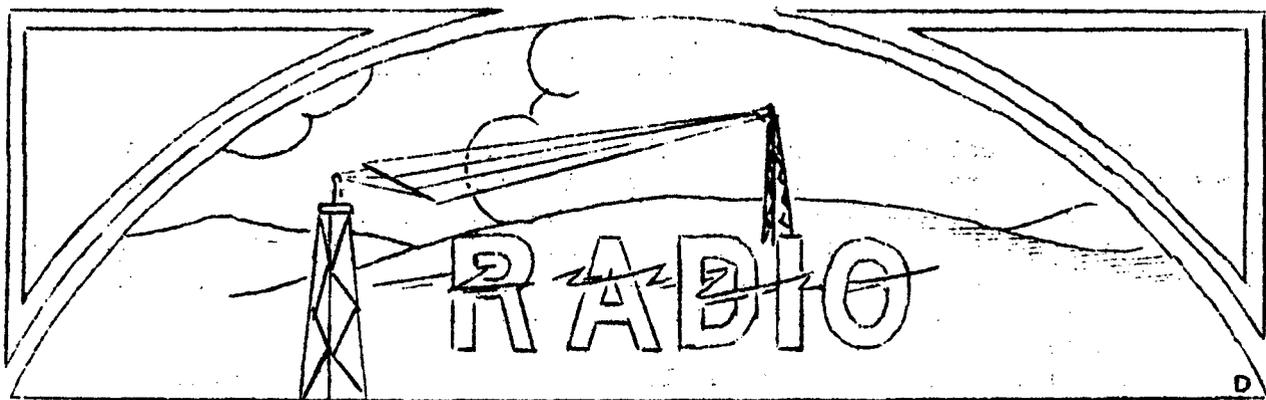
The general orders of Captain Hunter were produced, and every phase of Mr. Pearson's story, as well as Captain Hunter's episode, was verified. Needless to say, Mr. Pearson was astounded.

After twelve and a half years, these two intrepid flyers met. Neither one had ever learned the other's identity or what had been his ultimate fate after that eventful day. As the saying goes, after all it's a small world we live in.

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Selfridge Field, Mich., was recently honored by a visit from Captains Alfredo Paladino and Pedro Castex, of the Argentine Army, who are touring this country in the interests of the Argentine Air Service.

During their visit, a demonstration formation was flown for them by the First Pursuit Group. After the formation, Captain Castex, who is an experienced pilot, was given an opportunity to fly one of the latest type Pursuit airplanes on the field, the P-12C. After the flight, the Captain expressed himself as highly pleased with this speedy little ship.



RADIO "HOMING" EQUIPMENT

THE Air Corps has been interested for some time in direction finding equipment for aircraft. A number of different schemes have been investigated but none as yet completely fulfilled the requirements which it is conceived an aircraft direction finder should have.

The simplest system of direction finding is a coil of wire on the wings, or a "wing loop," as it is sometimes called, connected to a receiver, and working in conjunction with the steady and constant signal of a transmitting station on the ground. The orientation of the "wing loop," and consequently of the coils, in the direction from which the strongest signals are received, gives to the pilot an indication of the bearing of the transmitting station.

Ten sets of equipment of this kind have been procured for test. Instead of using the audible signal in the headphones to obtain direction, small shielded meters are provided. One is mounted on the pilot's instrument board while the other is included in a box, which also contains means for tuning the "wing loop" and the necessary switches for using the standard aircraft receiver, type BC-152, with either the "wing loop" or the trailing wire antenna. This box, which is mounted near the radio receiver, also contains a volume control and switches, which make it possible to use either the meters or phones.

Used with the BC-152 receiver, any station between 200 and 1200 meters (1500 and 250 kilocycles) may be used as a radio beacon. Broadcast stations of considerable power are scattered all over the country. These may well be used as radio beacons with this device.

The system of direction finding is not new. It was used during the war and has been used to a considerable extent by the Navy. Recently, an enlisted pilot and an enlisted radio operator of the 3rd Attack Group made a very successful flight from Fort Crockett to Crissy Field and return, using a system of this kind which they had constructed themselves. However, the use of a meter for indicating to the pilot the direction of the transmitting station toward which he desires to fly is relatively new.

An improved system of this kind, which was developed under the direction of Herbert Hoover, Jr., for use by the Western Air Express, has recently been given preliminary tests by the Air Corps. Its further development will be closely followed.

Two other aircraft direction finders have been under investigation by the Air Corps. One is known as the Eaton Direction Finder and the other is a development of one of the large commercial companies engaged in the design of electrical equipment.

The Eaton Direction Finder, one of which has been procured by the Air Corps, has considerable possibilities. It uses a small loop which rotates in the slipstream, and has a compass card, with a needle which orients itself so as to point to the transmitting station. The bearing of any radio transmitter which can be tuned in on the receiver can thus be quickly determined. Difficulty in designing suitable mechanical parts free from appreciable friction is at present holding up this development.

The other direction finder referred to above is still undergoing test. It is a conventional radio direction finder, but due to excellent receiver design a very small loop can be used and its total weight and size make its installation in aircraft practicable. Its use in long range observation aircraft will be particularly desirable.

The Air Corps is following closely every development of this kind, and there is every reason to believe a satisfactory direction finder will be forthcoming in the near future,

NEW RADIO RECEIVERS AT ROCKWELL FIELD

With the arrival of the new BC5A-167 radio receivers in the 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., rapid progress has been made in this type of endeavor, and the results obtained have been most gratifying. To date the best record made is 120 miles, using two-way voice. The equipment used consisted of one of the new type receivers and a BC-133 transmitter installed in a Boeing P-12C airplane. Fixed antenna is used. Major Carl Spatz was in constant two-way communication with the Rockwell Field ground station until he was over Los Angeles. At this point, interference from the Los Angeles broadcasting stations rendered further contact impossible.

Several of the new Boeing P-12D airplanes are being installed with this new equipment, along with the new motor shielding. At the rate this work is developing, great things are expected in the near future.

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RADIO COMMUNICATION AT SELFRIDGE FIELD

Group Communications at Selfridge Field, Mt. Clemens, Mich., has at last begun to function. The new SCR 167 Receiving Sets arrived at that station and two were installed in P-12C airplanes. The results obtained are very gratifying, although better results are expected as soon as the engines are equipped with Rome shieldings. One-way telephone communication was carried on for a distance of ten miles with very good results.

The ground station at Selfridge Field is the SCR 134 set, which is answering the purpose for the time being. By April 30th next the First Pursuit Group expects to have 20 receiving sets installed in the P-12C airplanes, and 5 SCR 135 sets in the YC-1-14 Transports.

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RADIO EXPERIMENTS BY 94TH PURSUIT SQUADRON

Due to the fact that only a limited number of new airplane radio sets were available for use in the 1st Pursuit Group, Selfridge Field, Mich., the 94th Squadron has been doing considerable work with the old "152" set. Lieuts. J.V. Crabb and F.I. Jacobs started the idea of getting all of the pilots in the Squadron "onto the ropes" regarding the use of radio.

The only ships available for this use at the time were P-1's, and every Air Corps officer knows how little space there is in the cockpit of these ships for extra equipment. After several trials, a suitable installation was obtained - that is, excepting the antenna, which turned out to be quite a problem. The matter was turned over to Lieut. Jacobs and Sergeant E.T. Veness for completion, and what they didn't do in the way of experimentation just couldn't be thought of, that's all. It seemed to the bystanders in the squadron that every time the ship took off it carried a new kind of antenna. There are yet a few remaining kinds to be tried, but Lieut. Jacobs admits that he has just about run out of ideas.

Each pilot in the organization is given an opportunity to take the ship up and experiment as much as he desires, thus giving him practical experience in the operation of airplane radios. Of course, these old sets are out of date now, but when the new sets are installed in the near future, pilots in the 94th Squadron will not be entirely "green" - at least in the matter of operating them.

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SEVENTH BOMBARDMENT GROUP PREPARES FOR THE MANEUVERS

Starting on March 2nd, the Seventh Bombardment Group, Rockwell Field, Coronado, Calif., has been busying itself with combined maneuvers and tactical problems, and these activities will be continued until take-off time for the Annual Air Corps Maneuvers.

A series of problems were evolved by the Group Operations Officer covering a variety of situations. The first month will be devoted to patrols, radio control problems and missions, and offensive maneuvers against a theoretical attacking fleet and landing force. The first month calls for the 11th Bombardment and the 95th Pursuit Squadrons working in conjunction with each other.

During the month of April, the 95th will work against the 11th in a series of Pursuit versus Bombardment problems. Several situations have been prepared to insure a thorough training in this phase of aerial warfare.

All preparations and projects are carried out as nearly as possible to simulate actual wartime operations. The ships are equipped with full military loads, and the actual maneuvers involve such operations as Pursuit bombing Bomber shadows, gunners in the Bombers firing on sleeve targets towed by Pursuit, and the firing by Pursuit in formation on ground targets representing Bombers. Daily field orders are issued, which cause great activity in the Squadron operations offices in the form of scanning situation maps, keeping war diaries up to date, instructing pilots, etc. All in all, a state of war exists at Rockwell Field.

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SELFRIDGE FIELD PILOT MAKES A TRICKY LANDING

To Lieut. Arthur W. Meehan, U.S. Army Air Corps, pilot, and former star of the football team of the U.S. Military Academy, goes the credit of saving the taxpayers the loss of one of the latest type Pursuit planes at Selfridge Field, Mich., which cost Uncle Sam approximately \$20,000 apiece.

Recently, while flying in close formation with other members of the First Pursuit Group, the wing tip of another plane came in contact with the tail surface on Lieut. Meehan's ship, damaging the controls in such a manner that Lieut. Meehan was unable to work his horizontal stabilizer by means of the control stick. Showing rare presence of mind, however, Lieut. Meehan stayed with the ship and brought it in to a perfect three-point landing by the use of his motor and his stabilizer adjusting crank.

Any experienced pilot will testify that this is a very hazardous maneuver and can be accomplished only by a high degree of skill.

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PARTICIPATION OF 15TH OBSERVATION SQUADRON IN MANEUVERS ✓

According to latest information, the 15th Observation Squadron, Scott Field, Belleville, Ill., will be combined with the 91st Observation Squadron and detachments from the 16th Observation Squadron, to form the 103rd Provisional Observation Group, during the annual Air Corps maneuvers in May.

The 91st Observation Squadron will leave its home station at Crissy Field, Presidio of San Francisco, Calif., on May 12th, and proceed by way of the southern route to arrive at Scott Field on May 15th. The detachments of the 16th Squadron will proceed to Scott Field from Langley Field, Va., Fort Benning, Ga., and Fort Riley, Kansas. The organization of this group will be completed on May 16th, and on the following day the group will fly to Wright Field, Ohio, via Vandalia, Ill.; Terre Haute, Indianapolis and Richmond, Ind.

The 102nd Provisional Observation Squadron Group from Kelly Field, Texas, will arrive at Scott Field on May 17th, and proceed with the 103rd Group to Wright Field on the 17th.

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FAST NIGHT FLIGHT BETWEEN DETROIT AND CAPITAL CITY ✓

Lieut. John S. Griffith, a member of the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., piloting the latest type Ford Cargo plane, left his station one day recently at 6:00 p.m., and dropped down into Bolling Field, Washington, D.C., just two hours and fifty minutes later, completing what is thought to be the speediest transport plane flight on record between these two cities. The airline distance is approximately 430 miles, and the speed maintained was slightly over 150 miles per hour.

This flight was made to demonstrate the feasibility of squadrons of Pursuit planes with their accompanying enlisted men moving at night. In this case the enlisted men were carried in the Transport plane, above mentioned, and the trip required just 14 minutes longer than the time it was made in by the Squadron of high-speed Pursuit planes.

The Ford Cargo plane, type C-4A, is equipped with three 425 h.p. motors, having a high speed of 165 miles an hour, and is capable of carrying 14 passengers in addition to the pilot.

GET TOGETHER DINNER MEETING OF PROCUREMENT PLANNING PERSONNEL

By Lieut. James C. Cluck, Air Corps

The office of the Air Corps Procurement Planning Representative, Detroit District, and the Reserve officers assigned thereto, sponsored a most successful "get-together" dinner meeting on February 16th. The meeting was unusual in that those attending represented three elements of our national life, namely, industrial and civic leaders, Reserve officers, and Regular Army officers.

The purpose of the meeting was to engender good will and mutual understanding, and acquaint those attending with the Army aircraft needs in the event of war, together with the steps being taken to insure the rapid and smooth production of materiel required. The meeting was held in the small ballroom of the Hotel Statler and, being a semi-military affair, the only decorations used were American flags. Places for fifty were occupied, and it is left to the imagination of the reader to guess how many big juicy steaks, etc., were consumed.

The honor guests were Brigadier-General H.C. Pratt, Chief of the Materiel Division of the Air Corps, and Major W.H. Crom, Chief of the Industrial War Plans Section, Materiel Division. In addition to these two, an unexpected guest in the person of Major-General J.L. DeWitt, Quartermaster General of the Army, honored the meeting with his attendance.

Several speeches were delivered during the meeting, the most notable ones by General Pratt, in which he described the activities of the Materiel Division, and by Major Crom, in which he outlined what the Air Corps would expect of the Detroit District in a national emergency. Below are several pertinent paragraphs gleaned from the several talks.

"In the event of another war, the United States Government would turn immediately to 464 factories in the Detroit District for the manufacture of equipment and supplies. Fifty-four of these factories would be asked to turn out at once nearly \$280,000,000. worth of aircraft and other equipment."

"There must be no guessing next time, no such inefficiency and blunders as those which marked our belated preparation for the last war. We must work out plans whereby you manufacturers may start production on whatever materiel we need with the least possible delay."

"We know that machines can be substituted for men in war just as effectively as in industry. If we do not have the machines, we will have to pay for this deficiency in human blood - just as Russia in the World War, lacking guns and shells, paid horribly in men."

One of the most interesting features of the meeting was the round table discussion of the several subjects mentioned in the preceding talks. This discussion was most enlightening, and, due to the whole hearted participation of those in attendance, it can reasonably be assumed that each carried away a most indelible picture of industrial preparedness.

Another interesting high light of the meeting occurred just prior to adjournment when Mr. Edward S. Evans, President of the Detroit Board of Commerce, speaking on behalf of the Detroit manufacturers, pledged full cooperation with the Government in meeting whatever task an emergency might entail.

In addition to the honor guests, there were in attendance such prominent industrialists as W.K. Angells, President, Continental Motors Corporation; Chester M. Culver, General Manager, Employees' Association of Detroit; Harvey Campbell, Vice President and Manager of Detroit Board of Commerce; E.S. Evans, President, Detroit Board of Commerce; General Chas. H. Harrah, realtor; Robert S. Gans, Vice President, Aircraft Products Corporation; Robert Insley, Vice President, Continental Aircraft Engine Co.; W.B. Mayo, Vice President and Gen. Manager, Stout Metal Airplane Co.; J.H. Marks, Director of Purchases, Packard Motor Car Co.; G. Hall Roosevelt, City Comptroller; and Alfred V. Verville, President, Verville Aircraft Company.

Most notable of the reserve officers attending the meeting were Col. Walter C. Cole, Air Reserve, President, Reserve Officers' Association of the United States; Major N.R. Cooper, Spec. Reserve, Mgr. Aircraft Bureau, Detroit Board of Commerce; 1st Lt. T.B. Colby, Mgr. Aviation Division, Berry Bros.; Lt.-Colonel Harold H. Emmons, Spec. Reserve, prominent attorney; Capt. James T. Hunt, Spec. Reserve, President Highland Chevrolet Co.; Major Chas. Shutz, Art. Reserve, Department Commander, American Legion; and Col. W.G. Sheehan, Q.M. Res., Ternstedt Mfg. Co. Major Chas. M. Steese, Ord. Dept., and Capt. John A. Nelson, Q.M.C., Procurement Planning Representatives of their respective corps, were in attendance, together with a goodly representation of Reserve officers assigned to their offices. Colonel Walter C. Cole, Air Res., senior officer assigned to the office of the Air Corps Procurement Planning Representative, presided at the meeting.

It has been some time now since the activities of the Caterpillar Club were recorded in the columns of the News Letter. Emergency parachute jumps of late have been so numerous that it was found impracticable to publish the reports covering such jumps without taking up too much space. It might be added, however, that as a general proposition recent reports on emergency parachute jumps do not present any experiences out of the ordinary run which had been covered time and again in previous issues of the News Letter. These reports have been rather brief in character, containing very little of the human interest which characterized the reports of the Early Birds of the Caterpillar Club.

The publication in the News Letter of reports covering emergency jumps was for the purpose of disseminating information to the flying fraternity on the experiences, feelings, reactions, etc., of persons confronted with the necessity of leaving aircraft during flight and trusting their all to the proper functioning of their parachute, the underlying thought being that these various experiences may serve as valuable information to those who may at some time in the future be also confronted with the necessity of making emergency jumps. Nothing is gained in publishing a report which simply states that, after trouble was encountered in the air, the candidate went over the side, pulled the ripcord after he was a safe distance from the ship and landed safely on terra firma.

At this writing the roster of the Caterpillar Club shows 348 names, with 360 emergency jumps made, 12 being repeaters. It is not definitely known how many members of the Club are still in the land of the living. The latest member who has gone to the Great Beyond is John Kytte, Air Mail Pilot, who joined the Caterpillar Club on September 5, 1929, and who lost his life while putting a plane through various acrobatics on February 15, 1931.

With the object in view of ascertaining the correctness of the Caterpillar Club roster, compiled by the Information Division, Office of the Chief of the Air Corps, a list of the candidates who were initiated since January 1, 1930, is published below. Readers of the News Letter who happen to know of any person or persons who made an emergency parachute jump, and who are not included in this list, will confer a favor upon the Editor, by notifying him of such instances, furnishing at the same time as much detailed information as possible relative thereto.

The growth of the Caterpillar Club may be noted from the following tabulation:

<u>Year</u>	<u>Number of lives saved</u>	<u>Number of Jumps made</u>
1919	2	2
1920	1	1
1921	None	None
1922	2	2
1923	None	None
1924	10	10
1925	12	13
1926	13	17
1927	39	40
1928	43	45
1929	89	91
1930	127	129
1931 to March 10th	10	10
Total	348	360

ROSTER OF CATERPILLAR CLUB FROM JAN. 1, 1930

<u>No.</u>	<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
212	Jan. 6	William C. Mills	2nd Lt. A.C. Res.	Galveston, Texas.
213	Jan. 6	Lindsey L. Braxton	Staff Sgt. Air Corps	Galveston, Texas.

<u>No.</u>	<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
214	Jan. 7	George Law	Civilian	San Juan Pueblo, N.M.
215	Jan. 16	G. H. DeBaun	Lieut. U.S. Navy	San Diego, Calif.
216	Feb. 6	Almon S. Farrar	Staff Sgt. Air Corps	Dodd Field, Texas.
217	Feb. 16	Roy O. Hunt	Civilian	San Francisco, Calif.
218	Feb. 18	Clifford March	Air Mail Pilot	Flint, Michigan.
219	March 6	Joseph A. Bulger	2nd Lt. Air Corps	Near Sparta, Mo.
220	March 9	Robert Page Deuel	Civilian	Dallas, Texas.
221	March 11	F.M. Hopkins, Jr.	1st Lt. Air Corps	Chase, Md.
222	March 11	Archie D. Cook	Pvt. Air Corps	Chase, Md.
223	March 11	A. H. DeWitt	Air Mail Pilot	South Bend, Ind.
224	March 25	Verne E. Treat	Air Mail Pilot	Antietam, Md.
225	March 26	Stephen R. Shores	Civilian	Glendale, Calif.
226	March 27	Penny Rogers	Civilian	Wichita, Kansas.
227	March 30	Mildred Kauffman	Civilian	Buffalo, N.Y.
193	March 30	Harry Sievers*	Air Mail Pilot	Warren, Ohio.
228	April 2	James M. Shutt	Civilian	Pittsburgh, Pa.
229	April 4	C. Eugene Searle	Civilian	Detroit, Mich.
230	April 5	H. C. Hartung	Civilian	Detroit, Mich.
231	April 7	Stevens Bancroft	Ensign, U.S. Navy	Pensacola, Fla.
232	April 10	Frank I. Spangler	Cadet, Air Corps	March Field, Calif.
233	April 12	William F. Dohrman	Civilian	San Francisco, Calif.
234	April 12	Henry Michaels	Civilian	San Francisco, Calif.
235	April 12	Herbert Condie	Civilian	St. Louis, Mo.
236	April 12	Stafford L. Lambert	Lt. Mo. Natl. Guard	St. Louis, Mo.
237	April 22	Carroll Ward	Civilian	Dallas, Texas.
238	April 22	W.D. Phillips	Civilian	Dallas, Texas.
239	April 22	Irvin A. Woodring	2nd Lt. Air Corps	Mather Field, Calif.
240	April 26	Henry J. Brown	Air Mail Pilot	Olanda, Penna.
241	May 2	W. L. Green	Corporal, Air Corps	Fresno, Calif.
242	May 2	C. A. Davis	Sergeant, Air Corps	Fresno, Calif.
243	May 2	Tony Wasilevich	Private, Air Corps	Fresno, Calif.
244	May 2	Mervyn E. Stokes	Private, Air Corps	Fresno, Calif.
245	May 2	John Koziak	Private, Air Corps	Fresno, Calif.
246	May 2	John Lockwood	Private, Air Corps	Fresno, Calif.
247	May 2	C. H. Pickup	Civilian	Pittsburgh, Pa.
248	May 2	D. Allen Dittman	Civilian	Pittsburgh, Pa.
249	May 8	J. O. Dockery	Civilian	Pine Bluff, Ark.
250	May 9	A. T. Frolich	Civilian	Pittsburgh, Pa.
251	May 11	T. T. Chapman	Civilian	Green Bay, Wis.
252	May 15	Tallmadge L. Boyd	2nd Lt. A.C. Reserve	Hawaiian Waters
253	May 15	Houston Alexander	Staff Sgt. A.C.	Hawaiian Waters
254	May 15	Homer L. Cowan	Private, Air Corps	Hawaiian Waters
255	May 17	A.H. Billstrom	Civilian	Houston, Texas.
256	May 18	Robert G. Chew	Civilian	Valley Stream, N.Y.
257	May 19	John D. Kreyssler	Cadet, Air Corps	San Antonio, Texas.
258	May 19	A. S. Merrifield	Cadet, Air Corps	San Antonio, Texas.
259	May 19	R. J. DeLacy	2d Lt. Marine Corps	Chula Vista, Calif.
260	May 19	I. V. Masters	Staff Sgt. " "	Chula Vista, Calif.
261	May 19	S. G. Davey	Gunnery Sgt. " "	Chula Vista, Calif.
262	May 19	D. M. Anderson	Pvt. 1 Cl. " "	Chula Vista, Calif.
263	May 22	Walter E. Krauss	2nd Lt. Air Corps	Cape Henry, Va.
131	May 24	Samuel J. Samson*	Air Mail Pilot	Bedford, Ohio.
264	May 27	E. F. Keissig	Cadet, Air Corps	Texon, Texas.
265	May 30	Lloyd Edmund Hunt	Cadet, Air Corps	Tipton, Oklahoma.
266	May 30	Clyde W. Wallace	Civilian	Tucson, Arizona.
267	June 2	Morley F. Slaght	2nd Lt. Air Corps	Kitchener, Canada.
268	June 5	John R. Glascock	1st Lt. Air Corps	March Field, Calif.
269	June 7	Mary Fahrney	Civilian	Joliet Airport, Ill.
270	June 9	LaVere Tremblay	Civilian	Dallas, Texas.
271	June 28	Jack Weis	Civilian	Cleveland, Ohio.
272	June 28	Eiler C. Sundorph	Civilian	Cleveland, Ohio.
273	June 29	Harold Groves	Civilian	Portland, Oregon.
274	June 29	Emma Kingsmore	Civilian	Bellingham, Wash.
275	July 3	Walter L. Miles	Civilian	Lincoln, Nebraska.

*2nd Degree Member.

<u>No.</u>	<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
276	July 7	Fred E. Andrick	Civilian	Albuquerque, N.M.
277	July 11	C. B. Smith	Civilian	St. Paul, Minn.
278	July 12	John Charleson	Civilian	Mineola, N.Y.
279	July 15	P. V. Burwell	Major, A.C. Reserve	
280	July 15	Karl G.E. Gmaler	2nd Lt. Air Corps	Hallettsville, Texas.
281	July 15	Frank J. Simovic	Sgt. Air Corps	Hallettsville, Texas.
282	July 15	Edward H. White	2nd Lt. Air Corps	Kelly Field, Texas.
283	July 15	L. D. Miller	Civilian	Omaha, Neb.
284	July 16	Garland Feed	Civilian	Bostwick, Ga.
285	July 16	Jimmy Garrigan	Civilian	Bostwick, Ga.
286	July 16	Randy Enslow	Civilian	Bostwick, Ga.
287	July 17	Ray J. Solomon	Civilian	Los Angeles, Calif.
288	July 17	Ward Wells	Civilian	Los Angeles, Calif.
289	July 22	Frederic H. Smith	2nd Lt. Air Corps	San Antonio, Texas.
290	July 24	T. G. Fisher	Lieut. U.S. Navy	San Diego, Calif.
291	July 24	J. W. McGrillis	Capt. A.C. Reserve	Mather Field, Calif.
292	July 24	Charles H. Kruze	Capt. A.C. Reserve	Mather Field, Calif.
293	July 24	Albert A. Marty	2nd Lt. A.C. Reserve	Mather Field, Calif.
294	July 24	Francis M. Gilbert	2nd Lt. A.C. Reserve	Mather Field, Calif.
295	July 29	Apollo Soucek	Lieut. U.S. Navy	Camp Kearney, Calif.
296	Aug. 3	C.H.S. Weaver	Civilian	Buttonwoods, R.I.
297	Aug. 4	John R. Whitson	Private, Air Corps	Camp Knox, Ky.
298	Aug. 4	John G. Fowler	2nd Lt. Air Corps	Camp Knox, Ky.
299	Aug. 5	Eric Wood	Civilian	Westbury, L.I., N.Y.
300	Aug. 5	Leonard G. Roof	Civilian	Cleveland, Ohio.
301	Aug. 10	E.B. Twells	Civilian	Glenview, Ill.
302	Aug. 11	Joe C. Goldsby	Cadet, Air Corps	Brooks Field, Texas.
303	Aug. 13	Harry B. Ellis	Civilian	Valley Stream, N.Y.
304	Aug. 18	Ira C. Eaker	Capt. Air Corps	Bolling Field, D.C.
305	Aug. 18	W. Edgar Leedy	Civilian	Youngstown, Ohio.
306	Aug. 26	W.O. Gallery	Lieut. U.S. Navy	Pensacola, Fla.
307	Sept. 3	T.J. Marquis	A.P., U.S. Navy	San Diego, Calif.
308	Sept. 5	Harry L. Clark	2nd Lt. Air Corps	Fort Crockett, Texas.
309	Sept. 5	Marvin May	Private, Air Corps	Fort Crockett, Texas.
310	Sept. 10	Ted Wells	Civilian	Wichita, Kansas.
311	Sept. 24	Marion G. McCullough	Civilian	Tulsa, Oklahoma.
312	Sept. 24	Harold S. Christenson	Civilian	Tulsa, Oklahoma.
313	Sept. 28	Wallace Franklin	Civilian	Ypsilanti, Mich.
314	Oct. 1	James E. Parker	1st Lt. Air Corps	Wright Field, Ohio.
315	Oct. 1	John M. Cross	1st Lt. A.C. Reserve	Kansas City, Mo.
316	Oct. 2	Marion J. Simpson	C.A.P., U.S. Navy	Cape Charles, Va.
317	Oct. 3	Curtis E. Smith, Jr.	2nd Lt. A.C. Reserve	Deatsville, Ala.
318	Oct. 3	Laurence A. Duncan	2nd Lt. A.C. Reserve	Deatsville, Ala.
319	Oct. 9	Patrick W. Timberlake	1st Lt. Air Corps	France Field, Panama.
320	Oct. 9	Harry D. Hale	Lieut. U.S. Navy	Pensacola, Fla.
321	Oct. 10	W. V. Davis	Lieut. U.S. Navy	Pensacola, Fla.
322	Oct. 21	Joseph P. Adams	Lieut. V.M.C.R.	San Francisco, Calif.
323	Oct. 27	F. L. Baker	Lieut. U.S. Navy	San Diego Bay, Calif.
324	Nov. 8	F.A.S. Waldron	Civilian	Calais, France.
325	Nov. 12	Dick Merrill	Air Mail Pilot	Shelby, N.C.
326	Nov. 17	John L. Magden	Cadet, Air Corps	Kelly Field, Texas.
327	Nov. 20	Robert M. Kraft	2nd Lt. Air Corps	Mather Field, Calif.
328	Nov. 24	J. Pfingstag	Lieut. U.S. Navy	San Diego Bay, Calif.
329	Nov. 27	Gerald Nettleton	Civilian	Pine Valley Lodge, Cal.
330	Dec. 2	E.H. Underhill	2nd Lt. Air Corps	Selfridge Field, Mich.
331	Dec. 2	Llewellyn Ryan	2nd Lt. Air Corps	Selfridge Field, Mich.
332	Dec. 6	Arthur R. Kingham	Cadet, Air Corps	Near Waco, Texas.
333	Dec. 13	Frederick J. Funston	Civilian	San Francisco Bay, Cal.
334	Dec. 13	John M. Hodgson	Cadet, Air Corps	Kelly Field, Texas.
335	Dec. 14	Lloyd J. Schreiber	Seaman, U.S.N. Res.	Seattle, Wash.
336	Dec. 14	Harbert W. Gall	Seaman, U.S.N. Res.	Seattle, Wash.
337	Dec. 22	Gerald Slorf	Sergeant, Air Corps	Wheeler Field, T.H.
338	Dec. 22	William C. Scott	Lieut. A.C. Reserve	Wheeler Field, T.H.

<u>No.</u>	<u>Date</u> 1931	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
339	Jan. 3	A. W. Dukes	Corporal, Air Corps	Winkleman, Arizona.
340	Jan. 8	Walter R. Podraza	Staff Sgt. A.C.	Encinal, Texas.
341	Jan. 8	Warren H. Higgins	2nd Lt. Air Corps	Encinal, Texas.
342	Jan. 11	Albert H. Santa Maria	Civilian	Philadelphia, Pa.
343	Feb. 3	Harvey W. Regan	Flying Cadet, A.C.	Big Springs, Texas.
344	Feb. 5	Haywood Hansell, Jr.	2nd Lt. Air Corps	Big Springs, Texas.
345	Feb. 8	Charles D. Fator	2nd Lt. Air Corps	Whitewater, Calif.
346	Feb. 9	Eddie J. Fries	Civilian	Near Findlay, Ohio.
347	Feb. 19	L.H. Jack Atkinson	Civilian	Van Nuys, Calif.
348	Feb. 27	Reginald F.C. Vance	2nd Lt. Air Corps	Smithfield, N.C.
349	March 10	Williams	Private, Air Corps	Chanute Field, Ill.
350	March 10	S. O. Ross	2nd Lt. Air Corps	Chanute Field, Ill.
224	March 15	Verne E. Treat	Air Mail Pilot	Near Laurel, Md.

On page 112 of this issue it is stated that the roster of the Caterpillar Club shows 348 names, also that 360 emergency jumps were made. The above list, however, shows 350 names and another repeater in the person of Verne E. Treat, Air Mail Pilot, whose first jump occurred on March 25th of last year.

It seems that every time the Historian of the Caterpillar Club starts to compile an up-to-date roster of the Club, the usual perversity of fate intervenes, and it just happens that a half dozen or so emergency parachute jumps occur shortly thereafter in rapid succession, thereby removing the title "Up-to-date" from said roster. Between the time page 112 and page 114 of this issue were written, three more jumps came to the notice of the Historian. At Chanute Field, Rantoul, Ill., 2nd Lieut. S.O. Ross, a student officer in the Armament Department of the Air Corps Technical School, and his enlisted passenger, Private Williams, were obliged to use their parachutes to save their lives. Lieut. Ross' plane was following the leader of a formation - Lieut. J.P. Ryan, when their planes came together in making a bank.

Neither Lieut. Ross nor Private Williams was injured and, although a wing section of Lieut. Ryan's plane was broken, he managed to make a safe landing.

Verne E. Treat became a second degree Caterpillar on the night of March 15th. He was flying about five miles northwest of Laurel, Md., at an altitude of 4,000 feet when ice on the wings sent his plane down out of control. Treat jumped at about 1200 feet. His parachute opened immediately and he landed uninjured near a farmhouse.

And so the score today is - 350 lives saved and 363 jumps made.

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OBEDIENCE ORDERS

The habit of obeying orders is an outstanding characteristic of every true military man. Sometimes, however, this admirable trait becomes the source of much grief, as illustrated by the following.

Once upon a time, not so long ago, as most bed-time stories usually begin, the Senior Instructor in Pursuit flying at the Advanced Flying School at Kelly Field, Texas, took up a flight of seven students for instruction. After maneuvering for some time, he signaled his students to land. On the ground again he proceeded to chide them in no uncertain language for not having followed him through the maneuvers as they should have done. He made it plain that, in future, they would simply have to stay with him, no matter what happened; that he wouldn't put up with anyone holding back or not following him exactly during instruction. Crawling back in his ship, he motioned the students to get ready for another flight. He had barely climbed a hundred feet when his motor quit cold, and he began to signal wildly for the formation to break up as he glided down for a forced landing.

But the students, with the lecture they received still fresh in their minds, especially his parting shot just before they took off that he would wash them out if they did not follow him, were firmly resolved to stay with him, and he could not get them to break the formation. Thoroughly alarmed, the instructor signaled wildly in every conceivable manner for the students to break the formation and continued doing so until he was almost on the ground. The students, however, stuck with him wing for wing.

It is not recorded what the instructor told the students when they assembled around him again.

BIDS on the first barracks for Scott Field, Belleville, Ill., were opened for the second time at the office of the Constructing Quartermaster on March 3rd, with the Morley Construction Co., Kansas City, Mo., as low bidder. This company was also one of the low bidders when the first bids were opened in December, being but \$29.00 higher than the lowest bidder, who, later on, refused to accept the contract.

The bid of the Morley Company was \$104,040, but with several alternate proposals which were included in the specifications, it is possible, by taking all the deductions under these proposals, to bring the figure to \$99,880. The limit allowed by the authorization act for this building is \$100,000. None of the other six bidders could bring their figures within the limit allowed for the building. The bids were immediately forwarded to Washington with the recommendation that the contract be awarded to the Morley Construction Company.

If the bid is awarded as recommended, it is expected that actual work will be started within ten days of the receipt of the notice of award. The site for this building has been entirely cleared by the Ninth Airship Company, and it is expected that excavation work will be started very soon.

Competition for the award of the contract for eight sets of noncommissioned officers quarters at Scott Field was exceptionally brisk at the opening of bids on March 10th. While there were only seven bidders the week before for the \$100,000 barracks building, 23 contractors had bids on hand for the new quarters. The maximum amount to be expended for these quarters is \$125,000.

In the final mail which arrived at the post just as the other 22 bids were being opened, there was a bid from Carl Westberg & Co., of Chicago, which was by far the best received. The total figure in this bid was \$111,919.00, which will make it possible to add several alternate items to the buildings if the Quartermaster General so desires. The Westburg Company stated they would be ready to start not later than 60 days after the award of the contract and would complete the work in not over 210 days.

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A NEW WRINKLE IN A BIRTH ANNOUNCEMENT

The following unsatisfactory report was received at Headquarters of the Fairfield Air Depot, Fairfield, Ohio, on February 12th:

Station Miami Valley Hospital Date February 12, 1931
 Organization Detachment, F.A.D., Fairfield, Ohio.

Air Corps Number	Equipment Name	Type	Description of Trouble, Part No., Name of Defective Part, and Recommendation or Remarks.
X1	Xg	Child girl	<p>A girl, A.C. #X1 Xg, (complete with mess kit) was received for service test at 9:44 p.m. Feb. 10th, 1931, by the Fairfield Air Depot Detachment, located at the Miami Valley Hospital.</p> <p>A careful inspection and test disclosed following unsatisfactory features in the article as submitted.</p> <p>The fabric of the fuselage is wrinkled in a number of places and the finish is not standard olive drab.</p> <p>The landing gear is of very light construction and it is believed that it would buckle under the stress of a hard landing.</p> <p>The navigation lights are both blue and it is considered they will tend to produce considerable confusion and uncertainty to other craft in their vicinity.</p> <p>The engine runs smoothly but does not develop sufficient power for carrying the normal load or for proper maneuverability.</p> <p>Under certain flight conditions, this article emits a high pitched noise which would be detrimental to the nerves of those exposed to it for any appreciable time.</p>

APPROVED:

It is believed that the characteristics complained of above are not uncommon to all similar equipment.

A. L. Sneed,
 Major, Air Corps, Commanding.

Burton F. Lewis,
 Captain, Air Corps,
 Chief Inspector.

CLARK FIELD A DESIRABLE STATION

THROUGH the interest and cooperation of General Bolles, additions, alterations, and improvements have been made at Clark Field, Pampanga, P.I., which have greatly increased the contentment of the soldiers serving at that station. Under the present regime, the soldiers of Clark Field enjoy a unique privilege for recreation and athletic activities which for variety and convenience is unequalled in the Philippine Department. In fact, the members of many clubs and athletic associations in the States lack the advantages that Clark Field offers. The barracks, which house the enlisted men of the Third Pursuit Squadron, are literally surrounded by facilities for recreation and sports. A soldier has only to step out of his front door to engage in any game which suits his mood and fancy for the particular moment.

Immediately in front of the barracks, housed in its own individual building, stands the recently completed bowling alleys, where the crash of falling pins may be heard from noon till ten o'clock at night. To the right, on an unused corner of the flying field, is a baseball diamond. Somewhat further away, in one of the hangars, a basketball court is available for seasonal play. On the left is a concrete tennis and volleyball court.

Between the bowling alleys and tennis court is the latest acquisition - a brand new swimming pool, 40 feet wide and 75 feet long, surrounded by a colored apron and a white tile gutter. Plans and specifications of the pool at the Army and Navy Club in Manila, and of others in the vicinity were considered and adapted to the needs of this particular locality. The background and surroundings of the pool are exceedingly picturesque, and the sunlight shining on the blue-green water puts the finishing touches to a beautiful scene. The pool is supplied by clear water from the high slopes of Mount Pinatubo. It is drained and refilled weekly, the waste water flowing off to water the fairways of the sporty nine-hole golf course, the first tee of which flanks the baseball diamond and whose ninth green lies at the door of the day-room where refreshments of all kinds may be obtained.

This "Nineteenth Hole" also provides unusual opportunities for those not inclined to more violent forms of exercise. A wide screened veranda was recently completed, where one may lounge in easy chairs, play cards, billiards, listen to the radio or read the latest periodicals.

In addition to this, talkies, prize fights, field sports and a well supplied library are all available on the upper post - Fort Stotsenburg. In fact, whatever can be devised in ingenuity and constructed with available materials is provided by General Bolles and Major John B. Brooks, Commanding Officer at Clark Field, to make this post an eminently desirable place at which to serve.

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AND THE "WAR" GOES MERRILY ON

Not long ago the News Letter Correspondent from the 72nd Bombardment Squadron, Luke Field, T.H., bemoaned the fact that his organization is the "Orphan Annie" of the Air Corps for, instead of being equipped with modern type Bombing planes, it functioned at various times as an Observation, Pursuit or Attack Squadron, depending upon the type of planes it was able to beg or borrow from time to time.

When this wail reached the ears of the Correspondent of the 28th Bombardment Squadron in the Philippines, he took pains to make it clear that the 72nd is not the only Bombardment Squadron nor the first one to be equipped with miscellaneous type planes; further, that "Our Bombardiers have been forced to the indignity of flying in stray mongrel ships which we could beg or borrow. To a Bombardment pilot this means tasting the bitterest dregs of the cup of despair."

Now comes the Correspondent of the 72nd Bombardment Squadron, who goes on record thusly:

"This organization has been honored with a challenge from the 28th Bombardment Squadron, located in the land of "Tin Roofs," regarding our claim of being the only Bombardment Squadron equipped with miscellaneous types of planes. They are setting up the same kind of chatter we have had to listen to on our own post most of the time. The 72nd leads them and the rest howl that they thought of all the ideas first, but that the 72nd carried them out before they had a chance. Such are the hardships connected with being a great organization.

While we offer our sympathy (to be found on page 783 of any Standard Desk

Dictionary) to the 28th Bombardment Squadron, and might even arrange for them to have the use of Chaplain Rinard's new 'Crying Room' for an indefinite period, we will stick to our claims made in previous News Letters. We are deeply touched by their sad plight; in fact, to such an extent that we might even send one of our best instructors over to help them organize a Glider Club and other activities to while away their idle hours pending the arrival of some Bombers. We remain the best by test."

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ANOTHER "SLANT" ON "WHOOPIING INDIAN" INSIGNIA

The following communication, dated March 9, 1931, was received from Major Georges Thanault, French Air Corps, Air Attache on duty at the French Embassy, Washington, D.C.:

"Having read in the issue of February 28, 1931, of the A.C. News Letter the article 'More dope on "Whooping Indian" Insignia, I think the following information will interest your Selfridge Field Correspondent.

I was the commander of the Lafayette Escadrille, known at its creation as the 'Escadrille Americaine' and of which Bill Thaw was one of the first members and one who did as much as anybody else for its creation.

Concerning the emblem, I must say that we had some long argument in its choice. The idea of the Indian head, however, is absolutely mine. I remember some wanted a buffalo, but I stuck to the idea of a fierce visage of Indian. I asked for sketches from the mechanics and one from Lyons, named Suchet, to whom we showed as inspiration a gold piece from the Treasury representing such a face, drew one which was judged very good and immediately adopted and put on the fuselage."

---cOo---

SOME "HEAP BIG" HUNTER

"At least one member of the 2nd Squadron will leave the Islands secure in the knowledge that he has left the imprint of his name and greatness as a hunter in the minds of the natives of the mountains of Luzon," says the News Letter Correspondent from Nichols Field, Rizal, P.I. He then goes on to say:

"Taking advantage of the Christmas respite from shooting sparks hither and yon around the Islands from plane to plane, ground to plane and reverse, our Captain Charles Douglas, Post and Group Communications Officer, Transportation Officer, Accident Investigation Officer, Meteorological Officer, Signal Officer, Assistant Quartermaster Officer, Commanding Officer, 10th Signal Corps Detachment, hid himself to the mountain region of Bontoc, home and native heath of the head-hunters, in search of the elusive deer, the same animal he had tracked with so much success in the brush regions of Texas. The buck was found and, in compliance with all regulations, General Orders and Memoranda, duly slaughtered. A word about the deer - 350 pounds, as tall and as long as a Texas longhorn yearling. If it had been in Texas instead of the Philippine Islands, there would have been some misgivings that an error had been made at the expense of some rancher, but being in the Philippines it must have been a deer.

Some two or three weeks later, Corporals Harrison and Maser of this organization were investigating the same region, and upon every stop the native greeting was invariably 'Hello, you know Lieutenant Douglas, big hunter?' Being acquainted with Lieut. Douglas and their curiosity aroused, questions were asked and the above tale elicited. Upon return of the two Corporals to the 2nd Squadron, verified information was furnished to the proper authorities. Lieut. Douglas was just recently promoted to the rank of Captain."

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The many friends of Major Lewis H. Brereton will be interested in learning of his marriage to Miss Icy V. Larkin, daughter of Mr. and Mrs. W.B. Larkin, of Wichita Falls, Texas.

The ceremony was performed at high noon, February 21st, at the Floral Heights Methodist Church, Wichita Falls, by Dr. C.M. Simpson. Mr. William Neal Carter of Kansas City, Mo., acted as best man, and the ushers were Captain Neal Creighton, Lieuts. G.E. Shankle, G.E. Rice, C.K. Moore and W.C. Bryant, A.C., and E. Seibert, F.A., The officers of the 28th Observation Squadron formed an arch of sabres under which the bride and groom left the church.

The ceremony was followed by a reception at the home of Mr. and Mrs. Jules Constantine, after which Major and Mrs. Brereton departed for Mexico City where they will spend their honeymoon.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Col. Jacob W.S. Wuest, Chanute Field, Ill., to Berlin, Germany, for duty as Assistant Military Attache for Air.

Major Clinton W. Russell, Naval War College, Newport, R.I., to Washington, D.C., for duty with War Department General Staff.

Major George E.A. Reinburg, Assistant Military Attache for Air, Berlin, Germany, to Maxwell Field, Montgomery, Ala.

Lieut.-Colonel James A. Mars, Panama Canal Dept., to Chanute Field, Ill.

Major Eugene A. Lohman, Dodd Field, Texas, to Panama Canal Department.

Major Martin F. Scanlon, Assistant Military Attache for Air, London, Eng., to Walter Reed General Hospital, Washington, D.C.

Majors Follett Bradley and Shepler W. Fitzgerald, Air Corps Tactical School, Langley Field, Va., and Major E.B. Lyon, France Field, Panama, to duty as students Army War College, Washington, D.C., for 1931-32 course.

Captain James A. Healy, Panama Canal Dept., to Duncan Field, Texas.

Captain Eugene B. Bayley, Bolling Field, D.C., to Los Angeles, Calif., as Instructor 40th Division Aviation, California National Guard.

Captain Edmund P. Gaines, Air Corps Representative at Curtiss Aeroplane and Motor Co., Buffalo, N.Y., to Philippines, sailing from New York about May 5th.

Captain Carl F. Greene, Wright Field, to Hawaiian Dept., sailing from New York about May 26th.

Captain Robert G. Breene, Langley Field, Va., to Parkwater, Wash., as Instructor of 41st Division Aviation, Washington National Guard.

1st Lieut. Sheldon B. Edwards, Hawaiian Dept., to March Field, Calif.

1st Lieut. Lawrence A. Lawson, March Field, to Langley Field, Va.

1st Lieut. Wm. J. McKiernan, Jr., Air Corps Tactical School, Langley Field, Va., to Newark, N.J., as Instructor 44th Division Aviation, New Jersey N.G.

2nd Lieuts. Frederick A. Pillet and John C. Berry, Dodd Field, Texas, to Air Corps Training Center, Duncan Field, Texas.

2nd Lt. Frank J. Coleman, Selfridge Field, to Hawaii, sailing June 23rd.

2nd Lt. Wm. T. Colman, Langley Field, to San Francisco for duty with 9th Coast Artillery District.

2nd Lt. Chas. A. Bassett, March Field, to Wright Field, Dayton, Ohio.

2nd Lt. Irvin A. Woodring, Rockwell Field, Calif., to Wright Field, O.

Reserve Officers to extended active duty to June 30, 1931: To Scott Field, Ill.: 2nd Lt. Sheldon B. Yoder, Almont, Mich., from May 17th; -To Crissy Field, Calif.: 2nd Lt. Arthur K. Morrison, San Francisco, from March 9th; Byron S. Cooper, Minot, N.D., from April 16th; - to Fort Sill, Okla., 2nd Lt. Desmond Murphy, Chesterton, Ind.; -To Mitchel Field, N.Y.: 2nd Lt. Edmund L. Burke, Hemstead, N.Y. from May 2nd; 2nd Lt. Roland H. Ranney, Jackson, Miss., (Apr. 1, 1931 to Feb. 3, 1932); To Maxwell Field, Ala., 2nd Lt. Charles M. Gravatt, Asheville, N.C., from April 30th.

Relieved from Detail to the Air Corps: 2nd Lieutenants - Thomas F. Wall, to 16th Infantry, Fort Wadsworth, N.Y.; Russell G. Emery to 38th Infantry, Fort Douglas, Utah; Alva R. Fitch to 16th Field Artillery, Fort Bragg, N.C.; Allan D. MacLean to 11th Infantry, Fort Benjamin Harrison, Ind.

Promotions: To Lieut.-Colonel: Major Barton K. Yount, rank from Feb. 28th. To Major: Captain Ernest Clark, from March 1st. To Captain: 1st Lieuts. Sam L. Ellis, George L. Lundberg, February 16th; Eugene L. Eubank, Feb. 18th; Lawrence A. Lawson, Feb. 22nd; Bayard Johnson, Feb. 28th; Frank M. Paul, Samuel M. Connell, Charles B. DeShields, John E. Upston, Reuben C. Moffat, Russell M. Greenslade, Paul L. Williams, from March 1st; Clarence P. Kane from March 4th; Harry Weddington from March 6th; to 1st Lieut.: 2nd Lieut. Earl W. Barnes, from March 1st.

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The Third Pursuit Squadron, Clark Field, P.I., participated in the annual maneuvers of the Philippine Division which were conducted in the Lingayen Gulf area from January 5th to 17th, performing from one to three missions daily during that period. Missions included special protection flights, special reconnaissances, gas attacks and the laying of smoke screens. The gas attacks were simulated by the substitution, in the tanks, of oil of wintergreen and water which was sprayed upon the troops by airplanes flying in echelon along the windward side. In all cases the scent of the wintergreen was decidedly noticeable to all classes of ground troops, which were attacked under a great variety of circumstances and formations. The tanks functioned quite satisfactorily on all smoke and gas missions, and the training proved of considerable value to the organization.

NOTES FROM AIR CORPS FIELDS

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Rockwell Field, Coronado, Calif., March 4th:

Forty-eight Flying Cadets, comprising the graduating class at the Primary Flying School at March Field, landed at Rockwell Field, Feb. 17th on a cross-country training mission. The students handled their ships in great fashion, reflecting credit on their instructors and the Primary Flying School.

A nine-ship flight of the 95th Pursuit Squadron flew to March Field on Feb. 20th, for the purpose of attending the graduation exercises of the February Class of Flying Cadets.

The flight consisted of Lieuts. S.R. Brentnall, E.F. Kiessig, T.W. Scott, W.C. Morse, V.W. Vaughan, W.M. Campbell, A.F. Solter, Lake Moore and P.B. Balfour.

The University Club Squash Team of San Francisco journeyed south on the 21st of Feb. to engage the Rockwell Field aggregation in this ancient and noble pastime.

Six matches were played each match to be the best three out of five games. After the dust of battle had cleared, it was discovered that the Rockwellites had made a clean sweep of the series - not having lost a single game.

Maj. Carl Spatz and Lieuts. D.D. Graves, I.A. Woodring, C.H. Murray, C.B. Stone, and S.R. Brentnall carried the attack for the Army. It is our earnest desire that a return match may be secured in the near future.

1st Lieut. Richard K. LeFrou, A.C., accompanied by 2nd Lieuts. Carl H. Murray and Tom W. Scott, ferried three of the new Boeing P-12's to this station from the Boeing factory at Seattle during the month.

Rockwell Air Depot: B.M. Giles, A.C., Chief Engineering Officer of the Rockwell Air Depot attended a meeting of a Board of Officers convened at Materiel Division, Dayton, Ohio, for purpose of determining general arrangements and types of buildings required for an Ideal Air Depot.

During February, 15 planes and 23 engines were received at the Depot for overhaul, and 12 planes and 33 engines received completed major overhaul during the month.

A total of 4,612½ man hours were expended in the Engineering Shops of the Depot for the manufacture of Air Corps equipment other than airplanes and engines.

The Depot Supply made and received the following shipments during the month:

Pounds of incoming freight and express	945,852
" " outgoing " " "	415,521
" " incoming parcel post	587
" " outgoing " " "	577
Amount of material shipped by airplane	162

Repair of roofs on Air Corps Technical buildings at the Depot are now 90 per cent complete.

1st Lieut. D.H. Dunton, A.C., arrived at the Depot on March 2nd, for purpose of making technical inspection of Air Corps activities.

San Antonio Air Depot, Duncan Field, Texas, Feb. 28th:

Lieut.-Col. A.W. Robins, our Commanding Officer, returned to the Depot on Feb. 19th from a short period of temporary duty at the A.C. Materiel Division, Wright Field, Ohio, as president of a Board of Officers convened to prepare plans for a standard type of Air Corps Depot.

Capt. Warner B. Gates, Adjutant, and 1st Lieut. C.E. Thomas, Jr., Depot Supply Officer, of this Depot, returned on Feb. 24th from a cross-country trip to Washington where they conferred with the Office of the Chief of the Air Corps regarding the projected new engineering shop construction at this Depot. The journey there was made by the southern route, and the return by the northern route. It was reported that a considerable amount of disagreeable weather was encountered on the trip.

1st Lieut. Lucas V. Beau, Jr., A.C. Instructor with the Colorado National Guard, Denver, was a visitor at this Depot on Feb. 19th, bringing in an O-2H plane for overhaul.

1st Lieut. Ralph A. Snavelly, of Rockwell Field, Calif., visited the Depot on cross-country Feb. 20th, in an O-2M.

Maj. John P. Beeson, M.C., and Capt. Wm.B. Wright, Jr., A.C., on duty with the Organized Reserves at Richards Field, Kansas City, Mo., while on a visit to Brooks Field, paid an informal call at this Depot on Feb. 26th.

1st Lieut. R.H. Cooper, A.C., of Hensley Field, Dallas, Texas, was a visitor at the Depot on cross-country Feb. 25th and 26th, spending the night as the guest of Lieut. E.V. Harbeck, Jr. at the Depot.

Fairfield, Ohio, Air Depot, Feb. 28th:

Capt. Edward Laughlin departed Feb. 21st, ferrying a P-12C airplane to Selfridge Field.

Capt. Hugh A. Bivins and Lieut. Frederick M. Hopkins, Jr., proceeded by rail on Feb. 14th to Marshall Field, Ft. Riley, Kans., and returned Feb. 20th ferrying two O-25A airplanes for major overhaul at this Station.

Lieut. Melvin B. Asp returned from a leave of absence in Florida.

Lieut. George V. McPike and Mrs. McPike made a short flight Feb. 22d in an O-25 airplane.

Lieut. John A. Austin proceeded to Richards Field on Feb. 15th, ferrying a welder to make necessary repairs to an O2-H airplane at that station.

Pvt. Louis L. Baker, Air Corps Detachment, C. & G.S.S., Ft. Leavenworth, Kans., reported here for temporary duty on Feb. 13th to receive about a month's instruction in parachute overhaul.

The Engineering Department accomplished the following general work during February:

Airplanes: Major overhauls - 8 PT-1, 1 A-3, 3 O-19, 1 XA-4, 1 O2-H, 1 P-12C, 1 P-10, 2 PT-3, 1 LB-9, 2 BF-1, total 21. Minor overhaul - 4 O2-H, 2 O-25A, 3 P-12C, total, 9.

Engines: Major overhaul - 12 R-1340, 14 SR-1340, 4 R-790, 2 R-975, 14 V-720, 7 V-1150, 2 V-1570, 1 GV-1570, 2 G1V-1570, total, 58. Minor overhaul - 1 V-1150, 5 R-790, 13 R-975, 2 V-1570, 2 G-1150, 4 R-1340, 12 V-1650, 4 V-720, 1 V-1460, total, 44.

The Engineering Department also handled 211 parachutes and the resleeving of several D-12 cylinder banks and, in addition, a large production of airplanes and motor spares necessary for the service at large.

Among those visiting this Post during the past two weeks, the following were noted:

Maj.-Gen. J.L. DeWitt, the Quartermaster General (informal visit); Maj. Frank M. Kennedy of the Office, Chief of the Air Corps (official call) Feb. 26th; Capt. Voss, Chanute Field, Feb. 18th en route on cross-country to Rogers Field; Lieuts. Sirmier, Schulgen, Wilgus and Sgt. Guile from Scott Field, Feb. 19th, ferrying O-19B airplanes for major overhauls, returning Feb. 20th with Capt. Hayes in a C-7 airplane; Lieut. Burgess, pilot, and Col. Wuest, passenger, from Chanute Feb. 20th on a cross-country mission; Lieut. Woodruff Feb. 20th from Wright Field en route to France Field on a cross-country mission; Lieut. Stearley and Recknagle, Ft. Crockett, Feb. 20th on a cross-country trip; Lieut. Mustoe of Schoen Field, Lieuts. Johnson, Miller and Davis of Selfridge Field, Lieuts. Brown and Engler of Chanute Field, Feb. 21st on cross-country missions; Lieuts. Warren, Jacobs and Lindsey, Chanute Field, Feb. 21st, ferrying three A-3 airplanes for major overhauls; Lieut. Crabb, Selfridge Field, Feb. 23d from Knoxville, Tenn., on a cross-country trip to his home station; Capt. Colgan and Pvt. Fradin of Lunken Airport; Lieuts. Smith and White of Schoen Field; Lieut. Sharp and Pvt. Seaman of Norton Field, and Lieuts. Rivers, Chanute Field on Feb. 24th on cross-country missions; Lieuts. Vaupre and Quindry, Feb. 25th, ferrying P-6A airplanes from Selfridge Field for major overhauls.

On Feb. 25th, Maj. Brett and five passengers, Selfridge Field; Lieut. O'Connor and six passengers, Langley Field; Lieut. Orr and seven passengers, Mitchell Field; and Lieut. Morrison, pilot, and Capt. Nowicki, passenger, Detroit, Mich., arrived at this station on cross-country missions.

Fort Sill, Okla., March 3rd:

Seven planes were sent out from this station on Feb. 5th to search a fan-shaped area between here and White River, near Lubbock, Texas, for Cadet Donnelly of the Attack Section of Kelly Field. No word has been received from Cadet Donnelly since he left this station for El Paso the day before. Cadet

Donnelly wired from Roswell, New Mexico, that night that his plane had been wrecked south of there, and that he had walked about thirty-five miles to a telephone.

1st Lieut. W.L. Ritchie and 2nd Lieut. C. Stroh, returned from Buffalo, N.Y. with two new O-190 airplanes.

The Air Corps gave a dance at the Lawton Country Club, Feb. 14th, in honor of Maj. L.H. Brereton, Commanding Officer, Air Corps Troops, this station, who was married Feb. 21st. Before the dance 1st Lieut. and Mrs. C.E. Shankle, A.C., gave a dinner at their home in Lawton for all the bachelor officers and their dates.

On Feb. 18th, all Air Corps officers went out to the Apache Inn in Medicine Park, where the bachelor officers entertained with a stag dinner in honor of Maj. Brereton. After the dinner, the married couples of the Air Corps were invited out to dance.

Two planes were sent to Oklahoma City on Feb. 24th, piloted by 2nd Lieuts. R.I. Dugan and G.L. Houle to escort Brig.-Gen. Edwin D. Bricker, Ord.Dept., to this station.

A few cross-country trips the latter part of the month were: 2nd Lieut. L.S. Wait and Capt. R.E. O'Neill to Ft. Leavenworth, Kans., on Feb. 27th; 2nd Lieut. R.I. Dugan and Maj. T.E. Harwood, M.C., to Memphis, Tenn., and 1st Lieut. C.E. Shankle and W.L. Ritchie to El Paso, Texas, on Feb. 27th.

2nd Lieut. Julian M. Joplin, Air-Res., was ordered to the station for a tour of extended active duty effective Feb. 18th. Lieut. Joplin was stationed at Fort Riley, Kans., on active duty until Feb. 16th.

Marshall Field, Ft. Piley, Kansas, Feb. 27th:

Three Air Corps officers placed among the first four in the academic division of the Cavalry School Horse Show on Feb. 13th. Lieuts. Glenn A. Holland placed first, Roy T. Wright, third and Sam Cheney, fourth.

Capt. Bivens and Lieut. Hopkins from the Fairfield Air Depot, Fairfield, Ohio, arrived at this station Feb. 16th, to ferry two Douglas O-25A's back to the Air Depot.

Lieut. C.E. Enyart acquired a few grey hairs flying formation this month, when a ship flown by Lieut. Sam Cheney clipped the rudder of Lieut. Enyart's plane; it was not thrown out of control, however, and the latter managed a safe landing on the main field.

Feb. 2nd, Lieuts. E.L. Cunn and L.E. Wagner traveled by rail to Wright Field, Dayton, Ohio, and ferried two Douglas O-25A's to this station.

Lieuts. Joplin and Kruse were relieved from duty with this organization on Feb. 16th. The former is now on duty with the 83th Observation Squadron at Ft. Sill, Okla., and the latter is stationed at Scott Field, Belleville, Ill., with the 15th Observation Squadron.

Feb. 10th, Capt. Noonan and Lieut. Sears, of the Cavalry, were flown to Ft. Sill by Lieuts. Meyer and Wagner.

The Bachelor officers of the 16th Squadron entertained the officers and ladies of the Air Corps with a dinner dance at the Spanish Village, near Manhattan, Kansas, on Feb. 11th.

Selfridge Field, Mt. Clemens, Mich., Feb. 27th:

57th Service Squadron: The Parachute Department of Selfridge Field is an excellent example of business-like efficiency and clock-work precision. Although handicapped by a shortage in personnel - average enlisted personnel, three - the department during the last six months drop-tested 132 parachutes and folded 585.

A P-1, equipped with bomb rack, was used for drop testing. Average time required per parachute, five minutes.

During the past six months, two officers, Lieuts. Ryan and Underhill, were forced to jump. Neither returned his parachute on account of failure to open.

The Engine Repair and machine shop departments performed good work the past month. Sgt. Alex J. Sweitkowski turned inventor and built a collapsible chock block made of dural. The chock folds by pulling the four cross arms off and laying alongside the fifth arm which ordinarily holds the chock in position. When in operation the chock resembles an old time "Jack Rock", and the arms ex-

tending down hold on ice and snow, where the ordinary chock slips.

The breaking of the cross member, which holds the fire extinguisher on the P-12C airplanes, caused our welding department to do a piece of work of which they can justly be proud. The ships were brought in to the Aero Repair, and the machinists and welders went to work. By noon of the third day, thirty-one "fish mouth" welds had been completed and the ships were returned to their squadrons.

36th Pursuit Squadron, A.C.: On Feb. 2d, Lieuts. Vaupre and Tellman flew to Kalamazoo, Mich., returning that night. This was the first of a series of night cross-country flights planned as part of the night flying program now being carried out.

The squadron basketball team which recently won a hard fought game from the 17th Squadron, is occupying second place in the Post League, having lost but one game.

On Feb. 14th, the 36th Pursuit Squadron's basketball team, accompanied by a delegation of rooters, took off for Chanute Field, to engage the Chanute Post Team on the court. A formation of P-6's led by Lieut. Elliott, together with the C-9 and the Y1C-14, constituted the invading forces.

In a free scoring game, the Chanute Five proved a bit too strong for the 36th and turned back the invaders by a 53 to 31 score. The next morning, after arranging for a return game with the Chanute Fliers, the 36th took off for Selfridge Field. Upon arrival home the trip was declared a success, and plans are being made for further sorties afield.

A most interesting program was arranged for the 36th Pursuit Squadron during its visit to Chicago, made in connection with its night cross-country flight. Arriving at the airport at 2:00 P.M. on the 22nd, the Squadron was given a cordial welcome by Mrs. Elliott, the Commanding Officer's wife, and Mr. Tracy B. Drake. They were then driven to the Blackstone Hotel, where a Tea was given in their honor by Mr. Drake. That evening, the Squadron attended the opening performance of the "Torch Song", as guests of Mrs. Elliott, the producer of the play. After the theatre, the party returned to the airport where a delicious supper awaited them.

The weather reports indicated a lowering ceiling and limited visibility along the route home but, as the weather was reported favorable at Selfridge Field, it was decided to take off. Soon after leaving Chicago, however, the weather changed, and, as it was soon impossible to see from one beacon to the next, the formation turned and journeyed back to the airport where it was decided to call it a night. The return flight to Selfridge Field was made the next day.

Twelve P-6's and a Fokker transport, piloted by the following-named officers, made the trip: Lieuts. Elliott, Egan, Olds, Olsen, Vaupre, Tellman, Hegy, Brignall, Waitkus, Tennes, Hopkins and Poe.

94th Pursuit Squadron: The 94th Squadron feels the loss of Lieuts. Underhill and Feldman, both of whom reported to Walter Reed Hospital this month. Lieut. Underhill reported with chronic appendicitis, and will likely be absent from the Squadron for some time.

Lieut. Feldman, who cracked up in Chicago last spring, is back at the big hospital for a little plastic surgery. Carl says that he hopes they will give him another set of teeth, too, because at present he has a hard time eating taffy candy. Not long after his return from Walter Reed he tried to eat some candy kisses, and said that he nearly choked to death on the extra teeth before he could get his boot hocks in and pull them out.

Lieut. Paul Hinds graduated at Kelly several classes ago, but did not take active duty until just recently. He is now at Selfridge and is assigned to the 94th Squadron for duty. Paul says that it seems good to get back in the Air Corps, and we are glad to welcome him.

Lieut. N.E. "Skippy" Harbold, Engineering Officer for the 94th Squadron, has now developed a watch that is truly a marvel of perfection. Of course, many of the officers in the Air Corps are familiar with "Skippy's" exceptional ability for inventing useful articles for the pilot. This, however, is the ultimate of perfection.

Here 'tis. Take one G.I. Ingersol Dollar Watch; hammer this watch for five minutes with a hob-nailed shoe, then solder a spring storage battery terminal clamp to the back of the watch (or to whatever remains of the watch), and clip the watch, by means of the battery clamp, to the flap of the right hand breast

pocket of your flying suit.

Now, here comes the best part of the invention, namely, the method of operation. There is no need to note the time of take-off, just "give 'er the gun when the leader does". Upon landing and taxiing up to the line, just ask your crew chief to "run over and ask so-and-so what time we took off and how long we were up". The crew chief reports back, for example, that we took off at 8:00 and were up for one hour. "Skippy" now shows his engineering training by adding two hours to eight o'clock, and then dividing by two, and then adding four hours, thus obtaining the exact time of landing. "Skippy" reports, however, that the above mentioned timepiece does not work so well when he is flying cross-country by himself.

On Tuesday, Feb. 24th, Major Brett, piloting the C-4A, with Capt. Strahm as co-pilot, flew to Chanute Field for the purpose of ferrying enlisted students to the Air Corps Technical School at that Field. Upon his return, Major Brett remarked that the C-4A would be very nice to set up light housekeeping in.

The Post twilight basketball league at Selfridge Field entered the final round of play with the 1st Pursuit Group Headquarters team far out in front with the neat record of twelve games won and none lost. With only three more games to play, this fast quintet seems virtually assured of carrying off post honors.

In the meantime, the teams of the 36th Pursuit Squadron and the 57th Service Squadron are tied for second place, with nine games won and three lost, each having three more games to play. The 27th Pursuit Squadron team is next in line with four games won and nine lost, the 17th Pursuit with two wins and eleven losses, and the 24th Pursuit with one victory and eleven defeats.

With fourteen more games on the basketball calendar the season is scheduled to end March 6th.

40th Div. Aviation, Calif., National Guard, Feb. 6th:

For the purpose of cross-country experience in the new type of Observation ships assigned to this Squadron, the Douglas O-38, "Hornet" powered, and also for the purpose of sketching several airports en route, a formation of three ships of this type, together with a lone O-17, left this station recently for Calexico, California, on the Mexican Border.

Stops were made at March Field, Riverside, Calif.; Brawley and Imperial, Calif. The route taken was east from March Field into the Imperial Valley, over Beaumont, Banning and the Salton Sea. Instruments and flying qualities of these planes were tested at various altitudes. The airports at Brawley and Imperial and others near these towns, were found to be ample in size, well drained, lighted, good transportation facilities, good approach and take-off, and delighted to welcome stray planes.

Landing at Calexico was made about 12:30. Transportation was furnished to Mexicali, across the border in Mexico, where the party enjoyed an excellent luncheon of wild duck, quail and venison, with the necessary accessories. After seeing Mexicali, the party returned to the Calexico airport, took off at 3:30 and, by flying a direct line back to Los Angeles over the mountains up to 9000 ft. altitude, landed at Griffith Park at 5:15 - the same day. The O-17 returned the next day.

It is thought that a valuable liaison was formed with the good people of the Imperial Valley, who are not favored with aerial tourists as much as some other sections, and who apparently are sufficiently interested in advancing aviation to put in very fine airports. Capts. Barrie, Peterman; Lieuts. Sewall Gard, Gilmore and Sanford formed the mission. The ships and motors were found to be all that has been said of them, and operated in a very satisfactory manner. In fact, we're quite enthusiastic about what can be done in the way of Operations with 5 new ships of this type.

Langley Field, Va., Feb. 25th:

An Athletic Association was organized at Langley Field which has for its purpose the promotion of athletics and to provide for the maximum amusement and recreation for the enlisted men of the post. Practically 100 per cent of the officers and enlisted men of Langley Field have joined the Association and, with the income which the association expects as a result of payment of dues, dividends from motion picture theatre, donations from Post Exchange, profits of bowling alleys, etc., a very ambitious schedule of athletics and entertainment

can be provided for the calendar year.

A budget has been prepared which provides funds for the various athletic sports, as well as for boxing matches and dances. The unusually successful football team of 1930 provided the necessary impetus and stimulated enthusiasm of the Langley Field personnel, so there is now a demand for successful teams. Successful teams, of course, will always involve the expenditure of a considerable amount of money. Members of the post are 100 per cent strong in backing of their post team.

One boxing match was already held since January 1st and another is scheduled soon. Two post dances were already held. These are proving to be very enjoyable affairs and are well attended by the enlisted personnel.

It is hoped by the officials of the association that the activities promoted by the association will be such that Langley Field will become known as the most desirable Air Corps Station in the country.

Luke Field, T.H., Feb. 24th:

Flying training for the month consisted of aerial gunnery and bombing, aerial navigation, inter-island flying, cross-country flying, night flying; puff target missions, formation flying and radio communication.

Capt. and Mrs. Harry G. Montgomery, departed Feb. 17th for duty at Bolling Field, D.C.

The following-named 2nd Lieutenants of the Air Corps arrived for duty at this station from Kelly Field, Texas, and were assigned to stations, as follows: Robert E.L. Choate, 5th Composite Group Hqrs.; Edward A. Dodson, 4th Obs. Squadron; Howard Moore, 23rd Bombardment Squadron; William E. Karnes and Frederick R. Dent, 50th Obs. Squadron; Don Z. Zimmerman, 65th Service Squadron and Pearl H. Robey, 72nd Bomb. Squadron.

1st Lieut. and Mrs. Richard H. Dean and 1st Lieut. and Mrs. Thomas M. Lowe departed on the Transport CHATEAU THIERRY, Feb. 17th. Lieut. Dean's new station will be Crissy Field, Calif., and Lieut. Lowe was assigned to the Information Division, Office Chief of the Air Corps, Washington.

72nd Bombardment Squadron: Staff Sgt. Aubrey C. Harris and Sgt. Harry J. Hall are newcomers in the organization, arriving Feb. 11th. They have already acquired the 72nd Squadron "spirit".

4th Observation Squadron: With an average of five ships in commission, this squadron completed the various tactical training scheduled for February. The Training and Operations Report for the month shows 235 hours and 25 minutes flown by pilots, 108 hours and 10 minutes by observers and 145 hours and 25 mins. by enlisted men. Leading in flying time was 2nd Lieut. George W. Peterson, Air Res., with a maximum of 50 hours and 50 minutes. There was an even distribution of time among the flying personnel assigned to the squadron.

On Feb. 2nd, the Squadron was called to participate in Group Combat Maneuvers. Three O-19B's and two OA-1B's were furnished by this squadron for this flight. The formation, consisting of 23 airplanes, left Luke Field at 6:30 A.M. and followed the course Oahu-Molokai-Maui and return. Landings were made at each of these islands. The main problem of this flight was radio communication with the base, Luke Field, and also inter-plane communication and navigation. The mission was completed and all returned to happy homes at about 5:00 P.M. the same day. The personnel participating in this flight from the 4th Squadron were as follows: Pilots - Capt. Jones; Lieuts. Clarke, Armagost, Thompson and Peterson; Observers and Radio Operators - Lieuts. Meyer and Edwards, Sgt. Dodson and Pvt. Dooley; Crew Chiefs - Sgts. Smith, Wilcox and Hoffman.

On Feb. 11th, the Squadron was engaged in night flying from 6:00 P.M. to 9:00 P.M., during which tests of Driggs-Faber Pistol and Pyrotechnic Signals were made with excellent results. It was recommended that Driggs-Faber Pistol System of Aerial Illumination be standardized for use by the Air Corps.

Aerial gunnery and bombing are almost completed. Most of the participants already qualified as "Expert Aerial Gunners".

During the period of Feb. 9th to 14th, 1st Lieut. W.L. Weible and 2nd Lieut. A.W. Schermacher (CAC) were attached to the 4th for training in Air Corps work. This training consisted in daily flights and talks of an Observation Squadron. Both Coast Artillery men were greatly pleased with the "experience" in Air Corps work.

During the post dance on Feb. 13th, the Commanding Officer of Luke Field,

Maj. Maxwell Kirby, made a presentation of the Kuntz-Moses Trophy Cup to the 4th Squadron. Capt. U.G. Jones, our Squadron Commander, returned the compliments of Maj. Kirby in the following speech: "It is, indeed, a pleasure to accept this, the Kuntz-Moses Trophy, in behalf of the 4th Squadron, which I have the honor and pleasure to command. This is the second year in succession that the soldiers of this organization have had the pleasure of fighting for and winning this cup. The men of the squadron feel a keen sense of delight in receiving this Trophy, for the reason that each and every one contributed his bit to the success of the battles that were waged with opposing forces. This support ranged anywhere from moral support to playing on teams. The bulk of the honor, however, goes to those men who actually participated in the games or the boxing, as the case may be. These men, with no exception, have demonstrated a gentlemanly, Christian spirit in their contacts with team mates and their opponents. They have set a standard that any other organization may feel proud to attain. Luke Field as a whole can feel a sense of pride in the individual and collective accomplishments represented in the presentation of this trophy. I can further say that in no case has an individual participant failed to benefit physically in this connection."

Bolling Field, D.C., March 12th:

The departure of two of our most able officers for other stations is going to be keenly felt here at Bolling by the officers, men and many friends of these two- Major Clark and Capt. Myers. The officers and ladies of Bolling Field held a most delightful dinner in their honor on the night of March 11th at the Officers' Club. We all join in and regret their loss, hoping they will soon return to Bolling as visitors or otherwise, as they will always remain here as one of this small family. Major Clark was ordered to Hawaii, and Capt. Myers, otherwise known as "Chief", goes to March Field for duty, with the proposed "Light Bombardment" Squadron there.

Lieut. Hicks is now our new Detachment Commander and Lieut. Giovannoli, our new Personnel Adjutant. They both have quite a wonderful reputation to uphold.

Lieut. Merrick left on March 11th, with the Congressmen Clancy and Zilman and Major Eager for Miami. We all hope they return before summer. Lieut. Merrick is flying a single-motored Fokker transport.

Lieut. Stranathan left also on March 11th with Cong. Clague and Cong. Kvale in a Lockheed for San Antonio, expecting to stop en route at Ft. Bragg and Maxwell Field.

The Officers' Volley ball team is undefeated up to date, having beaten the officers from the Office of the Chief of the Air Corps several times. Also, the indoor baseball team registered its initial game in the win column at the expense of the officers from the Chief's Office.

Scott Field, Belleville, Ill., Mar. 1st:

Championship honors for Scott Field in basketball for the present season were carried away on March 2nd by the 15th Observation Squadron, when they defeated the 9th Airship Company in the closing game of the schedule. The game was an exceedingly close fight all the way, with the Airship team leading at the half by a 12 to 9 count. Starting with a determined rush in the second half, the Observation players soon pulled up to even terms and then forged slightly ahead. The count remained close until the last few minutes of play, when three crucial baskets were counted by the winner to put the game on ice. The final score was 25 to 17.

The Staff team had an easy time winning its last round game from the 24th Airship Service Company and this win left the team in a tie for second place with the 9th Airship Company. The final standing was:

	Won	Lost	P.C.
15th Squadron	7	2	.778
Staff	5	4	.556
9th Company	5	4	.556
24th Company	1	8	.111

2nd Lieut. Francis A. Wilgus, Air-Res., who has been on extended active duty with the 15th Observation Squadron, Scott Field, since last fall, was ordered to Langley Field, Va., for duty. Lieut. Wilgus, whose home is at Rockford, Ill., is a graduate from the Bombardment course of the A.C. Advanced Flying School, Kelly

Field, Texas.

Three Reserve officers on extended active duty, were added to the roster of the 15th Observation Squadron by transfer from Selfridge Field, Mich. These officers, all Second Lieutenants, are: Sheldon B. Yoder, Almont, Mich.; C.E. Johnson, Alexis, Ill.; and H.A. Lidster, Charleston, Ill.

Air Corps Activities in New England:

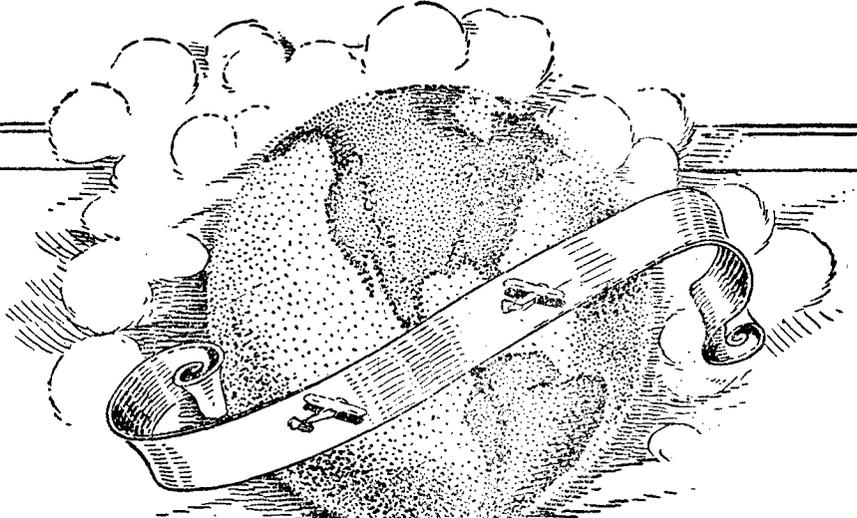
The New England Reserve Officers' Association of the Air Corps met Thursday evening, March 5th at 6:30 P.M. at the University Club in Boston.

A banquet was served, after which Maj. Robert F. Raymond, Jr., President of the Association, opened the business session. Maj. Neil Cronin, Vice-President addressed the gathering on matters of vital importance, interspersing his comments with an original style of humor.

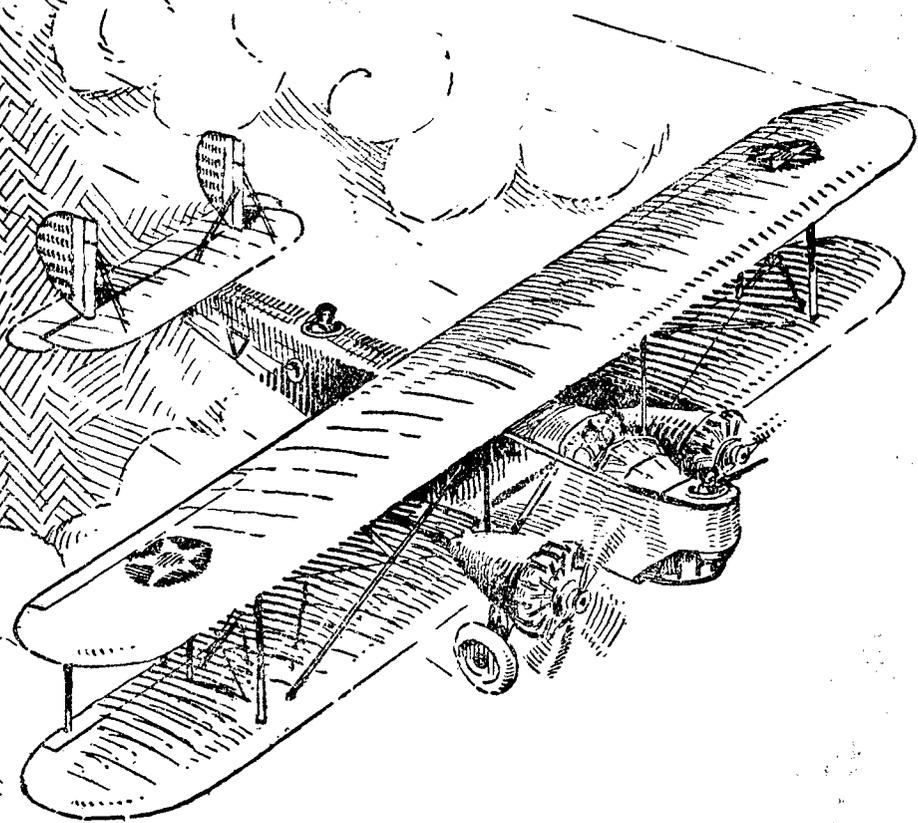
All the officers welcomed Lieut. Glenn C. Salisbury who has been placed in charge of Reserve flying activities at the Boston Airport. Lieut. Salisbury, who has come here from Texas, was surprised to find our weather much milder than he imagined it would be.

Lieut. Robert Fogg was then introduced as the principal speaker of the evening. He gave a most vivid and interesting description of his Greenly Island flight for Pathe News to secure first pictures of the Bremen Flyers. Motion pictures illustrated his talk.

Every six weeks, the Association plans to get together for similar meetings and indulge in barracks flying, humor and entertainment.



AIR CORPS
NEWS LETTER



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S.M.

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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.

Publishers are authorized to reprint material appearing in this publication.

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✓ HOW ENLISTED MEN ARE MESSED AT MAXWELL FIELD

By the News Letter Correspondent

 THE present cafeteria plan of messing for the enlisted personnel at Maxwell Field, Montgomery, Ala., had its inception in the mind of the Commanding Officer, Major Walter R. Weaver. Under his direction and guidance, the necessary equipment was purchased, installed, and put into its very successful operation.

The installation was made in November, 1930, and consists of the following: one cafeteria counter in two sections, complete with coffee urns and electric refrigerated water cooling system, fourteen cafeteria tables with composition rubber tops (these tables have a comfortable seating capacity of six), eighty-four barracks chairs, one hundred monel metal steel plates with compartments for different foods, one soiled dish table, and one electric refrigerator with coil in ice box.

The mess hall proper occupies one end of the Squadron Barracks and is rectangular in shape. Entrance is direct from the Day Room and leads along the steam table, which is stationed with its two sections at right angles in the corner adjacent to the kitchen. The steam table itself is of customary nickel and white, the tables Nile green and cream, while the chairs are the same color with gold rounds in the back. The interior is of cream plaster with light brown concrete floors. Harmonizing curtains, together with hanging ferns, potted plants, and several canary songsters, unite to form surroundings attractive as any civilian cafe. Heightening these very effective decorations is a raised octagonal pool with fountain, placed in the center of the dining space, in which gold fish and appropriate water plants complete the picture.

In active charge of the messing is a Mess Officer and an Assistant Mess Officer. Operating under their direction is a Mess Steward in Charge and a Mess Steward operating the steam table and dispensing the food. The complement of cooks is only three. These work one on a shift for a complete twenty-four hour tour. The officers and stewards are on duty constantly. This number provides for a pronounced saving in personnel, as the number of men fed may be increased materially, necessitating the addition to the force of cooks only.

Under the present system the men may obtain breakfast between the hours of 6:20 a.m. and 8:00 a.m.; lunch from 11:00 a.m. to 12:30 p.m., and dinner from 4:45 p.m. until 5:45 p.m.

The method of service is identical with the usual cafeteria procedure. The food, after preparation, is placed in the compartments of the steam table, and as the men come along it is served by the Table Steward, assisted by the cooks police. It is naturally arranged in the order of soup, meats, dressings, gravy, vegetables, bread (hot or cold), salads, deserts, milk, coffee and water.

At breakfast a full variety of cereals is displayed on the glass shelves where deserts are usually kept. Condiments, sugar, cream and syrup are on the tables at all times.

Upon completion of his meal, each soldier takes his used plate and silverware into the kitchen to a soiled dish table, where the uneaten food is emptied into a refuse can through a hole in the top of the table, eliminating the dropping of food on the floor. The plates are stacked on this table and left for the dishwashers. The tables are policed by a dining room orderly and are constantly ready for use.

The income for the mess is derived from the Quartermaster allowance for the ration cost as stipulated in Army Regulations. The only additional income is from a very few civilian boarders. The number of men being fed is, at the present time, one hundred and thirty. The equipment will easily accommodate three hundred.

The entire cost of the installation was approximately \$2,800.00. This is being covered by monthly subscriptions from the funds of the various organizations on the Post, these funds, in turn, being derived from income on shares held in the local Post Exchange. This being a considerable financial outlay, the question naturally arises as to the justification as an investment, the added attractiveness of the mess not being taken into consideration.

The electric refrigerating machine consumes current to the amount of \$6.50 per month. Prior to this installation the ice purchase bill was \$45.00 per month. This has been reduced to only \$10.00, providing a saving in ice alone of \$35.00 per month. By the use of the coffee urn there is an actual saving of six pounds of coffee daily. Figuring this on the basis of 16¢ per pound, the monthly saving from this item is \$28.80. Through the use of a special butter slicing machine and the economical method of dispensing, there is a saving of \$25.00 on butter. The total saving on all other food has been found to be approximately \$22.00. Thus, a total monthly saving of \$110.80 has been effected. The maximum cost of the natural gas used to heat the steam table is estimated by the Alabama Utilities Service Company to be \$10.00. Adding to this the cost of the refrigeration (\$6.50), we get a total new expense of \$16.50. Subtracting this figure from the savings, we have a net saving per month of \$94.30. This, however, is not capitalized as a cash saving but is put back into the mess by the purchase of additional delicacies and by creating a greater variety in the menus.

Due to the duties of the enlisted personnel at an Air Corps Station, it is virtually impossible for all men to mess at the same time. This system provides for the service of food to the last man to mess in just as attractive a condition as to the first, each edible being either piping hot or ice cold, as desired. Food waste is minimized by means of individual service by the table steward, each man being permitted to return for additional food if it is desired.

The composition rubber table tops eliminate the possibility of the collection of dirt and grease, being exceedingly easy to keep in a sanitary condition.

The almost complete elimination of the use of ice, except as produced by the electric machine, provides additional sanitary advantages.

The use of the soiled dish table gives the simplest and most cleanly method for disposal of uneaten food.

A much greater variety of food can be dispensed with a minimum amount of waste. At breakfast, for example, twelve varieties of cereals are displayed. Coffee is served regularly three times a day, the men having the privilege, however, of dropping in for a cup at any time they desire.

The former system of food service necessitated the transfer of the food from the cook vessel to a thick, cold, china plate which was placed on the table. From this it was transferred again to the individual plate sometime afterward. As a result it was often cold and unpalatable. The cafeteria system gives food at a constant uniform temperature, direct from the steam table to the individual plate.

This eliminates all need for table waiters, one man being able to take care of the whole dining room, his duties being to police the tables after the men have removed their plates.

The men have the option of eating with whom they desire, providing an opportunity for the formation of closer friendships and associations. Individual smoking sets on each table encourage the social custom of sitting around for a friendly smoke after the meals. An excellent radio installation also adds to the enjoyment of the men.

There is no waste due to the service of food for which the men do not care - no tendency for a man to eat food of which he is not particularly fond. Formerly there existed the habit men have of eating what is set before them and is most convenient. Now one type of food is as convenient as any other.

The very comfortable chairs offer a decided attractiveness when compared with the old mess hall stools. Food-containing dishes have been completely eliminated, and along with them the washing incident thereto, as well as the handling of food by orderlies, which often offered opportunities for the development of slightly unsanitary conditions.

The quality of the food offered men affects the morale of an organization probably more than any other individual factor. Under the system in vogue at Maxwell Field, the men are offered the best food possible in surroundings equally attractive as any they can find in civilian settlements. They have mess facilities of which they can justly be proud.

It is noted that, where formerly men were accustomed to going to the adjoining city for their Sunday meals, they now make a point of being back on the Post at mess time.

Visiting soldiers from other posts express their surprise over finding such excellent meals. Whenever possible visiting officers, Government officials and civilians are shown this cafeteria, which constitutes, we believe, the best organization mess in the Army today.

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COMMANDER WEEMS LECTURES ON CELESTIAL NAVIGATION

Commander Weems, U.S. Navy, recently delivered two lectures to the Second Bombardment Group, Langley Field, Va., on Celestial Navigation. Commander Weems is an authority on this subject, and has published several books as an aid to air navigation. He has also published handbooks, with tables arranged in such manner that it is possible to make computations in the air in a few minutes. The primary object of Commander Weems in delivering these lectures was to interest the Second Bombardment Group in Celestial Navigation, and Major Herbert A. Dargue, Commanding Officer of the Group, expressed his desire that at least one officer from each squadron specialize and become expert in this subject. The Group has all the necessary equipment, and whoever is picked for this interesting work is promised the full support of the Group.

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ARTILLERYMEN RECEIVE PROFITABLE TRAINING AT MAXWELL FIELD, ALABAMA

The 69th Coast Artillery (Anti-Aircraft) left Maxwell Field, Montgomery, Alabama, on March 27th, for Fort McClellan, Alabama, their home station. For the past three weeks they were stationed at Maxwell Field where they participated in an intensive training program. Being equipped with the most modern of sound locating devices, searchlights and anti-aircraft guns, the Artillery, with the assistance of planes from the 22nd Observation Squadron, conducted searchlight practice every night.

Early in the training period, a "Bombing" demonstration was staged for the general public, in which the Alabama State Capitol was bombed at night by planes of the 22nd Squadron. Very pistols and flares were used to simulate the dropped bombs, while the searchlights were used in an endeavor to spot the planes before they could accomplish the mission. The demonstration was very successful and elicited much comment from the spectators.

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PURSUITERS IN LARGE NUMBERS LAND AT WRIGHT FIELD, OHIO.

The largest Pursuit contingent which ever landed at Wright Field put in its appearance recently, when sixty planes, including three Transports, arrived from Selfridge Field, Mich. Majors Brett and Brower were in charge.

Formations, landings and take-offs were beautifully handled, and the interested spectators were afforded a fairly comprehensive idea of the flying to be witnessed next May, when Wright Field and Fairfield will be the assembling grounds for the Air Corps Exercises. This flight was, in fact, practice for that occasion. The Pursuit pilots had lunch and spent the day at the Materiel Division, taking off for their home station at about four o'clock.

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Major-General J.L. DeWitt, Quartermaster General of the Army; Lieut.-Colonel F. M. Andrews, Captains E.E. Adler and H.M. Elmendorf spent several days recently at Wright Field, Dayton, Ohio, in connection with arrangements for the Air Corps Exercises to be held during the latter part of May. General DeWitt was the guest of General Henry C. Pratt, Chief of the Materiel Division, while in Dayton. Captain D.L. Knoll, Quartermaster Corps, Fort Benjamin Harrison, Assistant Commandant of the School for Cooks and Bakers, also came to the field to join in a conference for arrangements for messing 1500 officers and men who will be quartered at Wright and Fairfield while taking part in the Air Corps Exercises.

FIRE FOLLOWS DEAD STICK LANDING OF BOMBING PLANE ✓

By A. M. Jacobs



spectacle to delight the heart of a small boy, but with more serious considerations for the adult observer, was the burning of an XLB-8 airplane (Keystone Bomber, powered with two Pratt and Whitney geared "Hornet" engines) on March 18th at Wright Field, Dayton, Ohio. It was a matter only of seconds after the pilot, Lieut. H.G. Crocker, had effected a landing that the huge plane was enveloped in high-leaping flames, giving him scarcely time to apply the fire-extinguisher, which he attempted to do, and retreat to a safe distance to escape being burned.

Most of those, whose attention was suddenly riveted by the unusual sight on the flying field, did not know that the fire had started in the air and that Lieut. Crocker, in the hope of saving the plane, had brought it in with a dead stick, his eyes keeping close watch on the flames each minute during the flight.

Lieut. Crocker, test pilot of the Flying Branch of the Materiel Division, was running a test for the purpose of observing the amount of vibration set up in the new type struts which had been installed in this plane as part of the engine mounts. It was not the first flight test of this equipment, and in several previous flights the vibration had been sufficiently severe to shake off exhaust stacks. On this particular flight the vibration was excessive and an exhaust stack from the right-hand engine had been lost. Lieut. Crocker was therefore paying particular attention to the right-hand engine.

The pilot had been up about twenty minutes, running at various speeds, and was flying at full throttle at about 1500 feet when, directing his attention from the right-hand to the left-hand engine struts, he saw flames in the left-hand engine cowling. Instantly he shut off the gasoline, put the plane in a glide, and considered what to do. He was about three miles from Wright Field. He believed he could make the field without great spread of the flames. Even if the flames did get out of the cowling, they would probably blow back across the wing, not toward the cockpit. If the wing itself burned, of course the stability of the plane would be affected and a safe landing would be scarcely probable, especially without power. Also, if one had to jump, it must be done while there was altitude. But jumping did not enter strongly into his calculations. The chance of landing the plane seemed to be worth the taking, and the three-mile glide was made and the plane landed short into the wind in a perfect manner. Judgment, confidence, courage, skill were the attributes which made this possible. Test men such as Crocker do not think of such words in connection with themselves, nor, perhaps, do other humans who really possess such qualifications. They are unconscious gifts. Only an outsider may truly gauge them at their best.

What was the first chapter to those who saw the plane land, apparently in good condition, then suddenly burst into flames, was the second chapter to Lieut. Crocker. Immediately he seized the fire extinguisher - then was forced to run. The climax of the story was a surprise even to him. But his efforts to save the plane proved not wholly in vain for, although the plane itself soon became a total loss, the two engines were little burned and can be salvaged.

Lieut. Crocker is one of the Air Corps' old reliables, who enlisted in January, 1918. In 1923 he won prominence for the successful achievement of the first non-stop flight from the Gulf of Mexico to the Canadian Border. He was also among those Bombardment pilots who took part in the epoch-making sinking of the battleships NEW JERSEY and VIRGINIA. And there are numerous other flight accomplishments to his credit.

To the Army pilot, who after years of experience still thinks of flying and the advancement of flying as the most worth while thing he can do in the world, there is no better job in the Air Corps than that of test pilot. It offers constant pioneering into the unsolved aeronautical problems, constant whetting of flying mettle, and constant opportunity of getting into the air. Almost invariably it has attracted the type of officer of whom the Air Corps could well be proud. Lieut. Crocker belongs there.

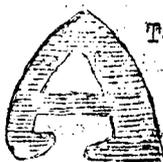
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Wright Field airplanes are boasting their own insignia these days. It is a spearhead of Air Corps blue outlined with gold, the head pointing toward the nose of the plane and with the word "Wright" lengthwise across the head in blue letters against a gold background.

HOW TO ORGANIZE A PISTOL CLUB ✓

By Lt. J. L. Hitchings, A. C.

(The Fourth Article of this Series)



At every Air Corps station where no organized pistol club exists, there is at least one officer who is seriously interested in pistol shooting and would like to start a club if he knew how. There are at least a half dozen others who would aid in forming a club if someone started it. And there are additional officers who would like to join one if it were organized. Thus we have at every station a potential Club Governor, potential charter members, and potential members. It is for the first two of these classes, especially, that this article is written.

An outline of the steps necessary to form a Club is as follows:

1. Post on the bulletin board a notice stating that a pistol club is being formed, requesting officers interested to sign.
2. Post also notices calculated to arouse general interest among the officers. The best drawing card we found was an outline of N.R.A. and U.S.R.A. outdoor competitions. This will be given in a later article.
3. Call a meeting of those interested at a time calculated to draw a crowd. An announcement at officers call of a meeting immediately following works well. Tell them that they are not obligating themselves for any money and ask them to become charter members of the Club.
4. When they assent, urge them to organize under one or both of the National Associations, explaining the cost of forming each, and the number required for a club. If a sufficient number agree, your club is established.
5. After the club is established, elect officers appropriate to the Association you are affiliating with.
6. If you still need members to form the club, a personal canvass of the officers will get them.
7. Keep a club book, a score book, and an account book.
8. Post another notice giving N.R.A. and U.S.R.A. classifications of arms and listing prices of pistols recommended, stating where they may be obtained. This will arouse further general interest.
9. Send for targets.
10. When targets arrive, decide on a range fee barely large enough to cover the cost of same. Don't expect your new members to pay large fees, or to join for long periods of time. Make it a rule that a member pays only as long as he shoots. The Chanute Field Pistol Club charges no dues, and has found a range fee of 25 cents a week satisfactory.
11. Order a few simple prizes, and when they arrive place them on exhibition. Excellent prizes may be bought with a 50% Army discount from the Ronlet Co., Toledo, Ohio, who will gladly send a catalogue on request.
12. Hold your first club match. Charge moderate entry fees to cover the cost of the prizes. Have prizes ready and distribute them on the spot.
13. Divide your club into two teams, as nearly equal as possible. Have them fire a shoulder-to-shoulder match once a week. If desired, they can shoot for a dinner at the end of the month.
14. Send for rating targets, and try to get as many members into the money as possible. The day a man wins his first medal, he becomes a confirmed match shooter for life.
15. Send to the N.R.A. and U.S.R.A. for list of novice clubs with which to fire pistol matches.
16. Post notices of prospective matches and scores of completed ones, to arouse general interest. Our most enthusiastic supporters are officers who, at one time or another, have come to our shoots as spectators.
17. Arrange with your Information Officer to have the results of your matches published in the newspapers. This is an excellent spur to competition and helps the shooting game.
18. If you have no indoor range, construct one. It is easily done.
19. Publish a notice of N.R.A. and U.S.R.A. indoor competitions, and urge your members to enter them. To correspond with the National Rifle Association, write the Secretary, N.R.A., Barr Building, Washington, D.C. To correspond with the United States Revolver Association, write the Secretary, U.S.R.A., No. 5 Oak Street, Springfield, Mass.

DEATH OF POPULAR RESERVE OFFICER

THE sudden death of Lieut.-Colonel John Hawley Larned at Leavenworth, Kansas, on March 21st, removed from the ranks of the Air Corps Reserve one of its most efficient and enthusiastic members. At the time of his death, Col. Larned was on a three months' active duty tour as a student at the Command and General Staff School, Fort Leavenworth, Kansas, a privilege not often taken advantage of by Reserve officers. His death was a great shock to his many friends throughout the Air Corps, for he was one of the best known Reserve officers in that branch of the Army.

Keenly enthusiastic about the Air Corps and evidencing much pride and seriousness in his Reserve Commission, Col. Larned took advantage of active duty tours practically every year from the time he was commissioned in the Air Corps Reserve, following his honorable discharge from the Army on January 2, 1919. Various Air Corps officers, under whom he served during his active duty tours, were unanimous in declaring him one of the most competent Reserve officers in the Corps. He successfully completed all Air Corps and Infantry Correspondent courses, the Command and General Staff Extension Course and the first sub-course of the Special Staff and Logistics Course.

Col. Larned was born at Stafford Springs, Conn., October 9, 1887. Educated at the Stafford Springs Public Schools and High School, he afterwards graduated from Clark University, Worcester, Mass., in 1908, with the degree of A.B. He pursued a course at the Harvard University Graduate School and then made extensive travels abroad, touring through England, Holland, Belgium, France, Italy, Switzerland and Western Germany.

From 1910 to 1913, he was an Instructor in Modern Language at Lafayette College, Easton, Pa., and during the period from 1913 to 1917 he was the head of the French Department of the Asheville School at Asheville, N.C., resigning from that position to enter the second Officers' Training Camp at Plattsburg, N.Y. Following the completion of that training camp, he was commissioned a 1st Lieutenant in the Aviation Section, Signal Corps, and, after a brief tour of duty in Washington, D.C., was assigned to Ellington Field, Houston, Texas, where he served as Commandant of Cadets until his honorable discharge from the military service.

Col. Larned was commissioned a Captain in the Air Corps Reserve on February 21, 1919; promoted to the grade of Major on May 26, 1923, and to the grade of Lieutenant-Colonel on October 29, 1930. In civil life he was connected with the firm of Henry Disston & Sons, Inc., serving for a time as Manager of their New York office.

The heartfelt sympathy of the Air Corps is extended to his sorrowing widow and his young daughter.

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ARMY AIRMEN DISCOVER FIRE AND GIVE ALARM FROM THE AIR

The sharp eyes and the alertness of two Army flyers were the means of averting a disastrous fire at Troy, Alabama, according to a report recently received from Maxwell Field, Montgomery, Ala.

Lieuts. Bruce A. Tyndall, pilot, with Lieut. William B. Clements, Observer, were performing a reconnaissance mission embracing the territory between Maxwell Field and Troy, Alabama. Adhering strictly to the letter of their orders, these Air Corps officers diligently observed, noted, sketched and accumulated such data as would prove valuable in time of war. A small ribbon of smoke appeared in the residential section of Troy, and increased suddenly to such proportions that this unusual sight attracted the eyes of the Army airmen. Flying low over the area, they discovered a large residence aflame, with no indication that any steps were being taken to extinguish the conflagration. Quick to realize the capability of the airplane to attract attention, Lieut. Tyndall dived the ship, giving quick bursts of the throttle. The reaction was virtually instantaneous, and the fire department was rushed to the scene.

When the airmen returned to Maxwell Field, news was received at headquarters that their resourcefulness was the means of warning the residents of the fire. No one on the ground had noticed it, nor had the occupants of the dwelling.

This is another one of many examples tending to demonstrate the value of Air Corps personnel and equipment in time of peace,

AIRPLANE MODEL LEAGUE TO MEET AT WRIGHT FIELD

By A. M. Jacobs

WRIGHT Field is to be the scene on June 29th and 30th of the two-days' annual meeting of the Airplane Model League of America, an organization of some 400,000 young folks, mostly boys, ranging in age from ten to twenty-one years, who gather in large numbers each year to enter in the League's contests the airplane models which they have busily constructed at their homes. The Dayton Chapter totals 900 members, and about 400 others are expected, representing approximately 150 of the League's 300 chapters.

From distances as great as Hawaii, these boys stream in to the annual meets. Some are sent by local aeronautical associations, business or professional clubs, or boys' clothing stores. Some come on "savings" and some hitch-hike their way. All carry models representing their own ingenuity and handiwork. All have a hope of coming in for the prize money and even of having the opportunity of flying as winner to Washington and being presented to the President and Cabinet Officers. Twice in the past, Edsel Ford supplied plane and pilots for such a trip, and announcement has been made that he will do likewise this year. Last year, the American contest winner, Joseph Ehrhardt, 17-year old youngster from St. Louis, was also sent to Europe with his winning model to attend the International Contest, and at Wakefield, England, carried off the international prize.

The League was organized in September, 1927, by the American Boy Magazine, with the support of the National Aeronautic Association, to further interest and knowledge of aviation through the building and flying of scientific model airplanes. Its roster of officers contains names to haunt the dreams of any air-minded lad. Admiral Richard E. Byrd is honorary President; William B. Stout, President, and the names of Clarence D. Chamberlin, Eddie Rickenbacker and Eddie Stinson appear on the list of Vice Presidents.

Three types of events calling for three distinct types of airplane models will feature the meeting this year,-- the Scale Model Contest, the Outdoor Fuselage Model Contest, and the Outdoor Endurance Model Contest. The Scale Model Contest is for small models of actual airplanes. These are non-flying, and stress is laid on accuracy to detail. They are built on a 24-inch wing basis, and airfoil sections, wing ribs, struts, movable controls, etc., must all be true to scale. Some very beautiful models have been produced for this contest, the boys in some instances casting each engine part and assembling small engine installations. As the result of the skill he displayed in the model entered, one youth received orders for the construction of wind tunnel models. Others have sold their models at satisfactory prices.

The Outdoor Fuselage Models entered are flying models, judged by their flying ability. They must have fuselages and must take off on their own wheels. The model which won the international contest at Wakefield was of this type.

The Outdoor Endurance Model must have a wing area of 125 square inches, although its fuselage may be a stick. This model is judged upon the length of time it remains in the air.

Wright Field looks forward to playing host to this group of aviation enthusiasts. The science is still so new that even those with the widest knowledge are still as children in it, and our future teachers may well lie among these youthful contestants. They in turn must learn much from the Materiel Division during their stay in Dayton. Merrill Hamburg, National Secretary, 300 Davis Avenue, Dayton, Ohio, may be addressed for information regarding the contest rules, etc.

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GRADUATION OF STUDENTS FROM MARCH FIELD

A total of 48 students (47 Flying Cadets and one Noncommissioned Officer training in grade) graduated from the Air Corps Primary Flying School, March Field, Riverside, Calif., on February 20th last. An aerial review was given by the members of the graduating class. After the review, the graduation exercises were held in Hangar No. 4, and appropriate speeches were made by the Commandant and the Assistant Commandant. The aerial review was witnessed by approximately 3000 civilians from the surrounding cities.

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LANGLEY FIELD ATTACKED BY MECHANIZED LAND FORCE

By Lieutenant J. D. Barker, Air Corps

THE Mechanized Force, with one battalion, 34th Infantry, motorized, attached, stationed at Fort Eustis, Va., conducted a field exercise on March 12th for the purpose of developing the tactics of mechanized and motorized units in the execution of a raid on hostile rear installations. The objective of the force was the balloon hangar at Langley Field, Va.

A situation was drawn where the Blues (south of the James River) were engaged with the Reds several miles south of that river. The Blue Mechanized Force (reinforced) concentrated at Richmond and moved south in execution of its mission of raiding Langley Field. The assumption was made that Langley Field was guarded by one battalion of Red troops.

The Mechanized Force and attached units moved from Fort Eustis at 3:00 a.m. by various routes on Langley Field, and concentrated within a mile of Langley Field before daylight, with a view to launching a coordinated attack at dawn. Three one-hour missions were flown by Langley personnel to observe and report on the movement of the raiding force. The observers were equipped with the Driggs Faber observation parachute flare, developed by the International Flare and Signal Company. Each mission located one or more of the major elements of the raiding force. The first and second missions found the columns as they moved along the road; the third mission located the concentration area. It was necessary in each case to resort to the use of the flares, although the tank-carriers, located on a white shell road, could be seen at about 1,000 feet without flares.

The new Driggs flare proved very handy to use and very effective in results. The best results would be expected when fired at about 1,000 feet; but to avoid the fire hazard, it was necessary to fire them about 2,000 feet. The illumination lasted for about three-minutes and was sufficiently bright to afford good observation of all roads and trails and open fields over an area of approximately one mile square.

Shortly after dawn the tanks, preceded by armored cars, and supported by artillery, launched an attack as planned. After the attack the Langley observers were guests for breakfast with the officers of the Mechanized Force.

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WRIGHT FIELD AIRMEN SNOWBOUND

March came in like a lion, as far as Major John D. Reardan and Captain Reuben C. Moffat, Air Corps, were concerned. Taking off from Mitchel Field, N.Y., for Wright Field, Dayton, Ohio, on March 9th, they ran into thick weather and snow. Captain Moffat, checking carefully each landing field along the route, decided he would go as far as he dared into the no-man's-land flying country of Pennsylvania and then turn back and come down on the last field checked if the going proved too rough. Thus eventually they returned to DuBois, Pa. Wind had swept the field fairly clear of the heavy snow that was falling, and no difficulty was experienced in landing. Nor was there difficulty in getting an automobile ride back to town. Then, however, the fun commenced.

Heavy snow drifts blocked the road to such an extent that all hands had to get out and heave to with shovels to dig out the car. They shoveled for an hour, then had to get a team of mules to pull them out of the drifts. Satirists might well have capitalized on that return to the primitive - from aviation to the mule - but, fortunately, all satirists were snugly smoking indoors by roaring log fires. It proved to be the heaviest snowfall of the year for DuBois, keeping the two officers grounded from Monday until Thursday, before they could return to Wright Field.

Although snow was piled high all about the countryside, the wind had been kind enough to clear the field for them for a comfortable take-off, and in due course of time they arrived at their home station.

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Major E. G. Reinartz, Flight Surgeon at Wright Field, Dayton, Ohio, spent practically the entire month of February at West Point, N.Y., making a physical examination of students of the U.S. Military Academy who submitted applications for flying training.

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A THRILLING RESCUE HIGH IN THE AIR

A PROPOS of the recent visit to the Primary Flying School at Brooks Field, San Antonio, Texas, of Lieut. and Mrs. Fred Lund, of Troy, Ohio, at which time the former gave an exhibition of aerial acrobatics which was one of the best ever witnessed at the field, the News Letter Correspondent, touching on the fact that Mrs. Lund is the holder of two world's records - altitude flight for women and the greatest number of consecutive barrel rolls - is reminded that among the interesting personages of Brooks Field there is one, a diminutive, unassuming woman who was the leading figure in a dramatic and record-breaking event, the like of which has had no precedent and since that time no repetition.

The Brooks Field Correspondent goes on to say that, although this thrilling event is now relegated to the annals of the past, it is still interesting to hear the story from the lips of the person who was the central figure. She is Mrs. Jensen, wife of Staff Sergeant Jensen, of Brooks Field, but at that time Miss Rosalie Gordon, famous already as a stunt performer.

The adventure which befell the then Miss Gordon, which was supposed to be a stunt performance, was anything but that and culminated in a most trying and nerve-racking episode for a period of over half an hour, during which her life was at stake and the lives of others were placed in jeopardy in various attempts made to effect her rescue.

Miss Gordon planned to make a parachute jump from 4,000 feet, and when the plane reached that altitude and she jumped out, she found her parachute held fast by shrunken ropes which contrived to cause her body to dangle helplessly high in the air, held only by a small rope the size of an electric light cord. Mrs. Jensen's story was as follows:

"I was mascot of the 36th Division, Air Service, and in an exhibition to be given for the benefit of the Reserve Fund, I offered to do a parachute jump. I had been wing walking several years, but this was to be my first jump. I was given a Harding Exhibition Parachute, balloon bell pack, with a small rope around the end pack. Just before I went up, it had been raining heavily, and right afterward a picture concern asked permission to take a picture of myself and the parachute.

Subjecting the 'chute to the damp weather caused the ropes holding the ring of the parachute to shrink, and the ring then could not release the bag. Clyde Pangborn was piloting the plane in which I went up, and Captain Milton Girton sat in the cockpit with me at the time I made the jump. When the plane had ascended to the height of 4,004 feet, the signal was given, and I jumped overboard. It was pouring down rain, having just started after I left the airplane.

Then, for a terrible minute, I realized that my chute had not opened! I was possessed of panic for a few minutes. This was replaced by the conviction that I must do all that lay at hand to save my life. In the meanwhile, Captain Girton, alarmed at my predicament, leaned over and began hauling up the rope. But his strength proved inadequate and he was forced to release the rope and I dropped again. Then the pilot, Clyde Pangborn, dived for the ground and took me across the field about eighteen feet from the ground to appeal for help. Several determined to lend aid, among them being Lieutenant Strickland, who was stationed at Kelly Field, flying a Morse machine; Tommy Thompson, civilian pilot, taking Freddie Lund, my teacher and sponsor; Lieut. Lewis Gross, Air Reserve, and Major B. A. Law - all well-known fliers.

Thirteen planes, in all, took the air in the attempt to assist in my rescue. All these planes circled around me, but it seemed that there was nothing they could do. Lieut. Strickland evolved a plan whereby he would fly his small Thomas-Morse airplane into the Houston channel, land in the water, and then have my pilot cut me loose and allow me to drop into the water, when Lieut. Strickland would pick me up. This plan may have been feasible - I do not know, but I refused it, for the reason that I am deathly afraid of the water.

Not everybody understood the cause of my predicament. Freddie Lund, flying by in another plane, held a barlow knife in his hand with which he planned to sever the small rope that supported my body in its helpless dangle.

Very quickly I signed with my hands the position of my parachute, and he then tossed the knife to me. I missed the knife by about two inches. Had I caught it, I would have attempted to cut the small rope around the top of the

parachute pack. Then, the only plan of which Freddie could think was to make a change of planes. Lieut. Lund felt an instructor's responsibility for a student, and was determined to leave nothing undone to effect my rescue. He made the change, but in doing so had no safety devices such as ladders or ropes, and, to add to the danger, he was wearing Cavalry boots.

I shall never forget the sudden silence that rushed about me when Tommy Thompson, piloting Freddie Lund, cut his motor and hollered to Clyde Pangborn, piloting our plane, that Freddie was going to make a change from his plane to the other. Tommy flew his plane only four feet from the plane piloted by Clyde Pangborn, and under it, so that Freddie, standing on the top wing of his plane, jumped to the lower wing of our plane. He then joined Captain Girton on the landing gear. Captain Girton, in the meanwhile, had continued to haul up my rope and tie it to the landing gear. They combined in the hauling process, but their pooled strength proved insufficient. Then Lieut. Lund changed seats with the pilot, Clyde Pangborn, and the latter, in turn, came down and began hauling me up. He succeeded in lifting me to the top of the parachute bag but, because of the limited space on the clearance, and with two men already standing upon it, it was impossible to lift me to where I could also have found standing room on it, the clearance being only 18 inches between the wheels, and the parachute bag being three feet in circumference. I cannot say that I was frightened - actual fright seemed to be out of my mind, which was bent solely on being rescued.

I could sense Freddie's exhaustion in the swaying and staggering of the plane as he piloted it, completely worn out. It seemed that attempts to rescue me were to be futile, when I hit upon a plan, as if by inspiration. I hollered up at Pangborn to put his foot down, and as he sat astride the spreader bar with one foot dangling while Captain Girton sat in the same manner on the other side with his foot hanging, I caught hold of the toes of both shoes with my fingers and pulled myself up. When I was to where they could reach me, they grasped me under the arms and cut the parachute loose. Even in the midst of this precarious situation, I was forced to smile at an amusing incident connected with this final act of my rescue. Mr. Pangborn, in his effort to prevent dropping me, zealously caught me by the trousers and propelled me almost over the spreader bar and out across the cross-wires which, of course, would have meant instant death. After I was lifted to the spreader bar, I was asked if I was able to crawl up into the cockpit, but I found my strength unequal to this additional tax upon it, so Captain Girton and I hung onto the landing gear, while Clyde Pangborn returned to the cockpit and took over the controls from Freddie Lund, while Freddie crawled into the front.

We landed after forty-three minutes of the most trying ordeal any of us ever experienced. Then, upon landing, another cause for excitement presented itself to us - we had gas to last only for three minutes longer of flight!"

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LIEUT. FOGG'S FLIGHT TO HORSE ISLAND, N.F. ✓

Lieut. Robert Fogg, better known as Bob Fogg, a member of the Air Corps Reserve, was again the first pilot to arrive at the scene of a news event. First it was the Bremen story at Greenly Island, which story he related to the New England Air Corps Reserve Officers' Association recently, and now it is the Viking disaster scene.

Bob hopped off from his commercial airport at Concord, N.H., Saturday, March 23rd, 24 hours after Bernt Balchen had set out from Boston with a rescue plane. While Balchen was at St. Johns, N.F., Bob hastened on to Hampden Bay, where he obtained more gasoline. Continuing from that point, he arrived over Horse Island on Monday with his two photographers all set to take pictures for Paramount News and the press services.

Having been told that the ice would be smooth, Bob Fogg set the plane, a Wright-powered Waco, down on what appeared to be a great area. Evidently, he had become partially snow-blind, as rough sections of the icy surface ripped his skis into bits. The ship was thrown forward as it cartwheeled and dragged a wing.

Ascertaining that no boats would reach the Island for nearly two months, he began to make emergency repairs. With the help of the natives and the two cameramen, Lieut. Fogg managed to make temporary skis and to patch the torn fabric on his wings. Taking off with light load, he circled the Island and

set the ship down on a much better area which had been obscured before by fog. After securing all necessary photos, he returned to Concord, N.H., with the two cameramen.

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SECOND BOMBARDMENT GROUP STARTS TRAINING FOR MANEUVERS

The Second Bombardment Group, Langley Field, Va., has started formation training incident to engaging in the Air Corps Maneuvers this spring. Thus far these activities have been confined to unit training and squadron training.

The plan is to form units of three, assigning ships to each man with the object in view of allowing these men to fly together in the same ships at all times. Each squadron will consist of three units, and the leaders will be the same and fly in the same position at all times. In this way it should be possible to take off, fly the different positions and types of formation and land without any rearranged signals.

The personnel at Langley Field has been changed to such an extent that it will be necessary to start right at the bottom and give each individual complete training. The News Letter Correspondent is of the opinion that by the time the maneuvers are scheduled to start the 2nd Bombardment Group should be able to put a formation in the field that will be second to none.

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NEW CLASS AT ADVANCED FLYING SCHOOL

The present class at the Air Corps Advanced Flying School at Kelly Field, Texas, began training on March 4th. The class numbers 103 students, about equally divided from March and Brooks Fields. Five officers of the Regular Army are members of the class, viz: Major H.A. Strauss, 1st Lieuts. Charles P. Cabell and Robert C. Oliver, 2nd Lieuts. Roy H. Guertler and Harold Q. Huglin, also three foreign officers, Captain Gerd von Massow (Germany), Captain Tomas M. Letona (Guatemala), and Captain Ricardo Rodas (Guatemala); 94 Flying Cadets, and one Staff Sergeant who is taking the training in grade.

The students are from thirty-three different States and two foreign countries. California with eighteen and Texas with twelve lead in number of students from one State. The Attack Section has eighteen students assigned to that specialty for training; the Bombardment Section has the same number; Observation has a total of twenty-seven, and Pursuit has forty.

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BROOKS FIELD OFFICER RESCUES SCHOOL CHILD FROM COYOTE

In one of the most peculiar occurrences on record, Major Benjamin B. Warriner, Director of the School of Aviation Medicine of Brooks Field, effected the rescue of a seven-year old school child recently, when a half grown coyote attacked the boy on his way to school. The school bus had just arrived at Major Warriner's residence at 1415 Highland Boulevard to convey the young daughter of the medical officer to school, when she returned to the house screaming and brought Major Warriner to the scene, a large enclosure adjacent to his residence. Major Warriner had taken up a gun, upon hearing the screams of his daughter, but found that he dared not use the weapon for fear of killing the child also. Instead, he clubbed the coyote with the butt of the pistol, until the animal released the boy. Deep lacerations and scratches over the face and body of the small victim resulted, and doctors at the Santa Rosa Hospital where he was conveyed following the occurrence, stated that his jugular vein had barely escaped the vicious teeth of the animal.

The head of the coyote was sent to the Pasteur Institute at Austin, Texas, for examination to determine the possibility of rabies. The presence of the coyote in the neighborhood remains a mystery.

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Captain Frank D. Hackett recently led a formation of Bombers on a night navigation mission from Langley Field to Richmond and Washington, 13 pilots and 22 enlisted men participating in this flight. Due to a heavy haze, it was necessary to fly at a high altitude, which made the trip very gruelling due to the excessive cold.

SOME thirty war-time "Aces," men who were credited with at least five victories over enemy aircraft during the last war, were lost track of during the past several years and their whereabouts are now unknown. The Information Division, Office of the Chief of the Air Corps, is very desirous of establishing contact with these "War Birds," whose deeds of valor brought so much glory to themselves as well as to the American Air Force.

At the present time the only war time "Aces" whose whereabouts are definitely known are the few who are still serving with the Air Corps, Regular Army; those who are members of the Air Corps Reserve, and those who are now prominent in the field of commercial aviation. At least five "Aces," who were living at the time the Armistice was signed, have since died. Captain Field E. Kindley was killed on February 1, 1920, at Kelly Field, Texas, in an airplane accident. Lieut. Zeno R. Miller, while a member of the Air Corps Reserve on inactive status, died on July 22, 1922. The manner of his death is unknown to the Information Division. Captain John O. Donaldson was killed in an airplane accident during the American Legion Air Races at Philadelphia on September 7, 1930. Lieut. Paul Baer was killed in an airplane accident in China on December 9, 1930. Captain Wm. P. Erwin was lost at sea in August, 1927, during the course of his heroic attempt to find some trace of the missing Dole Flyers who had attempted to cross the Pacific from California to Hawaii.

Where, however, are the following? The Editor of the News Letter would like to hear from them. Are they still flying or otherwise actively engaged in aviation? Do any readers of the News Letter know of their whereabouts? If, unfortunately, any of them have passed to the Great Beyond, information would be appreciated as to when they died and where they are buried.

Jacques Swaab	New York	Wm. T. Ponder	Mangum, Okla.
Henry R. Clay	Fort Worth	Kenneth L. Porter	Dowagiac, Mich.
Jesse O. Creech	Washington	Jerry C. Vasconcelles	Denver, Colo.
Clinton Jones	San Francisco	R. deB. Vernam	New York
Charles J. Biddle	Philadelphia	William T. Badham	Birmingham, Ala.
Leslie J. Rummel	Newark, N.J.	Harold R. Buckley	Agwam, Mass.
Sumner Sewall	Bath, Me.	Everett R. Cook	Memphis, Tenn.
William H. Stovall	Stovall, Miss.	Chas. O. Gray	Long Island, NY
Arthur R. Brooks		James Knowles	Chicago
Edward P. Curtiss		Frederick E. Luff	Cleveland, O.
Murray K. Guthrie	Minneapolis.	Orville A. Ralston	Ainsworth, Neb.
Frank K. Hayes	Chicago.	John J. Seerley	Chicago.
Howard C. Knotts	Carlinville, Ill.	Robert M. Todd	Cincinnati.
John K. McArthur	Entiat, Wash.	Rodney D. Williams	Statesau, Wis.

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77TH PURSUIT SQUADRON FULLY ORGANIZED

The 77th Pursuit Squadron, stationed at Mather Field, Sacramento, Calif., with 1st Lieut. Walter E. Richards, Air Corps, in command, has emerged from its state of basic organization and is now practically completed insofar as personnel and equipment are concerned. Of the fifteen recent graduates from the Advanced Flying School, Kelly Field, Texas, who were assigned to Mather Field for station, the following were assigned to the 77th:

2nd Lieuts. Lynn H. Phillips, Philo O. Rasmussen, Albert C. Reed, Franklin L. Shroyer, Albert W. Steinbeck, Laurence M. Williams and Maurice C. Williams.

The following-named officers, who recently arrived from Rockwell Field, Coronado, Calif., were also assigned to the 77th Squadron: 2nd Lieuts. John J. Mulvey, Virgil W. Vaughan, Lake Moore, Jr., and Paul B. Balfour.

Thus far ten P-12 Pursuit planes were delivered to the Squadron, and seven more, ready for delivery at the Air Depot, will be ferried to Mather Field in the near future. With the above mentioned assignment of officers, and after a month's continuation of the intensive training now in session, the 77th will be primed and ready to hold its own in the "Big Parade" in May.

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Construction work on 43 sets of noncommissioned officers' quarters and a Noncommissioned officers bachelor building has begun at Wheeler Field, T.H., and the contract for the officers' quarters will be let shortly.

CAPTAIN BLESSLEY JOINS THE CATERPILLAR CLUB

By the Selfridge Field Correspondent



ONCE again "the silk that saves" demonstrated its value to members of Uncle Sam's fighting aerial forces when Captain R.C.W. Blessley, Army Air Corps, at present Commanding Officer of the 27th Pursuit Squadron of the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., was forced to "bail out" at the extremely low altitude of 300 feet, after waging an unsuccessful battle to regain control of his airplane which had gone into an outside or inverted spin at the height of 3,000 feet.

On the afternoon of March 23rd, Captain Blessley was leading his Squadron in formation practice, preparing for the coming Air Corps Maneuvers on the East Coast, and was performing what is known as the 180 degree or Immelman turn. During this maneuver, the plane is pulled upward and over on its back as in the start of a loop. Instead of completing the loop, however, the plane, when in the inverted position, is then rolled over right side up. The Captain got his ship over on its back "okay," but from then on things went "haywire," the plane going into an outside spin, which means that the pilot is on the outside of the turn, centrifugal force tending to throw him away from the plane and against his safety belt.

Captain Blessley stuck to his ship, however, trying every possible position of his controls before finally deciding to jump at the extremely low altitude of 300 feet.

When in an outside spin, all a pilot has to do to "jump" is to release his safety belt. Centrifugal force does the rest, sending him out from the ship like a pellet from a small boy's sling shot. Counting three, Captain Blessley then pulled his rip cord, causing the silk folds of his parachute to billow out behind him and let him gently down on the roof of a barn, from which perch he promptly fell off, causing no more damage than a slightly sprained ankle, however. Not more than 100 yards distant lay the once graceful little single-seater Pursuit plane, now reduced to a "Junkman's Paradise."

Such is the toll of progress, but we hope that the death agonies of the gallant little fighting plane will not have been in vain, and from them we hope to learn that which will prevent similar violent ends to any of its fellows.

MORE CATERPILLARS

The official report covering the emergency parachute jump of 2nd Lieut. Charles D. Fator, Air Corps, who joined the Caterpillar Club on February 8th, shows that this young officer had the strongest reasons in the world for deserting his airplane in the quickest possible time, trusting to his "bit of silk" to save his life.

Flying from March Field, Riverside, Calif., Lieut. Fator, when about two miles south of Whitewater, Calif., suddenly became conscious of the fact that his plane was on fire. He states in his report:

"I noticed a flash, then an orange flame from below into the left of the main gas tank. The fire turned a blue and heat became terrific. I thought that the gas tank would explode and decided to jump, as the fire seemed to get beyond control."

Lieut. Fator stood up on his seat, stepped up on the cowl and dove out on the right side. "My first sensation after I jumped," Lieut. Fator continued, "was a wind blast which blew me away from the ship, and I seemed to pass below and away from the tail of the plane. I had a sensation of great acceleration, rapidly feeling lighter. I then remembered to pull the rip-cord, and looked for it and grasped the ring with a hard pull, drawing the cord completely out of its sheath. At first, nothing seemed to happen, and then there was a tug at my harness, then a ripping sound as the tie-down threads broke. I felt a terrific jerk and then the chute opened. I wondered what kept the risers and shroud lines from snapping. I looked around to see where the plane was and the nature of the country below me."

Scratches about the face and left angle from landing on jagged rocks of a mountain were the extent of the injuries sustained by Lieut. Fator as the result of his jump. The plane crashed near the top of a mountain studded with jagged rocks. It struck the mountain side head-on, and it is interesting to note that the plane was intact from the bay just in front of the front cockpit to the tail.

Second Lieut. Reginald F.C. Vance, Air Corps, stationed at Langley Field, Va., is another Caterpillar Club member who, according to the official report he submitted, is apparently convinced that brevity is the soul of wit. He used less than a hundred words in telling his story of the jump. Time was in the early history of the Caterpillar Club when an official report on an emergency parachute jump covered some three or four pages of letter-size paper, closely typed.

From Lieut. Vance's close imitation of a telegraphic report, it is gathered that, while flying an A-3 Attack plane over Smithfield, N.C., on February 27, at about 2:45 p.m., the fuel connection broke; that thereafter for about 15 minutes he continued flying through the use of the wobble pump, by which time the engine and cockpit was full of gasoline vapor. Flames then started at the exhaust stacks and immediately enveloped the cockpit.

"I had barely time to undo belt and throw myself out," Lieut. Vance stated. He rolled out on right side, at which time the plane was traveling at the rate of 120 miles per hour. In answer to Question I - "Feelings and reactions of the jumper during and immediately after the jump," he used two well chosen words, namely - "Immense satisfaction."

Lieut. Vance suffered some burns on his hands and face as the result of his initiation into the Caterpillar Club.

While brevity in narrating events may be desirable in many instances, it is believed this form of expression has no place in connection with reports on emergency parachute jumps, as required by Circular 15-53, Office of the Chief of the Air Corps. Paragraph 3 of this Circular reads as follows:

"The report will consist of narrative statements, the purpose of which is to secure as much data as possible on emergency jumps with the object of collecting the varied experiences of men who have made emergency parachute jumps and disseminating them to personnel in the service for their information and guidance."

Laconic statements giving some bare facts in connection with an emergency jump tend to defeat the object of the report in question. We all learn from experience, and if a certain Caterpillar Club member has discovered an easy method of taking forced leave from a disabled airplane during a particular maneuver, there is no valid reason for keeping it a secret.

There is a distinct aversion on the part of everyone, it is safe to say, to seeing the Caterpillar Club increase in membership. Not long ago an editorial appeared in a certain newspaper under the caption - "Caterpillar Club Doomed." This editorial, after inviting attention to improvements effected in airplane and engine design and stressing on various measures taken in connection with aircraft construction to make flying safer, pointed out, in effect, that the day may not be far off when airplanes will have arrived at such a state of perfection that parachutes will not be necessary. "Amen," say all of us. In this day and age, however, man's ingenuity has not yet contrived to make aircraft absolutely trouble-proof. The airplane of today is a highly efficient vehicle of transportation, and over certain periods millions of miles have been flown without a single accident.

But accidents do happen in flying as well as in other forms of transportation, despite all efforts of man to prevent them. And even were various forms of transportation made absolutely safe, there is one element which, it seems, cannot be combatted successfully - and that is the human element. The time-worn expression "It is human to err," will always be with us.

And so when an air accident does occur and the occupant of the plane is forced to jump, there may at that crucial moment come to his mind the experience of some fellow flyer facing a like situation and which may be of considerable aid in extricating him from his predicament.

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The Post Hospital at March Field, Riverside, Calif., is 95% completed. Work was recently started on the paved aprons in front of the hangars, and these aprons are 10% completed. The roads and walks around the noncommissioned officers' quarters will be shortly completed. The contract for the plastering of ceilings in the new concrete hangars and annexes was awarded and work begun. A contract was recently awarded for heating and plumbing in the new hangars, but work has not yet commenced. All noncommissioned officers' quarters are being painted inside by purchase and hire, and this work is nearing completion.

MAIL TRANSFERRED FROM AIRPLANES TO AIRSHIPS

TRANSFERRING of mail bags from airplanes to airships was proved to be a practical proceeding in a series of tests conducted at Scott Field, Belleville, Ill., on March 30th. All details connected with the test were duly recorded by one of the leading News Reel Companies, and will undoubtedly be shown to the public in the near future.

In order that the tests might show conclusively that the transfer was not a stunt or especially prepared event, no practice of the contact between the airship and the airplane was allowed. Three attempts were made to get the mail sack aboard the blimp, and each was successful.

The only equipment used in the transfer was a rope about 100 feet long, with a hook and weight attached to the end. The mail sack was of regulation size with 40 pounds of material similar to mail matter. The airship TC-6-241 and the regular O-19 observation planes of the 15th Squadron were the aircraft in use.

The biggest difficulty encountered was the flying of the airplanes at a slow enough speed to equal that of the airship while the transfer of the mailbag was being made. This difficulty would not be so apparent with newer and faster dirigibles, as the pilots flying the planes stated that an increase of 10 miles per hour is the speed of the blimp would have made the contact considerably easier. This difficulty could have also been met by using smaller and slower flying airplanes.

Another point which was considered in running the test was to show how quickly a contact could be made with the airplane on the ground at the time the airship appeared. This was covered by sending a second airplane into the air after the mailbag had been dropped from the airship and the mail bag again reposed in the airship at an altitude of 1600 feet after an interval of seven minutes from the time the bag dropped on the field.

Captain Wolcott P. Hayes, commanding the 15th Squadron, was in charge of the test and pilot of the first contact plane. He had 2nd Lieut. John G. Fowler handle the mail bag. The airship was piloted by Warrant Officer Robert E. Lassiter and Master Sergeant Joseph H. Bishop, while Captain Douglas Johnston handled the grappling rope. Captain Hayes stalled his plane up under the gondola of the airship, and Lieut. Fowler soon had the hook attached to the mail bag. Five minutes later, the airship dropped the bag near the Operations Officer, and then Lieut. Herman F. Woolard, with 2nd Lieut. James H. Gray, Air Reserve, as passenger, took off again with the mail bag. Just 12 minutes after the first contact, the second contact was completed. A third contact was made a little later, with Lieut. Fowler as pilot and Lieut. Gray as passenger. On this flight, several news reel and newspaper photographers completed their picture story of the test.

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PARTICIPATION OF ADVANCED FLYING SCHOOL IN MANEUVERS

The Advanced Flying School, Kelly Field, Texas, will furnish one provisional Pursuit Group and one provisional Observation Group, also provisional Bombardment and Attack Squadrons for the Air Corps Maneuvers in May. This will be the first class from Kelly Field to participate in an Air Corps Maneuver with the Air Corps Tactical units away from San Antonio.

The Pursuit Group will consist of three Squadrons and a headquarters, totaling 57 Pursuit planes. There will be 36 student pilots in this Group. The provisional Observation Group will also consist of three squadrons and 30 biplace planes. The entire Observation Section of 23 students undergoing pilot training will be included as the pilot personnel of this Group. The Observation Section will, in addition, furnish Post Field with a flight of 6 O-19C's which will be attached to the 88th Squadron from that field. The Bombardment Section will furnish one provisional Bombardment Squadron of nine O-38's, six of which will be piloted by students. This Squadron will be a part of the 9th Group. The Attack Section will have one provisional Squadron of 12 airplanes, eight of which will be piloted by students. This Squadron will go to Fort Crockett the day before the departure of the 3rd Attack Group for the East and will become a part of that organization for the period of the Maneuvers.

Approximately 75% of the pilot personnel of these provisional organizations will come from the class now in training. According to the present tentative arrangements, about 25 members of the Class will remain at Kelly Field and continue training during the period of the Maneuvers.

SHOOTING THROUGH THE PROPELLER

GUNS which shoot through the propeller are those weapons which are firmly mounted on the airplane, just forward of the pilot, and which shoot in the same direction that the airplane flies. Were these aerial machine guns to shoot a continuous stream, the bullets would hit the propeller, as the blades pass through the line of fire. However, through an ingenious device which is geared to the engine, called the gun gear or interrupter gear, these guns are prevented from firing whenever a propeller blade comes about in the line of fire, even though the trigger (which is on the end of the pilot's control stick) is being pressed by the pilot. A better way to phrase it would be to say that, instead of the gun "shooting through the propeller," there is a device which prevents the gun from firing when the propeller gets in the way.

Were this device to malfunction and a half dozen or so bullets go through one propeller blade tip, this tip would tear off. The propeller, so unbalanced and whirling around at about 1700 revolutions per minute, would vibrate the engine off its bed before the pilot could pull back the throttle and idle the engine down. This has actually happened. On one occasion, while testing a synchronized gun at the gun butts, the rod which holds the gun at a fixed distance from the engine, buckled, and this allowed the gun to fire a bit prematurely. Several bullets went through the propeller blades and both tips tore off, one of the latter being hurled over 100 yards and ending up by sliding across the floor of the woodworking shop, the door of which had been left open.

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IMPROVEMENTS AT THE INDIANA NATIONAL GUARD AIRDROME

The Indiana National Guard was successful in securing State aid during the last General Assembly. The sum of \$45,000.00 was appropriated for the construction or purchase of an administration building or hangar, and a heating plant to heat the other buildings, and for the purpose of such repairs or remodeling as may be necessary to the airdrome.

The sum of \$12,500. was appropriated annually for the maintenance and operation of the field, including the employment of the necessary military personnel on active duty status, or civilian caretakers, and the purchase of such supplies as may be necessary to the proper maintenance and operation of the field.

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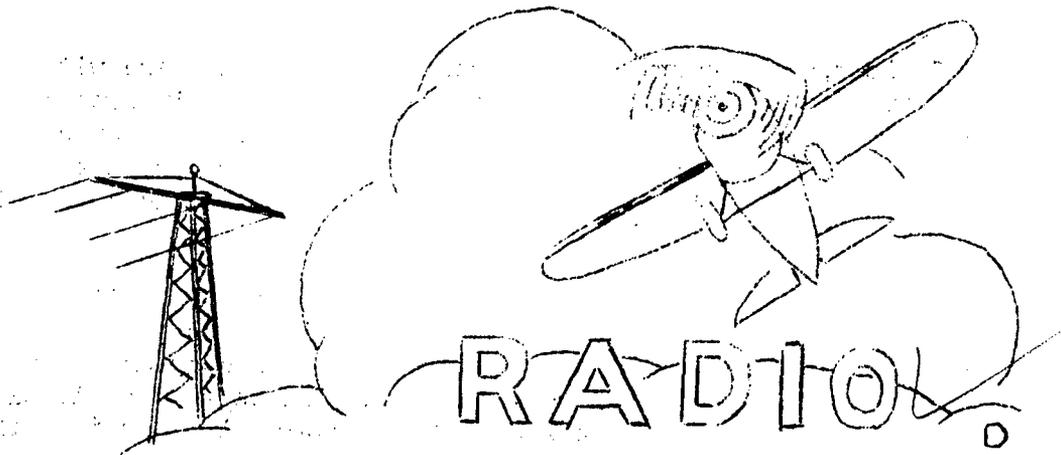
LIGHTER-THAN-AIR ACTIVITIES AT LANGLEY FIELD, VA.

Two missions with the Air Corps Tactical School, involving the interception of aircraft in flight, were flown on two separate days recently by the 19th Airship Company. In these problems the airship represented an enemy fleet approaching Petersburg, Va. from the northeast, while the mission of the Air Corps Tactical School in three different flights was to leave Langley Field at such time as to intercept the "fleet" before it arrived over Petersburg. Five interception problems were scheduled. Due to high winds, however, it was possible to complete only two.

An experiment was recently made at Langley Field in connection with the Sub-Cloud Observation Car, which carried an observer. Representatives of a number of the News Reel Companies were present at the time and obtained pictures of the car, its installation and method of operating while in flight. Lieut. W.J. Paul, the observer on the flight, discussed briefly for the "Talkies" the many advantages of the car.

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An interesting incident exemplifies the close cooperation existing between the Air Corps and other departments of the Service. Lieut. Mudge, of Fort Bliss, Texas, received word that his father was dying in Florida. Lieut. Boyd, of Brooks Field, returning from Santa Monica, Calif., with a brand new BT-2B airplane, picked up Lieut. Mudge at El Paso and took him to San Antonio. From there, Lieut. Carter, of Fort Crockett, who had flown up expressly for the purpose, met Lieut. Mudge to fly him the remainder of the long distance. Thus Lieut. Mudge was able to complete the trip in about half the time it could have been accomplished by other means of transportation.



COMMUNICATIONS IN AIR FIGHTING
By the Selfridge Field Correspondent

For the first time in years, the First Pursuit Group of the U.S. Army Air Corps finds itself equipped with its allotted number of airplanes, which means that the Group when in the air consists of a Headquarters Staff and four Squadrons, with a total of 75 single-seater airplanes.

Now, the primary mission of a pursuit group during war is the destruction of enemy aircraft, or the protection of our own Bombardment and Attack aviation by means of warding off attacks of hostile aviation. In order to accomplish this mission, the commander must have control over his forces at all times while in the air. It has been demonstrated conclusively that a leader may handle a six-plane formation in the air by means of visual signals (rocking wings, hand signals, etc.), but, when the size of the formation is increased, signals are missed and confusion results. Therefore, it can readily be seen that, when the First Pursuit Group takes the air with a total of 75 airplanes in formation, some means of sure communication must be devised by a group commander and his various subordinate leaders, for this aerial armada becomes an unwieldy mass instead of an effective fighting force. Hence the development of radio.

A radio installation which meets the requirements of the Pursuit airplane has to be as light and compact as possible; using voice as a means of transmission, be "fool proof" and easy to operate, and able to withstand the violent maneuvers to which these small, speedy airplanes are subjected in the course of ordinary routine flying. Tests on various installations are being made, and sets are being developed rapidly. It is believed that before the coming Air Corps Maneuvers in May, the Commanding Officer of the First Pursuit Group will be able to control the various subdivisions of his force by means of verbal orders transmitted over the ether waves.

The foregoing paragraphs may help to bring to the mind of the layman that the mere ability to fly an airplane is just one of the many qualifications required of the military pilot. Here are a few of the others selected at random - mechanical engineer, radio operator, expert aerial gunner, after dinner speaker, administrative ability, photographer, lawyer, knowledge of how to make out an income tax return, and one thing almost left out - writing articles such as this.

Radio communication is constantly proving its worth in devious ways as time goes on, a striking demonstration of speedy action possible through this comparatively recent product of man's ingenuity being furnished in the case of the forced landing of an Air Corps pilot flying near Selfridge Field, Mich.

According to the Selfridge Field Correspondent, Friday, the 13th, possessed no terrors for the Pursuiters, who considered it as just another day and took off on a formation flight. But the prize "Jinx" was not to be swept aside so easily and took a notion to make the acquaintance of one, Lieut. Bryant L. Boatner, who was one of the members of the formation. The Lieutenant had occasion to shift from one gas tank to another and found that his engine suddenly became temperamental, did not take kindly to this arrangement and refused to "perk." Accordingly, he set his little plane down in a small field, about ten miles from his home station, walked to the nearest telephone and poured out his tale of woe to the Operations Officer. At that particular time, Lieut. Joseph T. Morris, referred to by the News Letter Correspondent as "Our demon radio and

Communications Officer," was carrying on a conversation from there with Major G. E. Brower and Lieut. J.S. Griffith, who were up in the air in separate planes. He told them of Lieut. Boatner's predicament and they immediately proceeded to the scene of the trouble, arriving there before the latter returned to his plane. "This is what we call 'speedy service' at Selfridge Field," says the Correspondent.

Captain Hugh M. Elmendorf, a former member of the First Pursuit Group and at present on duty in the Office of the Chief of the Air Corps, Washington, D.C., was a recent visitor at Selfridge Field. During his stay at the field, he flew with the Group during several radio missions and expressed himself as highly pleased with the development of radio communication in Pursuit work.

For exactly one-half hour, from 1:00 to 1:30 p.m., on March 30th, the Radio Station of Trenton, N.J. (WOAX) was turned over to Mitchel Field. The program consisted of a description of the Air Corps maneuvers to be held this Spring, and it was broadcasted from an airplane flying above the city. The broadcast of the plane was picked up by Station WOAX and re-broadcasted over their wave length. This was followed by an actual observation mission being carried out with two-way communication between the plane and the ground station. The whole program was sent out by WOAX to the listening public.

Lieut. A.S. Fell was flying the airplane and doing all the talking from the air, while Tech. Sgt. Williams took care of the radio in the rear cockpit. Lieut. Murtha handled the broadcast at the ground station. That the program was appreciated was evidenced by the favorable remarks made by the many visitors that flocked to the Airport to look over the ship and its equipment.

The 57th Service Squadron, Selfridge Field, Mich., has equipped its two Transports, C-4 and C-9, with two-way radio. SCR-134 sets, including the new BC-GN-152 have been included. The Ford C-4A is also equipped with a BC-167 receiver. Two Fokker planes, Y1C-14, have also been equipped with two-way radio equipment and are used as radio control planes for the First Pursuit Group. The 1st Pursuit Group is now equipped with six BC-167 receivers, which are distributed among three squadrons for interplane communication. Twelve additional receivers are awaiting installation.

To date there have been ten flights with radio in group formation, and from reports the Group Commander is able to make the Group perform at his will.

The radio beacon at Langley Field is being used extensively in the 2nd Bombardment Group in tactical training, which consists of fixing the beacon in some set direction and then have a Bomber fly for 100 miles out along the beacon and then fly back to the beacon. The object is to acquaint all the pilots with the sound when on the course and when off it. The radio beacon is invaluable for night cross-country flights and for long flights over water.

Maxwell Field, Ala., was honored Sunday, March 15th, by the arrival of Brig. Gen. Henry C. Pratt, Assistant to the Chief of the Air Corps. Flying in the latest model Ford tri-motor, the General had as his pilots Major A.H. Gilkeson and Lt. Albert F. Hegenberger. Coming in from Miami, Fla., enroute to Dayton, Ohio, the purpose of the trip was to test the use of radio in night flying. Captain Tom C. Rives, Signal Corps, was in charge of the Radio operation. Due to adverse weather conditions, the party was unable to take off Sunday night, being held over until early Monday morning.

Lieut. R.O.S. Akre, Communications Officer, 2nd Bombardment Group, recently performed a successful night navigation mission to Mitchel Field in collaboration with Captain Henry Pascale. This mission was slightly marred by the fact that a low layer of clouds forced Lieut. Akre to fly blind for three hours. In desperation, Lieut. Akre sent out a short wave call, and Captain Pascale took shots at the stars. Excellent navigation showed their location to be 500 feet high over Langley Field. The result was that the post was awakened from slumber at 11:00 p.m., by their gliding down to a safe landing.

A flight of the 49th Bombardment Squadron, consisting of three Bombardment planes, performed an interesting night navigation mission from Bolling Field to Langley Field, Va., recently. The feature of the flight was the use of radio

communication with the objective and with the other airplanes in the formation.

The flight took off from Bolling Field, D.C., at seven o'clock p.m., and contact was immediately established with the Radio Beacon at Langley Field, communication being maintained with the 2nd Bombardment Group Radio Station throughout the mission. Upon arrival in the vicinity of Langley Field, the Flight Leader advised the Squadron Operations Officer that he was about to land, and other airplanes that were engaged in night missions at the airdrome were advised of the approaching flight. Lieuts. Power, Akre and Smith performed the mission.

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AN AERIAL REVIEW FOR THE PRESIDENT

President Herbert Hoover, accompanied by the Secretary of War, the Hon. Patrick J. Hurley, and the Secretary of the Interior, the Hon. Ray Lyman Wilbur, and some thirty other guests, including members of the press, arrived at Old Point, Va., at 5:55 a.m., March 19th, on his way to Porto Rica and the Virgin Islands for his first vacation in over a year. The President's stay on the Peninsula was very brief, however, and within an hour after his arrival was aboard the Battleship ARIZONA in Hampton Roads.

Langley Field furnished an escort of twenty-one Bombers for the occasion, while the TC-10, barely visible in the early morning fog, carried news reel photographers and obtained a complete sound picture story of the event.

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LEGISLATORS VISIT AIR CORPS ACTIVITIES

Congressmen Frank Clague and Paul J. Kvale, of Minnesota, on a tour by air in an Air Corps Lockheed plane, piloted by Lieut. L.S. Stranathan, of Bolling Field, D.C., viewing construction progress at various Army posts, also inspecting drouth-stricken areas in other sections of the country, were visitors at various Army activities in San Antonio, March 13th to 17th. Their visit to San Antonio was unofficial, according to Congressman Clague, who is a member of the House Sub-Committee on Army Housing Appropriations. This was their first visit to this section, and they expressed agreeable surprise at its growth and development. Congressmen Clague and Kvale were house guests of Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center, on Saturday afternoon, Sunday and Monday, March 14th to 16th, and on Sunday night were guests of the Duncan Field Officers' Club at dinner.

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22ND OBSERVATION SQUADRON PARTICIPATES IN CORPS AREA MANEUVERS

The 22nd Observation Squadron, stationed at Maxwell Field, Montgomery, Ala., moved to Fort Benning, Columbus, Ga., on April 2nd to participate in a 30-day maneuver of all troops in the 4th Corps Area. The detachment from the 22nd, consisting of 60 enlisted men, 18 officers, 12 Observation airplanes and one Transport plane, stationed at the Fort Benning Landing Field, will operate entirely from the one point. The personnel are camped in tents on the airdrome. Captain Donald P. Muse, Air Corps, is in command. Additional air force taking part will be a squadron each of Pursuit, Attack and Bombardment. The Bombardment Squadron, coming from Langley Field, Va., will be stationed at and operate from Maxwell Field during the entire period.

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CONTRACTORS GATHER AT WRIGHT FIELD

Wright Field, Dayton, Ohio, was the gathering place of approximately 75 contractors on February 28th, all interested in the opening of bids for the erection of 56 hangars, machine shops and warehouses at 13 different Air Corps stations, namely, Albrook Field, France Field, Wheeler Field, Mitchel Field, Langley Field, Selfridge Field, Maxwell Field, Barksdale Field, Bowman Field, Fort Leavenworth, Fort Riley and Post Field. Major Frank M. Kennedy, Chief of the Buildings and Grounds Division, Office of the Chief of the Air Corps, came on to preside at the opening of bids, returning to Washington on March 2nd. It was like old times to have Major Kennedy about, for Wright Field is his old station.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: To Hawaiian Department - 1st Lieut. Leonard H. Rodieck, Brooks Field; 2nd Lt. Fay O. Dice, Air Corps Technical School, Chamute Field; 2d Lt. Donald W. Titus, Maxwell Field.

To Panama Canal Zone: Captain Charles E. Branshaw; San Antonio Air Depot; Captain Roderick N. Ott, Selfridge Field, Mich.; 1st Lieut. Herbert K. Baisley, upon completion duty as student Engineering School, Wright Field; 1st Lieut. Elmer T. Rundquist, upon completion course of instruction at Advanced Flying School, Kelly Field, Texas.

To March Field, Calif.: Capt. Charles Douglas, upon completion of duty in Philippines; Capt. Gilbert T. Collar, upon completion course of instruction at Air Corps Tactical School, Langley Field, Va.

To Materiel Division, Wright Field, O: Major Hugh J. Knerr, upon completion course of instruction at Army War College; Major Robert E.M. Goolrick, Marshall Field, Kans.

To Air Corps Training Center, Duncan Field, Texas: 1st Lieut. Hoyt S. Vandenberg, Panama; Captain James A. Healy, Panama.

To Office Chief of Air Corps, Washington, D.C.: Lieut.-Col. Jacob E. Fickel, Majoes James E. Chaney and Walter H. Frank, upon completion course of instruction at Army War College; 1st Lieut. Wm. M. Lanagan, Chanute Field, Ill.

To Langley Field, Va.: 1st Lieut. Thomas L. Gilbert, Panama.

To Philippines: 2nd Lieut. Alvord Van P. Anderson, Jr., Mitchel Field.

To Maxwell Field, Ala.: 1st Lieut. Dayton D. Watson, Instructor, Ind. N.G.

To Mitchel Field, N.Y.: 1st Lieut. Harlan T. McCormick, A.C. Representative at plant of Curtiss Aeroplane and Motor Co., Garden City, L.I., New York.

To Army War College, Washington, for 1931-32 course: Majors Follett Bradley and Shepler W. FitzGerald, Air Corps Tactical School, Langley Field, Va.; E.B. Lyon, Panama Canal Department.

Transferred to the Air Corps: March 14, 1931, with rank from June 13, 1929 - 2nd Lieuts. Charles Sommers, Signal Corps; Samuel V. Stephenson, C.A.C.; Thomas J. DuBose, Infantry; with rank from June 9, 1928 - Walter E. Todd, Field Art.

Relieved from detail to Air Corps: 2nd Lieuts. Clifton D. Blackford to 12th Inf., Fort Howard, Md.; Allan D. MacLean to 11th Inf., Ft. Benj. Harrison, Ind.

Reserve Officers detailed to extended active duty: To Crissy Field, Calif.: 2nd Lieuts. Harlow B. Grow, Sandy, Utah (July 2-Dec. 31, 1931); Byron Q. Van Cott, Salt Lake City, Utah. (June 25-Dec. 23, 1931); To Mitchel Field, N.Y. - George O. Bond, Hyannis, Mass. (May 16 - Nov. 14, 1931); To Rockwell Field, Calif.: Russell W. Munson, Lander, Wyo. (June 25-Dec. 23, 1931); To Fort Benning, Ga., for duty with A.C. Troops - Charles H. Leitner, Jr. Bookman, S.C. (June 25 - Dec. 23, 1931).

Promotion: To Captain - 1st Lieut. Samuel C. Eaton, Jr., rank April 1, 1931.

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17TH PURSUITERS BOW TO EDDIE STINSON

The 17th Pursuit Squadron of Selfridge Field, Mich., was called upon to assist in the celebration incident to the opening of the Century Air Lines, a commercial project headed by Eddie Stinson, Detroit's premier airman.

Six P-12C's under the leadership of Captain Ross G. Hoyt; "turned one on" over the Detroit Municipal Airport, almost succeeding in duplicating the roar of the D-12 with their Wasps. The various conventional demonstration maneuvers were performed, winding up in a breath-taking "Rat Race," which in turn culminated in the "Stadium Special." (See glossary of Selfridge Field jargon for detailed description of these maneuvers). The remaining five pilots, which include two of the three Selfridge Gamecocks, were Lieuts. Burns, VanAuken, W.M. Morgan, Sterling and Ryan.

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WAR VETERANS RECEIVE D. S. C. AT MAXWELL FIELD

The Distinguished Service Cross was presented on Saturday morning, March 21st, to Messrs. John R. Dale and Sam McDonald, of Childersburg, Ala., and Thomaston, Ga., respectively. Col. Wm. P. Screws, formerly Commanding Officer of the 167th Alabama, in whose regiment these soldiers fought during the World War, pinned the medals on their breasts. Poor flying weather prevented the attendance of General Frank R. McCoy, who was scheduled to take an active part in the ceremony. Hon. B.M. Miller, Governor of Alabama, was present. An aerial review was flown in honor of this occasion.

THERE OUGHT TO BE A LAW ✓

Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, recently received the following communication from an Air Corps Fan residing in Brooklyn, N.Y.:

"We note with a certain amount of amusement but with no particular anticipation the idiotic plan of flying 600 airplanes over New York on May 21st in some kind of a publicity demonstration. Your name is mentioned in today's papers in connection with it.

We do not suppose that it ever occurs to the naive and childlike minds who plan these affairs that while it may be nice, entertaining, inspiring and impressive spectacle for street corner loafers to goggle at - it will be considered nothing less than a nuisance by about three million business men, and nothing short of a damned outrage by about two million others. Did you ever try to make a telephone call with six or eight of the things outside the window? We plan to be out of town on those days but we hope you will have a very nice party over New York in your noble scientific experiment. It is one of the surest methods of getting laws passed regarding mufflers too, so have a fine time and if you want to stage an even more popular party drop dollar bills and spring flowers and ticker tape over the city.

Awfully sorry not to be with you on the 21st of May, but I'm sure that our unemployed will enjoy it immensely.

Yours for air-hooey,

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Circenses but no panem - isn't that it? Well, thanks for the warning, anyway. The only comment that suggests itself in connection with the above communication is that the writer thereof is one of those types of individuals who would set up the wildest clamor for protection and advocate calling out the entire Army, Navy, Air Force, etc., in case a foreign tug boat is reported in the offing.

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NEW OBSERVER'S BOARD DEvised BY MITCHEL FIELD PILOTS

According to the Mitchel Field Correspondent, two of the worthy young officers of that field, Lieuts. R.C. Wilson and Lindsey Bawsel, recently put their noble heads together, and the resulting brainstorm is something that will make any and all observers sit up and take notice. It is called the 'Wilson-Bawsel Observer's Board.' Except in thickness, it is the same size as the present Observer's Board. The board is 2 $\frac{1}{4}$ -inches thick, with pencil holders, readily visible map, movable paper, a place for a watch, special size paper for notes to the pilot, and is attached to the side of the ship in the rear cockpit by a hinge. It folds conveniently out of the way when not in use. "If it works out as well as they hope," commends the Correspondent, "they will receive many blessings in years to come from hard-pressed Observers. They deserve commendation for their attempt to lighten the work of the man in the rear cockpit."

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AIRPORTS IN THE PHILIPPINES

Major Henry W. Harms, accompanied by Major William B. Duty and Captains Ferson and Nelson, recently returned from a flight to Tacloban, Province of Leyte, where they were engaged in inspecting and developing of military airways and airports. The officers reported an enjoyable trip, and they were strongly impressed by the courtesy and cooperation with which their visit was received by the local authorities. Later, Major Harms, accompanied by Captain William O. Butler, in addition to the other personnel, made a flight to Aparri, Province of Cagayan, in connection with the same duty, and reported the flight highly successful. Major Harms reported that within a few short weeks these cities will have constructed airports capable of accommodating any type of aircraft.

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Dodd Field, Texas; France Field, Panama; Crissy Field, Calif., and Chamute Field, Ill., have been conspicuous through their absence in the columns of the News Letter for some time. We should like to become acquainted again with the Publicity Officers representing these fields.

NOTES FROM AIR CORPS FIELDS

Selfridge Field, Mt. Clemens, Mich., March 30th.

On March 24th, Major Brett, Commanding Officer of Selfridge Field, arrived at the home station leading a flight of three new P-12C's, which were taken over from the Boeing Airplane Company at Seattle, Wash. Major Brett reported a very interesting trip down the Pacific Coast and across the plains of Texas - the airplanes functioning beautifully enroute.

94th Pursuit Squadron: The new P-12D airplanes, the latest series developed by Boeing, are being delivered to the Squadron. They are essentially the same as the preceding series, with the exception of minor refinements and the installation of a high compression "Wasp" motor.

A new single-motored Fokker, the Y1C-14, was received by the 94th. As soon as the pilots get over the shock that accompanies a glance at the air wheels and accept the crew chief's explanation that they are supposed to look that way, everything will be satisfactory.

Gradually, as the new P-12D's come in, the 94th is sending P-1's down to Kelly. Ten have been sent down so far, ferried by pilots on their way out to Seattle. Lieuts. H.A. Johnson and N.B. Harbold ferried the first two to the School, continuing on to Seattle by rail.

Lieuts. E.H. Underhill and C.F. Feldmann returned from that famous Army pleasure resort, known more familiarly as Walter Reed General Hospital. Lieut. Underhill was in for a major overhaul and will, with a very slight amount of persuasion, display the blue ribbon presented to him by the authorities of that institution. The blue ribbon, you understand, is the reward given to all perfect physical specimens. This was a return trip for Lieut. Feldmann, who went up for a plastic surgery operation. His features were slightly disarranged in the process of going through the instrument board and windshield of a P-12, and more harmonious features were substituted for those the accident left him.

36th Pursuit Squadron: On February 26th, the 36th Pursuit Squadron made a night cross-country flight from Cleveland, Ohio, to Selfridge Field. Leaving Selfridge at five o'clock, the Squadron landed at Cleveland at sundown. After dinner at the airport, the Squadron took off for home, arriving at Selfridge Field at nine o'clock. Ten P-6 airplanes and the Fokker Transport made the flight.

17th Pursuit Squadron: Officers of the Squadron who have been on cross-country to Reserve and National Guard Fields during the past few months have all spoken about the efficient service received at the various stations, especially the Reserve Fields at Philadelphia and Pittsburgh, Pa. All officers have commented on the excellent service and personal attention received from Lieut. Cummings, of the National Guard Field at Cleveland, Ohio.

During the month, Captain Ross G. Hoyt and Lieut. F.J. Coleman have had cross-countries to Washington; Lieuts. H.H. Van Auken, E.K. Warburton and R.W. Burns to Cleveland; Lieut. J.M. Sterling to Buffalo; Lieuts. W.M. Morgan and R.H. Heiman to Scott Field, Ill.

Four holes have been dug in the Squadron lawn preparatory to planting trees. Lieut. Moor is in charge of the project and is obtaining the trees from a farmer in the near vicinity. To date, two trees were planted and they will be followed by others very shortly.

Captain Hoyt was held over in Washington from Sunday, the 15th, to Wednesday, the 18th, on account of bad weather. On his way back he was forced to land at Grosse Airport because of low ceiling and he made the remainder of the trip via bus.

27th Pursuit Squadron: One officer and three enlisted men from the 27th Pursuit Squadron were on the basketball and boxing squads of Selfridge Field which made the trip to Chicago for the tournaments held there the week of March 23rd. Lieut. Humphreys acted as assistant basketball coach; Private Beau was with the basketball team, while Privates Cooper and LaFour were listed on the boxing events.

Lieut. Wright returned March 25th from Seattle, where he accompanied Major Brett and Captain Strahm for the purpose of receiving three new P-12D's from the Boeing plant. Lieut. Ramey, accompanying Captain Hoyt and Lieut. Wilson, left the field March 22nd to make the same trip.

57th Service Squadron: The Squadron recently completed the installation of baggage compartments under turtle backs of P-12C airplanes. A section of the

turtle back was cut away and hinged at top. This door gives access to space of considerable size, especially in length. This extra baggage compartment will undoubtedly prove its worth in the maneuvers.

17th Pursuit Squadron: Captain Hoyt departed for Seattle March 21st, making three officers now away from the Squadron for the purpose of ferrying new P-12's. Lieuts. Reed and Slight left several days ago on the same mission.

Lieuts. C.F. Theisen and E.K. Warburton took off at 6:30 a.m., March 21st, arriving at Brooks Field, San Antonio, at 5:45 p.m. the same day. They made stops for fuel and sustenance at Scott Field, Muskogee and Dallas. Lieut. Theisen pulled a "fast one" and took unto himself a wife before leaving for Selfridge two days later. Mrs. Theisen arrived at Selfridge March 27th, where all were glad to welcome her to the field.

Cross-country missions were performed March 21st by Lieut. Sterling to Edgewood Arsenal, Maryland, and Lieut. Merrill to Bolling Field.

Lieut. Bob Moor, landscape gardener and tree surgeon extraordinaire, suffered a painful injury to his eye while investigating the flora of the nearby countryside. A twig struck his eyeball, requiring him to wear a Headline Hunter patch for several days.

Langley Field, Va., March 16th.

The Second Bombardment Group has started Aerial Gunnery on tow targets. This year the firing is being done from the rear of a Bomber. This practice is a big help, especially to Armament Officers, because spare guns, ammunition and two gunners can be carried along on each mission. A Keystone Amphibian is being used for towing the target, and this offers quite an advantage since all tow target work is done over the water.

• 20th Bombardment Squadron: Welcome is extended Lieut. Hollidge, who was transferred from the 59th Service Squadron for a rest cure. The 20th is a poor rest camp, however, and Lieut. Hollidge put in over six hours on his first day. This outfit offers no rest for the weary.

Lieut. Gaffney, who took off to ferry an LB-6 plane back to Kelly Field, Texas, was forced to land at Augusta, Ga. He suffered no injury, but was delayed a few days waiting for parts for the airplane from this station.

96th Bombardment Squadron: A flight of four airplanes, led by Lieut. Gillespie, took off on Feb. 26th, carrying the Fort Monroe Basketball team as passengers. A strong head wind was encountered, during which time most of the members of the team were sick. After a flight of an hour and 55 minutes, all arrived at Bolling Field. The return flight was made at night, starting at six o'clock. The flight was supposed to follow a radio beacon course home, but had little success in picking it up. The night was exceptionally clear and a bright moon made flying easy. With the same wind to help them this time, a quick trip was made, and the flight landed in formation at 7:05 p.m.

Lieut. Clifton T. Wright made a trip to Augusta, Ga., on March 4th. Everything went fine until he reached Jackson, where he ran into snow and was compelled to make a landing. The rest of the trip was uneventful, and he arrived home on the 6th, having exhausted his flying allowance for the month.

Sergeants King and Kurtz, Corporal Brown and Privates Sale, McKenna and Parker, all old-timers in the outfit, left for the new Group now being organized at March Field.

Lieut. William T. Colman received orders for Crissy Field. He will be Aide to General Parsons. Who will fly our airplanes on cross-country now?

Speaking of Golf, everything is in shape for a big season, and we are going to reserve one or two mornings a week for the ladies of the post. Tournaments will feature the season.

FIFTY-NINTH SERVICE SQUADRON SMOKER

On the evening of March 12th, the 59th Service Squadron staged its second Annual Smoker and, like the first one, it was a huge success. The affair was held at the Post Gym, which was filled to capacity with the Squadron personnel and their guests. The 59th inaugurated smokers at the field sometime ago, and on that occasion evoked praise and admiration from the post as a whole. For the second venture, the Squadron determined to do even better than it did on the first occasion, with the result that the last Smoker was one of the best held at Langley Field in a long time.

During the course of this affair, Lieut. Day, Post Recreation Officer, congratulated the 59th on the achievements of its Basketball team, which won the Post Championship after a gruelling inter-squadron series. He next bestowed praise on the Bowling team. Early in the Inter-Squadron Bowling League season, this team took the lead and was never headed, thus adding another championship

trophy to the Squadron's growing list.

The first bout on the program, a three-round affair, was between Swauger and Sherry, both 170 lbs. It ended in a draw. In the second bout, which was for the Langley Field Mosquito-weight Championship, "Tadpole" Hutchins and "Bricktop" Nestor, both 10 years of age and both weighing 70 pounds, gave a three-round exhibition which would have shamed many adult fighters of today. These kids were really clever, and their act went over big with the crowd. For diplomatic reasons, this was called a draw, which was well and proper. The next day "Bricktop" was seen riding "Tadpole" on the handle-bars of his bicycle to the Squadron office to collect their prizes. The third bout was a fast three-round affair between Vargo and Fisher. These lads weighed in at 143 pounds, and put up a nice fight, pleasing the fans. Honors were again even. The fourth bout was a grudge fight between Miller and Justice. The latter at 118 pounds managed to keep off Miller, 145 pounds, with his long reach, but both boys were well used up at the end of five rounds, when the bout was halted. Honors again were just about even.

At this time the bouts were held up for an entertainment of a different kind. The Agony Trio, consisting of Brown, steel guitar; Sincero, mandolin; and Cummings, banjo, proceeded to transfer their listeners to far off Hawaii, via the musical route, and their melody came in for many rounds of applause. Following this, Schady, the Squadron Artist, impressed the crowd with his remarkable ability and cleverness at comical chalk-talks. His sketches were excellent and well done, and most deservedly "clicked."

The next event was a 3-round bout between Soult and Stinson, both 160 pounds. These boys were big and undoubtedly could hit, but neither one gave the other a chance to do so. If one had, the fight would have probably ended in a knockout instead of a draw. The final bout on the program was a 4-round set-to between McCormick and Wilson, both tipping the scales at 140. This was a good fight, as both boys had lots of experience and cleverness to back their efforts. The spectators witnessed an excellent tussle.

The next event, a pie-eating contest, was a riot of fun, with three purposeful pie-eaters as contestants. Three stools were set up in the ring, a huge pie placed on each, and the chow-hounds knelt by the stools. At a given signal the fun began. Thirty seconds later one pie man gave up, with pie in his eyes, ears, nose, and plenty in his mouth. Later it was found he even had some in his shirt pocket. Roy White finally emerged victor, winning both the price and cognomen "Chow-Hound."

The last event on this excellent program was a free-for-all. Five big boys, blindfolded, were put in the ring, one arm tied behind the back, the other encased in a big boxing glove. Although one-armed and blindfolded, these boys gave and took some mighty wallops. This was the funniest event of the evening, the boys' antics almost sending the crowd into hysterics.

Thus, the 59th closed its program, adding another highly successful entertainment to its credit. The judges of the bouts were Captain Usher, Lieut. Day; Sgt. Michaels officiating as referee; Sergeant Cattarius, time-keeper, and Sgt. Nestor, Announcer. Coffee and sandwiches were served, as well as cigarettes and cigars. Everything went off smoothly, due to the preparedness of the Squadron Recreation Officer (Lieut. Tucker) who must receive credit for promoting the affair. The 59th Squadron hopes to be back again in the near future with an even bigger and better entertainment.

19th Airship Company: The boxing team took all the honors in the preliminary fights held at Langley Field recently to determine representatives to the Third Corps Area Tournament in Baltimore. Skrinar, 158 lbs.; Penn, 146 lbs., and Morano, 130 lbs., will represent Langley, being the only entries from the field.

The baseball team is expecting a great season this year - even better than in previous years when we swept through the Post League with very little opposition and then turned in wins over some of the best amateur teams in this section. This year our team was strengthened by the addition of Rule, a southpaw, formerly of Fort Monroe; and Skrimar, a catcher from Fort Bragg, N.C. Practice had already started.

Wheeler Field, Schofield Barracks, T.H., March 9th.

The 18th Pursuit Group has been engaged in tactical problems with the Luke Field Bombers and the Attack ships from the 26th Attack Squadron. Various forms of diving attacks, both from above and below, have been practiced with a view to

working out the best method of defense and offense. Camera guns were mounted on both Bombers and Pursuit ships. Bombing by Pursuit ships of the shadows of the Bombing planes on water were also practiced.

Lieut. Stewart W. Towle, returning from leave on the mainland, was assigned to the 75th Service Squadron.

The officers and ladies of Wheeler Field entertained Major and Mrs. Wash with an Aloha party at the Haleiwa Beach Club on Wednesday evening, February 4th. Mrs. Wash and daughter, Patricia, sailed on the Tatsuta Maru the following day for a trip around the world.

On February 11th, seven new officers arrived from the mainland for duty at this field. They were assigned as follows: Lieut. Rudolph Fink to the 6th Squadron; Lieut. William Bentley, Jr., to the 19th; and Lieuts. John C. Horton, George McCoy, Jr., Thomas McDonald, James L. Majors, and John Stribling, Jr., to the 26th Attack Squadron.

Wheeler Field's baseball candidates started practice. Two teams will be organized - the 19th and 26th Squadrons and the 6th and 75th Squadrons will team together. Out of these two, one team will be picked to represent the field.

Primary Flying School, March Field, Calif., March 23rd.

The new class which reported March 1st consists of 125 Flying Cadets and 1st Lieut. John G. Salsman, Air Corps. Flying on the primary course started on March 9th.

Lieut. Paul L. Williams, Director of Flying, was seriously injured in an automobile accident on February 7th. He was taken to Letterman General Hospital in the Fokker Transport, and the members of this command are pleased to hear that he is recovering from his injuries.

In compliance with recent regulations, the following-named officers of the field participated in night flights: Captain Earle H. Tonkin made a flight to San Francisco and return; Lieuts. L.H. Dawson and C.H. Dowman to San Francisco; Lieuts. Y.A. Pitts and Benj. B. Cassidy to Fresno, Calif.; returning the same night; Lieut. R.E. Pirtle from Lordsburg, N.M., to March Field; Lieuts. D.M. Allison, James F.J. Early and Robert Johnston to San Francisco and return.

Mather Field, Sacramento, Calif.

The blot on the escutcheon of the Mather Nimrods has been erased at last, and they can hold their heads up again and say: "Who said thar weren't no bar in them there hills?" Lieut. B.S. Kelsey recently went up into the Mt. Shasta country with the avowed intention of returning with a bear or not at all. Those left behind at the field, knowing the outcome of previous bear hunts, were inclined to guffaw in the sleeves of flying jackets, but imagine their consternation when some days later the big game hunter returned to the field very heavily laden. After wearing out considerable boot leather and horse flesh, climbing around the hills of Northern California, a big black bear was finally turned out of his winter lair and given a merry chase which ended disastrously for him. The bear weighed some 250 pounds and was no easy pack to bring out of the woods. As a result of this hunt, the post has been enjoying bear meet for about a week or so. We hope Kelsey meets with as much success should he turn breadwinner again very soon.

Three Air Corps officers from Mather Field left March 15th for a month's temporary duty with the Coast Artillery, Field Artillery and Cavalry, respectively. This policy has been in effect for the past several years and has met with great success both from an educational standpoint and one of interest and enjoyment to the personnel concerned.

Lieuts. P.K. Morrill and R.M. Losey went to the Cavalry and Field Artillery, respectively, both at Monterey, Calif.; and Lieut. D.C. Doubleday to the Coast Artillery at Fort MacArthur. Each of the foregoing stations will send an officer to Crissy Field for a month's tour of duty with the Air Corps.

Along with all our flying and organization activities, we have found time to put various athletic teams into the field. All work and no play makes Jack a dull boy, especially when Jack is in the Air Corps. Both officers and enlisted men participate. The officers are partial to volleyball, and daily games are scheduled to be played whenever there are spare moments during the day. A representative team has played Crissy Field, both here and at Crissy, winning

both games. The trip down was made by air and a problem was conducted on the way, thus combining business with pleasure.

The Field boasts of a very good basketball team. It has won many laurels in a league in Sacramento and tied with Crissy Field for fourth place in the Section D tournament for the Corps Area Championship. This is quite unexpected and commendable, due to the fact that the team was organized only about a month before the Tournament.

A tennis team from Rockwell Field recently flew up here in three Curtiss B-2 Bombers and three P-12C's. With reinforcements from our tennis enthusiasts at Mather Field, they played the Sutter Lawn Tennis Club of Sacramento, but lost by a small margin. The return to Rockwell Field was made so that the last half hour was after dark.

The 77th Pursuit Squadron welcomed the arrival of Lieut. Crew from Crissy Field as a valuable addition to our officer personnel; also Master Sergeant Terry, who reported from Mitchel Field and was assigned as Hangar Chief. Two men were sent to Chanute Field for the Engine Mechanics Course, Sergeant Wipf going by rail and Private Lester by Transport.

Competition in flying is very keen between the two Squadrons at the Field. Each ensuing critique develops into a high pitch of excitement comparable to that of an international debate. However, we all thrive on competition, and in the end we hope to bring out points that will lead to the ultimate - perfection and efficiency for the group as a whole.

It has been rumored that Lieut. Richards' request for an additional supply of stocking caps (Texture silk; quality, used) for the maneuvers, was turned down by the Air Corps Supply, the reason being that there were none on hand, and no one could advance ideas as to how they might be obtained. Anyone caring to contribute may do so at their own risk. All contributions will be carefully considered and confidentially received.

77th Pursuit Squadron: In addition to his other duties, Lieut. Hopkins has been functioning as Engineering, Operations, Armament, Communications and Intelligence Officer in the Squadron. He is also Post Fire Marshall and has many other minor positions too numerous to mention. The new arrivals will certainly receive an extra large welcome from at least one of the officers.

Since the recent passage of the gambling bill by the Nevada State Legislature, Lieut. Kraft has started giving lessons in golf. He claims that golf is a better game anyway and, besides, you get exercise. That's something.

For the past month Lieut. Losey has been on a contact mission with the 11th Cavalry at the Presidio of Monterey, Calif. Lieut. Losey volunteered on the grounds that he knew more cowboy songs than anyone else and in that way would fit in better socially, etc. Since returning he has been flying in the rear element. So far no kicks have been received.

There has been some investigation as to a suitable location to hold the annual gunnery exercises this year, and on learning this, Lieut. Crew yelled "Fallon, Nevada," so loudly that Captain Lynd, after being informed that the town was only approximately 60 miles from Reno, decided that it might be worth looking into and immediately ordered out two P-12's. On arriving at the old home town, Lieut. Crew learned that the weekly cryer had not yet purchased a camera for its star reporter, and consequently he was cheated out of the "Home Town Boy Makes Good" headline.

San Antonio Air Depot, Duncan Field, Texas, March 14th.

Among out of town visitors at the Depot this month were the following Air Corps officers attending the regular monthly conference on supply and engineering held at this Depot on March 3rd: 1st Lieuts. Row W. Camblin, Hatbox Field, Muskogee, Okla.; W. S. Hamlin and G.E. Rice, Fort Sill, Okla.; and Lucas V. Beau, Jr., Instructor with the 45th Division Aviation, Colorado National Guard, Denver.

On March 4th, Capt. Clarence Longacre, QMC, and Mrs. Longacre were welcomed as members of the Depot's official family, having arrived here by automobile from Washington, D.C., where Captain Longacre had been on duty in the Office of the Quartermaster General. He was assigned as Quartermaster at this Depot, relieving Capt. Joseph W. Timmons, Jr., QMC, who is under orders for relief from this station and assignment to Chilkoot Barracks, Alaska, early in April.

Major Frederick Gilbreath, G.S.C., of the Office Chief of Staff, G-4, Washington, and 1st Lieut. C.L. Gamble, QMC, of the Office of the Quartermaster General, constituting the War Department Economy Board, while on their recent

visit to this vicinity on a tour of the various Army activities throughout the country checking housing conditions, utilities and other installations, called at the Depot on March 7th.

Lieut.-Colonel A.W. Robins, Depot Commander, and Capt. Charles E. Branshaw, Chief Engineer Officer, left March 8th for the Rockwell Air Depot, Coronado, Calif., for a short period of temporary duty, conferring with the Commanding Officer of that Depot on methods and systems used in the operation of Air Depots.

Major George H. Brett, Commanding Officer of Selfridge Field, Mich., and Capt. Victor H. Strahm, 1st Lieut. H.A. Johnson and 2nd Lieuts. N.B. Harbold and S. P. Wright, of that Field, were informal visitors here on March 8th, piloting five P-1 airplanes to Kelly Field.

On the afternoon of March 12th, the Depot was afforded the pleasure of an informal visit from Wing Commander L.J. Fiennes, Royal Air Force, Air Attache with the British Embassy at Washington, who was visiting the Air Corps Primary and Advanced Flying Schools at Brooks and Kelly Fields for a study of training methods.

First Lieut. Caleb V. Haynes, A.C., Instructor with the Washington National Guard, Spokane, was an overnight visitor at the Depot March 11th and 12th, en route on a cross-country in an O-2H from the West Coast, leaving here for Maxwell Field, Ala.

1st Lieut. James B. Carroll, Instructor with the California National Guard, Los Angeles, on cross-country from the West Coast, stopped at this Depot March 11th for check and repair of his airplane, leaving on the 13th for Fort Crockett, Texas.

The following airplanes and engines were overhauled and repaired by the Engineering Department of the Depot during February:

Airplanes overhauled: 1 A-3, 1 A-3A, 3 A-3B, 3 O-2H, 5 P-1D, 1 P-1E, 3 BT-1, 5 PT-3, 3 PT-3A, 1 C-7, total 26; Repaired - 1 A-3B, 3 O-2H, 4 O-19B, 1 PW-9D, 1 PT-3A, 1 C-1C, total 11.

Engines overhauled: 32 Curtiss D-12, 7 Wright J-5, 6 Wright J-6, 10 Wasp, total 55; Repaired: 33 Liberty, 2 Curtiss D-12, 2 Wright J-5, total 37.

San Antonio Air Depot, Duncan Field, Texas, March 31st.

Lieut.-Col. A.W. Robins, Commanding Officer, and Capt. Charles E. Branshaw, Chief Engineer Officer, this Depot, returned from a week's temporary duty at the Rockwell Air Depot, where they conferred with the Commanding Officer thereat on methods and systems used in the operation of Air Depots.

While enroute from Honolulu to Bolling Field on change of station, Capt. Harry G. Montgomery paid an informal visit to friends at this Depot on March 16th. At Honolulu Capt. Montgomery was in charge of the Hawaiian Air Depot. He is slated to attend the Army Industrial College.

Lieut. Frederick P. Kenny, of Rockwell Field, Calif., visited the Depot on March 16th for conference with the Commanding Officer.

Major H.A. Dargue visited here March 20th and 21st, while enroute in a Y-14 plane from Langley Field, Va., to Mather Field, Calif.

Major Robert McG. Littlejohn, G.S.C., of the Office Chief of Staff, G-3, and Majors Douglas B. Netherwood, Wm. F. Volandt and Capt. A.W. Brock, Jr., of the Office Chief of Air Corps, visited here March 25th during a cross-country tour in a Y-1C-14 airplane, in connection with projected new construction at various activities.

Mr. J. Earl Schaefer, Vice President in Charge of Sales, of the Stearman Aircraft Company, Wichita, Kansas, was a visitor at the Depot March 27th while enroute to Brooks Field in connection with the Stearman training planes now undergoing service test at the Primary Flying School.

1st Lieut. Richard T. Aldworth, U.S.A., retired, Manager of the Newark, N.J. Airport, formerly with the Air Corps and for a number of years on duty at this Depot, visited San Antonio, his home town, and called at the Depot on March 30th to greet old friends.

Third Attack Group, Fort Crockett, Texas, March 15th.

March 25th was set aside as Field Day, to be devoted to a track and field meet. The participants have been working out almost daily for this meet, which promises to be the best ever held here. A cup will be presented to the Squadron winning the meet.

The 13th Squadron, post basketball champs, have played their first game of a best two out of three series to determine the championship of Galveston County. Their opponents are the Santa Fe. The 13th lost the first game 35 to 28. The game was close throughout, and not until the last quarter did either team have the advantage.

Second Lieuts. Paul L. Torrence and Hernan C. West, Reserve Officers who were stationed with the Group for the past year, were transferred for duty with the 2nd Bombardment Group at Langley Field, Va.

Sergeant Arthur J. Muldoon, 51, 90th Attack Squadron, died March 10th at the post hospital. He was one of the oldest men in point of service with the Group. Interment was in a local cemetery.

Night flying in formation is being practiced most every night by Group pilots. As yet no cross-country hops at night have been made.

Maxwell Field, Montgomery, Ala., March 28th.

Flying for the past three weeks were entirely in the nature of night missions. Routine landings with some short cross-country practice occupied the pilots' flying time. Excellent success has been met, the weather being unusually favorable.

Early in March the last detail of officers returned from Fort Benning, completing the exchange of personnel between the Georgia post and Maxwell Field. This custom is suspended throughout the summer months.

Maxwell Field Polo enthusiasts were given a treat recently by an interesting match between the local players and the Fort Benning Freebooters. Captains Gee, Tuttle and Lieut. McKnight formed the bulwark of the Benning team, while matched against them were Lieuts. Richard J. French, Bruce A. Tyndall, Murray Woodbury and Mitchell Borden, all of Maxwell. The Freebooters were more accurate in their hitting and sat a little more familiarly on their mounts, coming through with a seven to five victory over the home organization.

Wright Field, Dayton, Ohio, March 23rd.

A Board of Officers met at Wright Field in February to discuss and adopt a general arrangement and the type of buildings best adapted to the construction of a model air depot. The Board was made up of Lieut.-Col. A.W. Robins, San Antonio Air Depot; Capt. Laughlin, Fairfield Air Depot; Lieuts. Ray A. Dunn, Middletown Air Depot; B.M. Giles, Rockwell Field, Coronado, Calif.; G.V. McPike, Fairfield Air Depot, and Charles E. Thomas, San Antonio, Texas.

Three O-19C airplanes were ferried to Wright Field for flight and performance testing in February by Lieuts. J.D. Corkille, J.A. Woodruff and F.D. Klein. They were flown from the Thomas-Morse plant in Buffalo, New York.

Two additional planes of the same type were flown in by Lieuts. C.D. McAllister and Capt. J.G. Taylor. Lieut. H.T. McCormick, Air Corps Representative at the plant of the Curtiss Co., ferried a Fairchild Photographic plane from the plant of the Fairchild Co., Farmingdale, N.Y., to the Materiel Div.

Capt. C.F. Wheeler left for Washington Feb. 19th for conference with the Chief of the Air Corps.

Lieut. Donald F. Stace left Wright Field by air recently for an extended flight which took him to Scott Field; Lambert Field, St. Louis; Kansas City; Fort Riley; Muskogee; Fort Sill; Grand Prairie, Texas; Kelly Field; Brooks Field; San Antonio Air Depot; Randolph Field; Fort Sam Houston; Galveston; Montgomery; Birmingham; Birmingham; Atlanta; Fort Bragg; Langley Field, Bolling Field; Aberdeen; Mitchel Field; Middletown, Pa., and Pittsburgh Pa. At each of these stops, Lieut. Stace was in conference with the Commanding Officer of the post to gain the necessary information for a complete study of the supply and equipment situation prevailing throughout the Air Corps.

Capt. Robert Kauch and Lieut. Donald L. Bruner returned from Santa Monica, Calif., where they had gone to ferry two BT-2B airplanes from the plant of the Douglas Company to Wright Field.

Capt. John Y. York, Jr., gave a lecture on Feb. 20th before the Reserve Officers' Club on "Industrial War Plans."

Lieut. H.P. Rush flew to Washington Feb. 25th, making a night return flight.

Capt. Lowell H. Smith, Air Corps Representative at the plant of the Keystone Company, spent several days at the Materiel Division in February.

Capt. Glen T. Lampton, Specialist Reserve, reported Feb. 24th for two weeks' active duty, during which time he was engaged in the Industrial War Plans Section and as Instructor in the Air Corps Engineering School.

Lieut. S.E. Prudhomme left Feb. 26th for Maxwell Field, Ala., to ferry an O-19B from that station to Fairfield for overhaul.

Capt. A.B. McDaniel and Lieut. C.W. Sullivan, of the Office Chief of the Air Corps; Capt. F.O. Carroll and Lieut. Wendell Brookley, Wright Field; Lts. W.R. Carter and J.R. Morgan, Brooks Field, formed a board which convened at Wright Field March 2nd to determine the suitability for training purposes of the Consolidated XPT-933 airplane. The Board was in session for several days, and its findings were sent to the Office of the Chief of the Air Corps.

Lieut. W.N. Amis returned recently from a six weeks' trip, which included Panama and Honolulu. During this trip he superintended the installation of and instruction in the use of supply equipment at the various stations en route.

Bayard Johnson and Reuben C. Moffatt are the latest of our Lieutenants now walking about as Captains.

Lieut. H.A. Bartron arrived at Wright Field March 7th from Kelly Field to confer with the Chief of the Materiel Division regarding equipment and supplies for Randolph Field, Texas.

Capt. F.O. Carroll, J.G. Taylor, Lieuts. A.F. Hegenberger, J.A. Woodruff, W.G. Smith, H.P. Rush, and D.W. Watkins left for Hasbrouck Heights, March 10th, to inspect mock-ups of the YP-8 and YO-27 at the plant of the Fokker Company.

Lieut. C.A. Caldwell took off for Middletown, Pa., Washington, D.C., Baltimore, Mitchell Field, Hartford, Conn. and Boston, Mass., for conference with commanding officers of the various fields regarding arrangements for the Air Corps Exercises to be held in May.

Major A.H. Gilkeson, Major E.G. Reinartz, Lieuts. J.E. Parker, L.A. Hendricks and O.B. Robey flew to Chamute Field March 12th, returning that night.

Major General W.G. Everson, Chief of the Militia Bureau, and Capt. V.J. Meloy, Air Corps, assigned to the Militia Bureau, visited the Materiel Division March 11th, leaving on the 12th for Washington.

Capt. Karl S. Axtater addressed the students of the University of Dayton on March 16th on "The Development of Lighter-than-Air craft." The lecture was illustrated by moving pictures.

Capt. F.O. Carroll and Bayard Johnson, Lieuts. D.L. Bruner, J.A. Woodruff, C.D. McAllister, A.A. Kessler, flew to Detroit March 16th to inspect the mock-up of a new type of two-seater Pursuit plane being manufactured by the Detroit Aircraft Corporation.

Lieut. H.R. Wells left by train March 17th for Bristol, Pa., to ferry a new Bombardment airplane to Wright Field.

Lieut. A.F. Hegenberger left on March 19th for Santa Monica, Calif., to ferry to Wright Field a BT-2B airplane from the plant of the Douglas Company.

M. Kataoka, K. Teramoto and T. Sumaga, the first of the Imperial Japanese Navy and the latter two of the Imperial Japanese Army, Tokio, Japan, were recent visitors at the Materiel Division.

Major H.H. Arnold left Wright Field March 15th for conference with the Chief of the Air Corps, Washington, regarding plans for the Air Corps Maneuvers, traveling from there to Boston and Hartford to further arrangements for the same purpose. He returned to Wright Field on March 22nd.

Among representatives of aircraft manufacturers visiting the Division for consultation during the past month were: C.G. Peterson, Ford Motor Co., Detroit; N.N. Tilley and Peter Wessel, Kinner Airplane and Engine Corp., Glendale, Calif.; D.J. Lowman, Lycoming Mfg. Co., Williamsport, Pa.; S.P. Lyon, Thomas-Morse Co., Buffalo; G. Estoppey, Chicago; Claude Sauzedde, Sauzedde Brakes, Detroit; W.A. Schlegel, Zwitlich Equipment Co., Trenton, N.J.; R.H. Isaacs, Eclipse Aviation Co., East Orange, N.J.; F.B. Glover, Sky Specialties Co., Detroit; H.R. Ogden, Curtiss Wright Co., Garden City, N.Y.; E.E. Aldrin, Standard Oil Development Co., New York City; Lawrence Bell, Consolidated Aircraft Corp., Buffalo, N.Y.; Robert P. Farnsworth, Curtiss-Wright Co., Washington, D.C.; E.N. Gott and C.T. Porter, Keystone Aircraft Co., Bristol, Pa.; R.L. Hankinson, Consulting Engineer, New Albany, Ind.; M.C. Fox, Curtiss A. and M. Co., Buffalo, N.Y.; Nelson Palmquist, St. Louis Aircraft Corp., St. Louis; P.G. Johnson, Boeing Co., Seattle; J.F. Meade, Mercury Aircraft Co., Hammondsport, N.Y.; Hamilton Foley, Pittsburgh Screw and Bolt Co., Pittsburgh; B.G. Carlson, Sperry Gyro Co., N.Y. City; Mac Short and J.E. Schaefer, Stearman Aircraft Co., Wichita, Kans.; Fredk Charavay, Hartzell Propeller Co., Piqua, Ohio; L.S. Hobbs, Pratt and Whitney Co., Hartford, Conn.; Leslie L. Irvin, Irving Air Chute Co., Buffalo; E.C. Friel and C.F. Biesemeier, Cross-Foster Airplane Co., Kansas City; Frank W. Caldwell, Hamilton Standard Propeller Co., Pittsburgh; V.E. Bertrandias, Fokker Co., New York; D. Miller, Fairchild Co., New York; and Donald Douglas, Douglas Co., Santa Monica, Calif.

Fairfield Air Depot, Fairfield, Ohio, March 13th.

Major A.L. Sneed, Commanding Officer, departed by rail on March 4th, and Capt. Burton F. Lewis and Lieut. George V. McPike on March 3rd for Fort Riley, Kansas, to secure and ferry O-25A airplanes to this station for inspection and repair for use in the Air Corps Demonstrations to be held in May. They returned March 8th, despite very unfavorable weather.

Lieut.-Col. L.E. Goddier, Jr., spent a few days' leave of absence in Washington, D.C., from March 3rd to 7th.

Lieut. Melvin B. Asp departed by rail March 9th for Fort Riley, Kansas, to secure and ferry an O-25A airplane to this station for inspection and repair for use in the Air Corps Demonstrations in May. He returned on the 12th.

The Operations Officer started a series of night flying tests, the personnel of this Depot being the participants.

Due to an epidemic of influenza at this post, no social functions were held during the past few weeks.

Among those visiting the post during the past two weeks, the following were noted: Major-General William E. Everson, Chief of the Militia Bureau, and Capt. Vincent J. Meloy, March 11th, to make an inspection of this Depot - Lieut. Harold A. Bartron, Kelly Field, Texas, March 9th, to make an inspection in connection with the consolidation of the Depot and Station Supply Departments here - Lieut. Souza and Sgt. Burval, Chanute Field; Sgt. Caldwell and Sgt. Carrson, Stout Field, and Lieut. Poe, Selfridge Field, March 10th, enroute on cross-country missions - Lieuts. Norman, Meehan, and two passengers, from Selfridge Field; Lieut. McConnell and Pvt. Blasczak, Lieut. Boyden and Sgt. Williams, from Norton Field, March 6th, on cross-country flights - Lieut. Newhall and Sgt. Ossler, Chicago; Lieut. Douglas and Pvt. Holzappel, Bowman Field, March 5th, on cross-country missions - Lieut. Frederick and Corporal Murray, Chanute Field, March 1st, on cross-country mission - Lieut. Hegy, Selfridge Field, March 11th, en route on cross-country trip.

On March 4th, Lieut. Burgess departed from this station, ferrying a P-1C airplane to Chanute. Lieut. Giovannoli departed, ferrying a P-1C to Bolling Field.

Captain Giffin and Pvt. Davis, Maxwell Field, departed for their home station, having been on a cross-country flight.

Lieuts. Starrat and Burgess, and Sgt. Jackson, Chanute Field, arrived in two BT-2's on March 4th on cross-country missions.

Indiana National Guard Air Service, (113th Obs. Squadron):

The Operations Report for this Squadron during the year 1930 shows 2,682 hours flown by pilots, 1,824 hours by observers, making a total of 4,506 hours. Lieut. Howard Maxwell led the field with 350 hours as pilot.

Lieut. Dayton D. Watson, our Regular Army Instructor, is now honeymooning in Panama. Capt. Thomas S. Voss, of Chanute Field, was detailed here temporarily during the absence of Lieut. Watson.

Scott Field, Belleville, Ill., March 18th.

All organizations and departments of Scott Field were commended by Lieut.-Col. John A. Paegelow, post commander, as the result of reports received in connection with the annual inspection. The inspection was in November, and was conducted by Colonel William H. Burt and Major Ernest J. Carr, Inspector General's Department.

That Major General Frank Parker, 6th Corps Area, was pleased with the report submitted by the Inspectors, was shown in the recent letter of commendation received by Col. Paegelow. The following are extracts from the letter:

"It appears from the reports of the Corps Area Inspector General of his annual inspection of Scott Field for the Fiscal Year 1931 that the post, under your command, is being administered in a forceful, business-like and efficient manner. Special comment was made upon the well-cared-for appearance of the post, your interest in the welfare of your command and the efficiency with which you eliminated deficiencies found at the last previous inspection.

These accomplishments have my sincere appreciation and approbation."

Favorable flying conditions enabled the lighter-than-air pilots at Scott Field to make big strides in their training program during the first two weeks

of March. The two airships now in commission, the T.C.-6-241 and the T.C.11-271, were flown for about a total of 40 hours, and all the flying except one short test flight was in connection with the training program.

Navigation problems were solved in cross country flights over a course to Decatur and Springfield, Ill., and return. Shorter problems were involved in cross-country flights of a less extended nature. The "71" ship was used on these problems as with its closed cabin it is more comfortable for the crew on extended flights.

Camera obscura flying for bombing training was carried out with the "241", and this phase of the training will soon be cleaned up with a continuance of good flying weather.

Athletic activities at Scott Field slowed down since the close of the inter-squadron basketball series. The post basketball team is continuing its play in order to take part in the Corps Area athletic meet at Fort Sheridan. Lieut. George Stokes, boxing instructor, has a few men in training for the same event.

The 9th Airship Company showed themselves to be excellent losers in the basketball championship. The conduct of the team in its losing games was the result of many favorable comments during the series and then, to climax their sportsmanlike action, they were host to the champion 15th Squadron team at a Smoker on March 12th. Excellent food and entertainment were provided, and impromptu speeches were called for from many of the guests.

2nd Lieut. Kennedy Dodds, Reserve, recently on active duty at Dodd Field, Fort Sam Houston, Texas, was ordered to Scott Field and is scheduled to be assigned to the 15th Observation Squadron for training. His home is in Denver, Colorado, and he is to be on active duty until February 28, 1932.

Brooks Field, San Antonio, Texas, April 1, 1931.

Captain Gerd von Massow, of the German Aviation Section, who has been stationed at Brooks Field while in attendance at the Air Corps Primary Flying School, was transferred to the Advanced Flying School at Kelly Field. He was very popular and well liked at Brooks, and his many friends are wishing him continued success.

Interesting visitors at the field on March 14th were Congressmen Kvale and Clague, of Minnesota.

Lieut.-Col. H.B. Clagett, Commanding Officer of Brooks Field, who went to Santa Monica, Calif., to procure a new BT-2B plane allotted to the Field, returned after a week's absence. He was detained at El Paso on account of heavy rains.

An interesting visitor at Brooks Field on March 14th was Lieut.-Col. J.L. Fiennes, Wing Commander, Aviation Department, British Army, on duty as Air Attache of the British Embassy at Washington. Major H.H.C. Richards, in command of the field in Col. Clagett's absence, was host to Col. Fiennes, and with him inspected the Primary Flying School and Brooks Field proper.

Second Lieut. Robert L. Easton, Adjutant and Supply Officer, 58th Service Squadron, was transferred to the Primary Flying School upon completion of the Instructors' course in flying. The Squadron regrets his loss, but wishes him every success in his new field of endeavor.

58th Service Squadron: This organization is divided into two platoons, with Tech. Sgts. George D. Brown and John S. Dombeck as leaders.

Sergeant Fletcher has agreed to manage the Squadron baseball team. He reports excellent material in the sixteen men who are trying out for various positions on the team. Twelve new uniforms and other necessary equipment were received to make the boys happy.

Tech. Sgt. Russell C. Peckham was transferred to the 62nd Service Squadron. The 58th was reluctant to lose him, but wishes him success and happiness in whatever he undertakes. Tech. Sgt. John S. Dombeck, from the 62nd, is replacement for Sgt. Peckham, and the Squadron is extending him a hearty welcome.

Staff Sgt. Kroll arrived from the Canal Zone and identified himself as a member of the Squadron. He replaces Staff Sgt. Jack Steele who goes to Panama.

20th Photo Section: Lieut. Oakley G. Kelly, who gained international prominence for his transcontinental non-stop flight with Lieut. Macready, was transferred to the 52nd School Squadron as Commanding Officer. The personnel regret his loss, as he was well liked by all the men of the organization. Lieut. E.C. Robbins has been attached and assumed command of the 20th Photo Section,

and personnel of his organization are making him welcome.

Pfc. Williams returned after completing a course of instruction in photography at Chamute Field, Ill. "Bat" stated he didn't recognize the old place because of the great number of improvements made in the Section during his absence.

Pfc. Breakefield returned from the West Point Prep School at Fort Sam Houston. It is understood he finished at the top of his class and took the examinations which were given March 4th. All hope that he will make the "Point."

Tech. Sgt. Michler and his staff of landscape gardeners are very busy beautifying the lawn in front of the Photo Hut, and when they complete their plans the "hut" will appear second to none on the field in artistic arrangement.

11th School Group Headquarters: Tech. Sgt. Scott returned from furlough - Pvt. Lillard returned from a 3 months' furlough incident to his reenlistment, as did Staff Sgt. Eldridge, the latter assuming his duties as Sergeant-Major in the Personnel Office at Post Headquarters.

Sgt. Cox, of the 58th, is the recipient of many congratulations from members of the 11th, which organization joined with the 58th in a dance recently, sponsored by Sgt. Cox. The occasion proved one of the most successful of the season.

Staff Sgt. Bigley was transferred to Mitchel Field. The organization wishes him luck in his new assignment.

The baseball season has opened and the men are out each day for practice.

52nd School Squadron: The boys made an excellent showing on the range.

Everything points to a successful baseball season for the 52nd. Under the expert tutelage of Lieut. Cobb, it is doubtful if another squadron will be able to give our boys any competition.

Captain Finter was relieved of his duties as Squadron Commander and Lieut. Oakley G. Kelly was appointed to fill the vacancy. After almost a year in our midst, Captain Finter's departure is occasioning much regret. He has gained our respect as a splendid skipper. We are more than pleased than an officer of Lieut. Kelly's ability has been chosen to succeed him.

46th School Squadron: Privates, 1st Class, Johns and Black report a delightful cross-country to Eagle Pass last week.

Our own Squadron orchestra is budding, and with a few more additions we shall have an orchestral flower blossomed in the barracks.

Pvt. Orth, who has been attending the West Point Prep School at Fort Sam Houston, is back with the Squadron and is optimistic about the possibilities of attending the Academy. His friends are wishing him the best of luck.

Private Wiley, of Waco, is a new addition to the Squadron. He says his ambition to become a Cadet from civil life seemed too far away, so he came on into the service like a good boy, and we are delighted to have him. The 46th now has four potential officers - three for the Flying School and one for the Point.

Air Corps Reserve Activities in New England:

The Reserve officers of the 442nd and 443rd Pursuit Squadrons, most of whom fly at the Boston Airport, are preparing for the coming Air Corps Maneuvers. They plan to obtain all valuable points on combat flying. Many of the officers hope to be participating in various missions connected with the execution of the maneuvers.

Some of the officers have been obtaining some training in flying by instruments under the "Hood" over the rear cockpit of a PT-1.

Lieut. Joseph A. Wilson, Commanding Officer of the Detachment at the Airport, caused one of the PT's to be equipped with a hood over the rear cockpit, and had necessary additional instruments installed therein. Lieut. Wilson made the first tests of this "blind flying" ship, after which Lieut. Tapley, Majors Beaman, Raymond and Capt. Charles Clark began their training. Almost any day the queer looking steed may be seen plowing around over the airport.

Lieut. R.C. Moffat was a recent visitor at the field. He was the first commanding officer here, and he was surprised to note the changed aspect of the airport. He was warmly greeted by his many friends here.

Serial No. 305 LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
March 1st - April 10th, 1931, Incl.

Available for loan to Air Corps Organizations only upon request to
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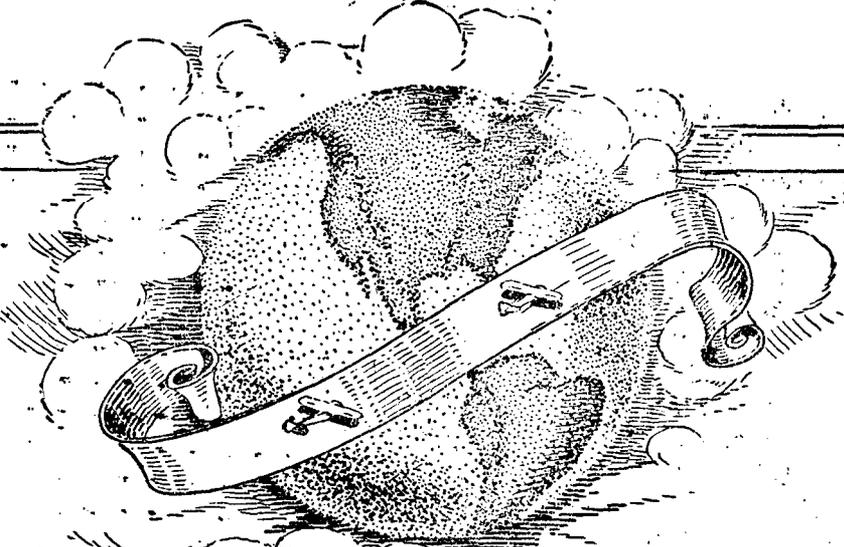
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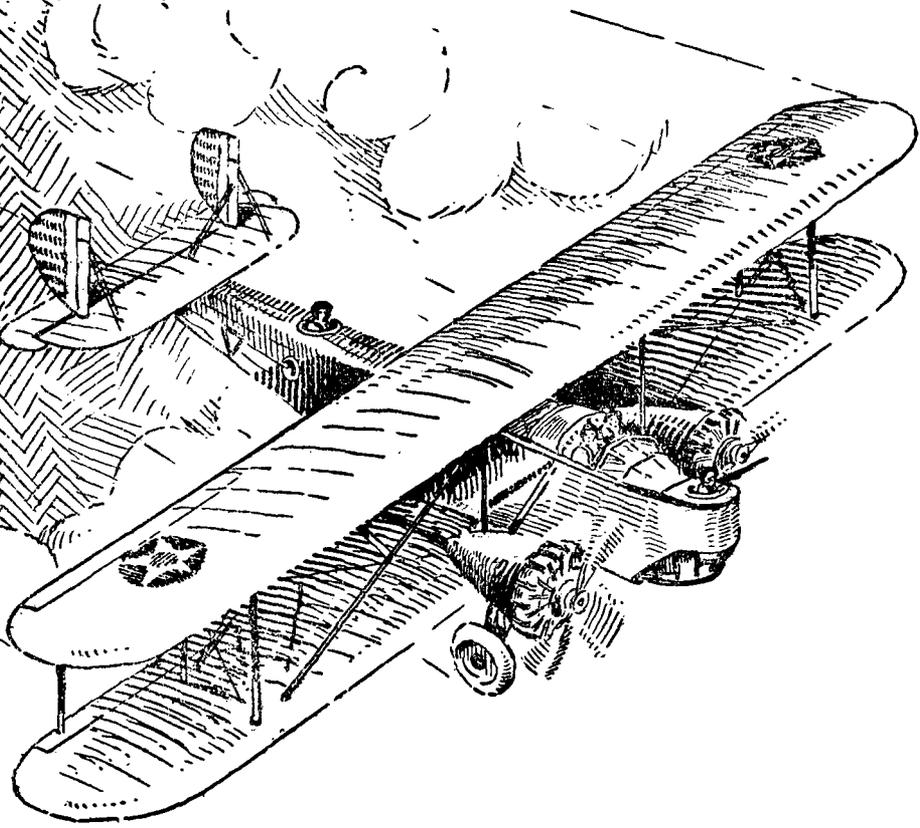
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NEWS LETTER



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F. C. BERRY

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Information Division
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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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AVIATION'S BENEFACTOR, THE SILK WORM.

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 Our old friend Noah Webster said that "philanthropy is concerned with the prevention of calamity, rather than in allaying it," in which case there seems to be little doubt that our friend of the "Lepidoptera" family, who is sometimes called "Bombyx Mori," is a real philanthropist, especially as far as the members of the flying fraternity are concerned.

Now "Lepidoptera" really means a scale-winged insect and "Bombyx Mori" means the mulberry silk-worm, so in reality his full name is Mr. Bombyx Mori Lepidoptera; and it is to him and the other members of his very numerous and prolific family that all flyers, both good and bad (referring only to their ability), are indebted for the wonderful fiber from which the present parachute cloth is made. It is about this very capable and industrious little fellow that the following sketch is written, in the hope that his real worth will be appreciated and that his product will receive the credit among the male sex which is its due, not only because it adorns the opposite sex, but for the remarkable physical properties of the material from which our excellent parachutes are made.

It is generally agreed that the origin of the silk industry was in China, about 2700 B.C., according to the Chinese myths and legends. For a long while it was a strictly-guarded secret of the royal family and was presided over by the reigning queen. About 500 B.C., according to Confucius, it was the custom for the ladies of the many royal palaces to draw lots, and those who held the lucky numbers were thus chosen to be sent to the nursery to care for the worms. Lucky ladies and lucky worms! - but luckier pilots who didn't have to try to put that one across at home and "make it stick."

Early in the Christian era, the cultivation of the silk worm was introduced into Japan, later spreading to Asia, Persia and Turkey. In the eighth century it spread to Arabia, and thence to Spain. In the twelfth century, silk culture was practiced in France, but in the latter country it was not until Louis XIV, who demanded so much from his ladies and gentlemen in the way of dress, as well as in other things, that the silk industry really made any appreciable progress in France.

In America, as early as 1620, there were attempts on the part of the Virginia colonists to raise mulberry trees, and in 1657 there were just as definite attempts to raise silk worms. All of these attempts enjoyed a certain amount of success, but about 1840, after a spectacular series of promotions, blights, and financial manipulations, the entire American industry of raising silk worms and the cultivation of mulberry trees died an unnatural death; and although there have been sporadic attempts to revive it, the corpse has remained a corpse to this day. The main reason for the failure of this industry in America is that the production of raw silk is essentially a household industry which takes a great amount of time and a still greater amount of hand labor.

Now let us see all of the trouble that our friend, Mr. Bombyx M. Lepidoptera, must go through in the raising of a family. There are two main types of worm - those reproducing many times annually, which are called "polyvoltine," and those which reproduce only once annually and are called "annual." The latter are the superior kind, although both kinds are used in the culture of silk. For the annual worm there is a time interval of about ten months between the time the eggs are laid and their hatching. The first six months are required for a period of hibernation, and then the incubation follows, which takes about one month. Between the time the worm is hatched and it spins its cocoon is a period

of about forty days, which are very busy ones for the new arrival. During this short time the worm is fed on finely-chopped mulberry leaves and he grows at a tremendous rate. At four different intervals he sheds his coat which he has out-grown, and at the end of about forty days he has increased in weight about 10,000 times. Just to aid our unsuspecting reader in visualizing the enormous growth of this worm, let us suppose that we had a small model of the former Barling Bomber airplane, weighing about four pounds, and by feeding it on mulberry leaves for forty days it finally grew to the full dimensions and weight of the real machine. Of course, the worms do not grow to any such size or we would all take to the storm cellar when Mr. B. Mori started out for his morning constitutional, but the percentage of change is the same for the worm as for the Barling Bomber, and it will readily be seen that our friend the silk worm is lacking neither in ambition nor ability.

When the worm has reached the limit of his growth he is ready to spin the cocoon and he is placed on a mulberry leaf which is made ready for him. In the head of the worm is an exit tube to which are connected four glands. From two of the glands the silk fiber comes, and from the other two a cement-like substance which holds the two threads of silk together as the entire product of the worm is exuded from the exit tube. When the fiber emerges from the exit tube, it coagulates upon contact with the air. It is at this time that the silk worm really goes to work. By moving his head in the form of a figure eight, the worm encloses himself, layer after layer, in the cocoon. The authority from which most of these data are obtained says that the worm makes about 69 movements of his head in the form of an eight, each minute, which is traveling some even if he doesn't get anywhere. In the humble opinion of the writer, the ability to make 69 figure eights in a minute automatically elects Mr. B. Mori to the fraternity of flyers.

After the cocoon is completed, the worm metamorphoses from the caterpillar form to that of an inert chrysalis or pupa, and after that to the form of a butterfly which cuts an opening in the cocoon and flies away. If this were what really happened to the worm, he would have a pretty fair time of it; but Mr. Bombyx Mori is the victim of circumstances and man's cupidity, because before he reaches the stage where he can cut his way out of the cocoon he is killed either by heat or by live steam. The reason for killing the worm at this stage is to prevent him from cutting the continuous thread which he has spun around himself and which is very often 600 yards or more in length.

Of course, it is not possible to control the development of the entire crop of worms so that they will all mature at the same time, and a large number of the moths actually cut their way out. These cut cocoons are treated to dissolve the gummy material from the silk fiber, and the subsequent operations upon the material tend to produce a yarn to resemble, in principle, the drawing and spinning of cotton fibers to produce cotton yarns. The product of this treatment is known as spun silk.

At this stage the silk is ready to be "reeled," which is only the unwinding of the silk thread from the cocoon. It is accomplished by soaking the cocoons in warm, soapy water, locating the loose end, and winding in a skein, which is the usual commercial form for reeled silk. The thread from one cocoon is much too fine to reel by itself, so the ends from several are joined together and reeled as a thread, which is much easier to handle. The size of the finished thread, that is, its diameter and weight, can be controlled by varying the number of cocoon threads and by twisting several of the reeled threads together. The silk in this form has the natural gum present and is known as raw silk, or grege. When it is being prepared for weaving, the silk is "boiled off," which consists of boiling the raw silk in a soap solution to remove any or all of the natural gums. The better class of cocoons produce the "organzine" threads and the poorer class produce the "tram." The organzine is used in the construction of the warp yarns, which require greater strength for weaving. The tram is slightly weaker and is used for the filling in the construction of the fabric.

Another form of silk with which many people are familiar is the "Tussah," or wild silk. This is the product of a worm of another branch of the family, but there is no attempt made to cultivate it for several reasons, one being that the worm does not readily lend itself to cultivation. The cocoons of this worm are gathered from the trees at certain times of the year, and the silk is generally some color other than white - usually tan or coffee color. This silk is strong, but is not so uniform as the cultivated variety nor so readily bleached, which prevents its use in the manufacture of the better class of dress goods, and con-

sequently there is little demand for it. Pongee is one of the common commercial forms of Tussah.

Let us consider some of the physical properties of silk. Silk fiber is hygroscopic, meaning that it will take on or give up moisture, depending on the wetness or dryness of the atmosphere to which it is exposed. Silk is sold with a certain percentage of moisture, based on the dry weight, and this moisture (about 11 percent) is known as the "regain." In this way the buyer is sure that he is paying a uniform price for his material and is not buying water at the silk price.

The moisture content in silk affects its tensile strength very materially. As the amount of moisture increases, the strength of the silk decreases; and as the amount of the moisture decreases, the strength of the silk increases. This effect is appreciable, as the strength of some silks is reduced as much as 30 percent when soaked in water and then tested.

Silk is a poor conductor of electricity, but it is easily charged by friction with what is known as a static charge. This property can be partially overcome by keeping the normal amount of moisture present in the material. Silk is said to be the strongest material known, on the basis of equivalent weight, its strength being about equal to that of an iron wire of the same diameter. Silk is also an extremely elastic material, stretching 15 to 20 percent of its original length in the dry condition.

The chemical reactions of silk are equally interesting, and something should be said of them if one is to appreciate the limitations of this remarkable fiber. Sunlight and exposure to the weather have a very decided effect on the strength, and a reduction of 50 percent is not unusual as a result of about five weeks' exposure. The effect of sunlight by itself is just as decided, although a somewhat longer time is required to affect it similarly.

Heat also affects silk, but not so much as it does wool, and silk may be heated to 230°F. without any serious effect. At 338°F. it is rapidly destroyed.

With reference to acids and alkalis, silk fiber reacts in a manner similar to wool. Dilute acids and dilute alkalis have no serious effect on it, but in the concentrated state they both dissolve it. There are some slight variations from this statement, but in general this condition holds for all silk.

Solutions of ordinary table salt, or sea salt, or any form of sodium chloride, have a very serious effect on silk of all kinds. Silk parachute cloth which has been immersed in sea water shows a very decided reduction in strength and elasticity after a short period of immersion. If allowed to remain in salt water for any length of time, its strength falls away to little or nothing. This is also true of silk dress goods which are exposed only to the salt air at the seashore. It is well known, especially by the ladies of the family, that the seashore is ruinous to silk dresses, and even more so than usual if the material should be weighted with any of the metallic salts which are added to a considerable portion of the silk dress goods which are sold today.

A valuable lesson can be drawn from the action of sea water on silk fabric. In the event that a parachute is submerged in salt water it should be immediately washed or rinsed in sweet or soft water and then dried to its normal moisture content. Air-drying in the sunlight is probably not so good as without sunlight, for, although the time of exposure to the sun is short and the effect of one exposure would not be measurable, there is not much doubt that continued exposure to the sun at fairly regular intervals would have a cumulative effect that would ultimately weaken the silk.

In closing, it is desired to acknowledge the references used in securing a considerable portion of the data in the foregoing, which are "Textile Fibers," by Matthews, and "The Story of Silk," published by Cheney Brothers, the well-known silk manufacturers.

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ROYALTY VISIT FRANCE FIELD, PANAMA

France Field, Panama Canal Zone, was visited February 6th by Their Royal Highnesses, The Prince of Wales and Prince George. They docked at 9:00 a.m., and were immediately escorted to France Field where a review of troops and airplanes was held for them. They then departed by air via Pan-American Airways for Panama City. Mr. Davis, American Minister to Panama; General Brown, Department Commander, and Colonel James A. Mars assisted in the reception of their Royal Highnesses. The Prince of Wales expressed himself as being very favorably impressed by the display at France Field.

TACTICAL EXERCISES BY THE AIR CORPS IN HAWAII

DURING the tactical exercises conducted by Air Corps units in the Hawaiian Department from March 11th to 13th, the following organizations from Luke Field participated: 72nd Bombardment Squadron, 4 airplanes; 4th Observation Squadron, 6 airplanes; 23rd Bombardment Squadron, 8 airplanes; 50th Observation Squadron, 3 airplanes; 26th Attack Squadron, 8 airplanes; 65th Service Squadron, and 75th Service Squadron, 1 airplane each.

These squadrons were organized into two Provisional Groups, with the 23rd Bombardment, 26th Attack, 65th and 75th Service Squadrons constituting the 1st Provisional Group, and the 50th and 4th Observation and the 72nd Bombardment Squadrons the 2nd Provisional Group, with the 1st Group based at Hilo, Hawaii, and the 2nd Group at Homestead Field, Molokai.

The 50th Observation Squadron returned to Luke Field on the morning of March 13th, in advance of the rest of the units, in order to provide an observation screen between Oahu and Molokai, for the purpose of obtaining information regarding the approach of the other organizations which were simulating an Attack on Pearl Harbor. Upon the approach of the attacking units, the 50th Squadron radioed the information to Wheeler Field, for the information of the 18th Pursuit Group, which endeavored to intercept the approaching planes.

During the conduct of this exercise, all units functioned as though engaged in actual operations against an enemy. Field orders were prepared covering all missions executed, and a War Diary was maintained and submitted together with such other reports as would be kept during hostilities.

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UNUSUAL PHOTOGRAPHS TAKEN IN HAWAII

Lieut. Rawlings and Technical Sergeant Stolte, of the 11th Photo Section, Luke Field, who proceeded by air to the Island of Molokai, Hawaii, on March 11th to participate in maneuvers, obtained some unusual and interesting photographs the following day. Aroused from their slumber at 5:00 a.m., due to an unusual clear ceiling, they set out half an hour later to see if anything worth while could be photographed. They attained 15,000 feet altitude in a few minutes and experienced considerable pilikia (Hawaiian word meaning "trouble") due to gravity. Using all his technique, Sgt. Stolte succeeded in getting the camera in action, with the result that several unusual obliques were obtained, among them being one taken above Kalaupapa, Molokai, showing the peaks of Mauna Kea and Mauna Loa on the Big Island, an airplane distance of 155 miles, and another showing the entire Island of Molokai, 261 square miles. This was accomplished with the standard K-3 Camera, using Aero 1 filter and regular aerial film.

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TWO NEW SQUADRONS RECONSTITUTED

The 9th and 31st Bombardment Squadrons were reconstituted at March Field, Riverside, Calif., as of April 1st, with Captains Leo F. Post and Earle G. Harper as commandants, respectively. The enlisted personnel for these two new organizations were made up of men from the various Air Corps stations throughout the country.

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A FLYING COURT MARTIAL AT RANDOLPH FIELD

Kelly Field's first flying general court-martial held a session at Randolph Field on the afternoon of April 22nd, after flying from Kelly Field to the new home of the Air Corps Training Center.

An enlisted man on duty at Randolph Field was tried for a military offense by the court, made up of Major T.J. Hanley, Capt. Perry Wainer and Lieuts. I.L. Proctor, W.K. Moran, F.P. Booker, L.J. Maitland and J.K. McDuffie, members of the court; Lieut. L.C. Mallory, trial judge advocate; Lieut. W.R. Agee, assistant trial judge advocate; Lieut. E.E. Glenn, defense counsel, and Lieut. W.H. Higgins, assistant defense counsel. The trip to and from Randolph Field was made in a Ford Transport and three other planes.

IN the last issue of the News Letter there appeared an article, headed "Where are our Aces," wherein the names of 28 officers were listed - war-time flyers bearing the unofficial designation of "Ace," whose present whereabouts were then not definitely known to the Information Division, Office of the Chief of the Air Corps. It can now be stated that all of them are accounted for, though it is deeply regretted that not all are present, four of the 28 on the list - Lieuts. Henry R. Clay, Leslie J. Rummel, John K. McArthur and R. deB. Vernam - having passed to the Great Beyond.

The World War produced 72 American airmen who achieved the unofficial title of "Ace," they having been credited with five or more victories in aerial combats with the enemy. According to the latest information available, 55 "Aces" are in the land of the living, and of this number seven are still serving in the Air Corps, Regular Army, and fifteen are members of the Air Corps Reserve.

It should be explained that none of the officers listed in the previous issue of the News Letter had accepted commissions in the Air Corps Reserve, and hence the Air Corps lost direct contact with them. In a majority of instances their files disclosed no correspondence with the Air Corps during the past ten years. No extended search of War Department records was attempted in an endeavor to trace the present addresses of these "War Birds," it being thought that the object sought would probably be realized much more quickly through publicity. Furthermore, it was believed that through this method there would be a greater likelihood of obtaining the very latest information as to their present whereabouts.

Yes, it pays to advertise. The New York TIMES carried a full column story based on the News Letter article, and it was not long before letters and telegrams began coming in to the Information Division from various sections of the country - even one from Cuba - all of them shedding some light on the present addresses of these men. Some of the communications were from the war flyers themselves, but most of them were from interested parties. One of the war flyers, Captain Jerry Vasconcelles, wired that he had received no less than 36 clippings of the newspaper article and that he hoped that he may be classified as among those living.

One of our correspondents, who furnished information on eight of the war flyers, is laboring under a false impression in one instance. He stated that Major Charles J. Biddle is reported as having died recently. Another correspondent stated that he resides in Philadelphia. Not wishing to entertain the thought that this prominent airman had departed from our midst, the Washington Representative of the Philadelphia LEDGER was appealed to for aid, and it was not long in forthcoming. Information was obtained to the effect that Major Biddle is very much alive and that he flies almost every day.

It would seem that the unusual interest displayed in the appeal of the Air Corps for the latest information as to the whereabouts of these illustrious flyers should tend to furnish a ready answer to the oft repeated and famous query: "What Price Glory?"

The thanks of the Air Corps are extended to all those who took the trouble to write in and furnish the information which was sought, and so once more the "family" of war-time "Aces" is reunited in the records of the Information Division.

For reasons of policy it is not thought wise to publish their present addresses in the News Letter. If this were done, the chances are that their letter boxes would be cluttered with all sorts of advertising literature, from a patented fly-catcher to the latest model of a 32-cylinder free-wheeler.

It is gratifying, indeed, to hear that these "War Birds" are "getting along," and we wish them happiness and continued success in their various undertakings.

Inquiries are received in the Information Division from time to time as to the whereabouts of various flyers who participated in the World War. It would be greatly appreciated if those war flyers, who are not now members of the Air Corps or the Air Corps Reserve, would communicate their present address to the Information Division, this with a view to keeping the records up-to-date.

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Thirty-one students of the Senior Class in Aeronautical Engineering, Purdue University, recently visited Dayton, Ohio, and made a tour of inspection of the Materiel Division, Wright Field, and the Fairfield, Ohio, Air Depot.

A PROFITABLE AS WELL AS ENJOYABLE ROUND TRIP TRANSCONTINENTAL FLIGHT

"An officer cannot sit in Washington and really understand the great variety of problems bearing on widely separated fields operating under different conditions," stated Major Douglas B. Netherwood, Air Corps, Chief of the Finance Division, Office of the Chief of the Air Corps, in commenting on his recent extended trip by air to the Pacific Coast and return. "He may have an apparently complete set of data for each station," he continued, "and a rather clear conception of the general situation, but the added touch of a personal visit to the stations is necessary to make the picture complete and to give him an intimate working knowledge of his job."

The extended trip above referred to was made in a Fokker Y1C-14 Transport plane, powered with a Wright "Cyclone" engine. Starting from Bolling Field at 7:15 a.m., March 23rd, stops were made at 22 different points enroute, including Rockwell, March, Crissy and Mather Fields on the Pacific Coast, the flight ending at Bolling Field at 2:55 p.m., April 4th. The entire journey, involving a total distance of 6,202 miles, was made in 65 hours and 10 minutes actual flying time, or at an average speed of slightly over 95 miles per hour.

The best time on the entire trip was made between Denver, Colo., and Marshall Field, Fort Riley, Kansas, the time consumed in covering the distance of 430 miles between these points being 3 hours and 55 minutes, or at an average speed of nearly 110 miles per hour. No attempt was made, however, to break any speed records during any portion of the journey, Major Netherwood piloting the Transport at a steady, consistent gait.

To afford one a fairly accurate idea of the advantage of airplane travel on an inspection trip of the character made by Major Netherwood and his party, the following record of flight is given below:

Date 1931	Flights		Hour of		Duration		Miles
	From	To	Departure	& Arrival	Hrs.	Min.	Distance
3/23	Bolling Fld	Pope Field	7:15 AM	9:30 AM	2	15	278
3/23	Pope Field	Maxwell Field	10:35 AM	4:05 PM	5	30	475
3/24	Maxwell Field	Shreveport, La.	7:30 AM	12:20 PM	4	50	440
3/24	Shreveport, La.	Post Field	1:30 PM	4:55 PM	3	25	300
3/25	Post Field	Hensley Field	8:40 AM	10:30 AM	1	50	160
3/25	Hensley Field	Duncan Field	11:50 AM	2:35 PM	2	45	250
3/26	Duncan Field	Kelly Field	4:45 PM	5:00 PM	0	15	2 Test
3/27	Kelly Field	Dryden, Texas	7:30 AM	10:20 AM	2	50	225
3/27	Dryden, Texas	Biggs Field	10:55 AM	2:15 PM	3	20	288
3/27	Biggs Field	Lordsburg, NM	2:45 PM	4:20 PM	1	45	140
3/27	Lordsburg, N.M.	Tucson, Ariz.	5:15 PM	6:45 PM	1	30	135
3/28	Tucson, Ariz.	Rockwell Field	7:20 AM	11:30 AM	4	10	390
3/28	Rockwell Fld	March Field	2:40 PM	3:55 PM	0	55	82
3/29	March Field	Crissy Field	10:05 AM	2:50 PM	4	45	400
3/30	Crissy Field	Mather Field	3:40 PM	4:55 PM	1	15	82
(Went via Amaneda and Marin County sites)							
3/31	Mather Field	Salt Lake City	7:15 AM	12:30 PM	5	15	530
3/31	Sale Lake City	Denver, Colo.	1:15 PM	5:05 PM	3	50	465
4/1	Denver, Colo.	Marshall Field	8:15 AM	12:10 PM	3	55	430
4/1	Marshall Field	Ft. Leavenworth	1:30 PM	2:30 PM	1	0	100
4/1	Ft. Leavenworth	Scott Field	2:55 PM	5:35 PM	2	40	270
4/2	Scott Field	Chanute Field	12:50 PM	2:25 PM	1	35	152
4/3	Chanute Field	Fairfield	10:55 AM	2:05 PM	2	10	220
4/4	Fairfield	Bolling Field	11:15 AM	2:55 PM	3	40	390
Totals					65	25	6204

At San Antonio, Texas, March 26th, used Kelly Field O2H's to go to Brooks and Randolph Fields - Kelly to Brooks, 10 minutes; Brooks to Randolph, 15 Minutes, and Randolph to Kelly, 15 minutes.

Major Netherwood was accompanied on the flight by Majors R.M. Littlejohn, General Staff (G-3); W.F. Volandt, Air Corps; Captains A.W. Brock, Air Corps; C.D. Cuny, Signal Corps, the latter traveling as far as Shreveport, La., enroute to Houston, Texas, and Staff Sergeant Fred A. Roberts, of Bolling Field, Crew Chief. The latter performed excellent work throughout the journey, and no mechanical difficulties of any kind were encountered.

"In most cases," Major Netherwood stated, "the time spent at a station was comparatively short; yet, during that brief interval, Major Littlejohn, a member of the Budget Advisory Committee; Major Vollandt, who will handle the fiscal matters of the Air Corps during the next three or four years; and Captain Brock, who will have much to do with the Air Corps Technical Construction Program of the Air Corps, obtained impressions that will aid them to no small degree in the performance of their duties. They will be able to perform their several jobs more effectively and with a very much better understanding of the fitness of things than would have been possible without the personal knowledge gained on this flight."

Brief notes on various incidents connected with this long air journey were made by Major Vollandt. It appears that Captain Brock, who was following the route very closely with the aid of strip maps, failed to find the town of Allendale, N.C. noted thereon and thereupon declared the map to be inaccurate. An inspection of the map by other members of the cabin party confirmed Captain Brock's find. Admiral Netherwood, upon whom this title was conferred by Major Littlejohn, proved that all were wrong, as his Rand McNally map showed that Allendale was where it should be. Incidentally, Captain Brock also gained a new title, that of "Chief Air Navigator."

Between Pope Field, N.C., and Montgomery, Ala., one member of the party developed a case of air sickness. Search for equipment similar to that provided on steamships proved futile. Prior to the departure from Montgomery, it was noticed that the air-sick party provided himself with an empty soup can, also a varied assortment of chewing gum which some benevolent and sympathetic friend had recommended as a preventative for that empty feeling. Chewing gum is cheap and the air-sick party provided himself with a liberal supply. One unacquainted with the facts in the case would have given him a wide berth, for to all intents and purposes he appeared to have a very severe case of mumps. Relying on the efficacy of the chewing gum, he indulged in a hearty breakfast at the Maxwell Field Cafeteria. Later he became a sadder but much wiser man, also emptier.

At Maxwell Field, a conference was held with the Commanding Officer, Major W.R. Weaver, and the Constructing Quartermaster on matters covered by the order directing the flight. Considerable progress was noted in new construction. The mess arrangement for enlisted personnel, cafeteria style, was very interesting and seemed to be working out satisfactorily. (Ed. Note. Operation of this mess was covered in an article in a previous issue of the News Letter). All enlisted men questioned spoke in the highest terms of this method of dispensing food.

Upon landing at Shreveport, La., where the plane was refueled, an inspection was made of the Barksdale Field site. The grading of the entire field was nearing completion.

At Post Field, Fort Sill, Okla., the next stop, a conference was held with the Commanding Officer on matters pertaining to technical construction and other requirements. This was also done at the succeeding stop, Hensley Field, Dallas, Texas, where the field was found to be in good condition.

The afternoon of March 25th and the entire time the next day were spent in conferences with the Commanding Officers of Kelly, Brooks, Randolph and Duncan Fields. The entire party was very much impressed with the general condition of Brooks Field and the military appearance of all the Flying Cadets. All the air-planes on the line were in excellent condition and appeared as though they were just delivered from the factory.

The Air Depot at Duncan Field was in good condition and working to full capacity on airplanes and other equipment for the maneuvers.

Randolph Field was thoroughly inspected and is, without doubt, a most wonderfully designed station. Every facility for the training, comfort and contentment of a command has been provided. During the period of inspection, the Transport was given a complete check-up by the Air Depot, and was turned over in excellent condition for a continuation of the trip.

Dryden, Texas, the first stop after leaving Kelly Field, was reached at 10:20 a.m., March 27th. Additional facilities for the detachment at this station should be provided.

The landing fields at the next three stopping points, Biggs Field, Texas; Lordsburg, New Mexico, and Tucson, Arizona, were found to be in satisfactory condition. The people of Tucson appeared very much interested in the development of the airdrome, and a very pleasant evening was spent at the "Airplane Hangar," a special club room in the Pioneer Hotel, which is under the management of G.H. Benefiel, a former Captain of the Air Corps.

Rockwell Field, Coronado, Calif., was reached in due time, and a conference

was held with the Commanding Officer on technical construction and other matters. When the Transport arrived over the field, it was noted that the entire command was in formation at the hangars. The cabin party felt somewhat important, as it appeared as though considerable attention was being paid to their arrival. After landing, however, they were disillusioned upon learning that it was the regular Saturday formation for inspection. The rest can be left to the imagination.

The Primary Flying School at March Field, Riverside, Calif., was the next stop. The field was found to be in very good condition, and the construction program appeared to be progressing satisfactorily. The military appearance and deportment of the Flying Cadets were excellent.

At Crissy Field, Presidio of San Francisco, Calif., the Air Officer, 9th Corps Area, joined in the conference with the Commanding Officer of the Field.

Upon arrival at Mather Field, Sacramento, Calif., the command was found to be engaged in gunnery practice in conjunction with Crissy Field.

Landing at Salt Lake City, Utah, shortly after noon on March 31st, the sad news of Coach Knute Rockne's death was received. Considerable snow was noticed through the mountains. The most wonderful sight during the trip was the reflection of a snow-covered mountain in the Great Salt Lake.

The flight from Salt Lake City to Denver, Colo., was the longest air journey on any one day of the trip. Very high winds were encountered. In crossing one mountain, an upward air current carried the plane from 9,000 to 11,500 feet in approximately one minute. This sudden increase in altitude caused considerable confusion among the cabin crew who, upon landing at Denver, complimented Admiral Netherwood on the manner in which he brought the plane through, and also on his ability as a pilot. This leg of the flight was very rough, and the pilot had his hands full due to the varying high winds encountered in flying over the mountains. The field at Denver is in very good shape. It was the highest point above sea level on which a landing was made during the entire trip.

Between Denver and Marshall Field, Fort Riley, Kansas, a considerable amount of snow and ice was noted. Pike's Peak was in sight for some time after the departure from Denver. The Marshall Field airdrome was found to be in good condition, as was also the field at Fort Leavenworth, Kansas, the next stop.

The station at Scott Field, Belleville, Ill., was found to be in excellent condition. The cafeteria style of messing enlisted personnel, similar to that prevailing at Maxwell Field, had been installed in the Balloon Company and was operating in excellent style. The Post Exchange is an example of careful supervision and operation. Shops, warehouses and hangars were in very satisfactory shape.

During the flight to Chanute Field, Ill., the air travelers encountered rain, hail and snow, which tended to impede progress. However, the unflinching excellent piloting prevailed. The Commanding Officer of Chanute Field conducted the party through the Air Corps Technical School. Every department was operating in an efficient manner. The evening was spent with Lieut. George W. Goddard, who proceeded to inoculate Major Littlejohn with photographic serum. The party was given a special showing of "Who's Who in the Air Corps." Lieut. Goddard also demonstrated the fact that photography wins wars. Due to a shortage of quarters for the visitors, the entire party was quartered in the Maternity Ward in the Post Hospital. Before leaving, the Surgeon asked a member of the party, who was occupying the maternity bed, what he would like it to be. His reply was "A Studebaker."

Weather reports indicated flying conditions to Selfridge Field as being dangerous and, since there were no indications that conditions would improve for some days, it was decided to omit that portion of the trip and proceed direct to Fairfield, Ohio. On this journey, rain and low clouds were encountered from Indianapolis, Ind., almost to Dayton, O. This required more hard work for the pilot, who "pushed through" as per schedule. After refueling at Fairfield, it was intended to continue on to Washington, but weather reports at Uniontown were such that it was decided to remain overnight, and the departure from Fairfield was made at 11:15 a.m., the next day. Low clouds were encountered at Uniontown, and for about twenty minutes the plane was flown by instruments alone.

As a whole, the trip was a very excellent medium for the members of the party in establishing personal contact with the fields and gaining an idea of their problems. The information obtained will be valuable in passing on requirements coming from various field commanders. It is the opinion of the members of the party that the Air Corps stations as a whole have nothing to be ashamed of. On the contrary, they are such as to be a source of considerable pride.

"BOY SCOUT DAY" AT SCOTT FIELD
By the News Letter Correspondent

FINE weather, wonderful flying, an attendance which nearly doubled expectations, and no accidents featured the "Boy Scout Day" at Scott Field, Belleville, Ill., on Saturday, April 18th. In the three days which elapsed between the writing of this article and the celebration, Lieut.-Colonel John A. Paegelow, Post Commander, was deluged with letters, telephone calls and personal messages expressing the pleasure of the many who enjoyed a visit to the field that day. The opinion of the visiting "Scout" officials was aptly expressed by Mr. Charles H. Mills, activities director of the Greater St. Louis district, when he stated that "It is the finest day we have ever been able to give our boys."

While the visit of the Scouts was not supposed to start until 10:00 a.m., it was necessary to open the proceedings a full hour before that time in order to care for fully a thousand boys who had evidently decided that the time allotment was insufficient. The boys were organized into groups of from 150 to 200 each and sent on a tour of inspection, with each group under the direction of an experienced noncommissioned officer. The departments open for inspection were: Gas Plant, Engineering Shops, Photo Hut, Balloon and Airship School Exhibit of lighter-than-air equipment, 15th Squadron Hangars, Airplanes on the line, Operations and Meteorological Office, Pigeon Lofts, Parachute Department, the airships in the big hangar, and an exhibition of old time pistols and revolvers. Each exhibit was in charge of personnel ready to explain the various articles on display and answer the "million and one" questions which were fired at them from all angles by their interested visitors.

The School exhibit and Captain Ira R. Koenig's remarkable collection of "guns" were the two points from which it was hardest to move the groups forward to the next point of inspection.

Nearly all of the 2500 Scouts from this section of Illinois had been started on their inspection tour before the two eleven-coach special trains arrived with the St. Louis contingent of 2300 more. There were also about 300 Girl Scouts from the vicinity of Belleville, and small groups of "Cubs" from the various districts.

At noon all the inspection points were closed and the Scouts were given an hour to eat lunches, and then the flying events were put "on the air." The 15th Squadron formation flight lifted its wheels from the ground within a second of the starting hour and gave the boys a fine thrill to start things off. Balloon bursting, bombing by one of the airships, and an attempt to repeat the mail bag transfer from a plane to an airship followed quickly. The mail bag transfer failed when, after making contact, a "bump" caused the rope handlers in the airship to lose their hold on the drag line.

Our feature guest of the day, Major James H. Doolittle, Air Corps Reserve, then gave one of his wonderful exhibits of handling a Pursuit plane. "Jimmy" put the plane through all of the various stunts for which he is so noted, and his landing was the signal for a concerted rush by the Scouts in order that they might get a close-up look at this star flyer.

"How not to fly a PT-2" was next demonstrated by 2nd Lieut. James H. Gray, and his exhibition had the crowd breathless many times. The second big event of the afternoon came when six Pursuit planes from Selfridge Field, Mich., were utilized in an exhibition of close formation flying that left nothing to be desired. The flying of these P-12's was the closest to perfection ever seen at this field.

Closing the program were three live parachute jumps by 2nd Lieuts. Lloyd L. Sailor, Eugene M. Kruse and George Stokes from a Transport plane. All three landed safely by the narrowest of margins, Lieut. Kruse getting wet in a drainage ditch, Lieut. Sailor landing in a narrow space between two buildings and Lieut. Stokes missing the tail of a plane on the line by less than two yards. The last parachute hit the ground just 15 seconds before the scheduled closing hour.

The success of the program has brought many requests for making this an annual event and there is a possibility that this may be done. Certainly, the interest in the program and the appreciation with which it was received makes the idea one which can be recommended for other Air Corps stations which are located near cities which have large numbers of Boy Scouts.

FIFTH SQUADRON CONDUCTS SHOOT AT ABERDEEN

By the News Letter Correspondent

THE Fifth Squadron, now back at Mitchel Field, N.Y., after their sojourn at Aberdeen Proving Ground, Md., has a word or two to say about their trip. Here it is:

Results accomplished: Following pilots qualified as experts with fixed guns: Lieuts. Harman, Goodrich, Kehoe, Johnson, Anderson, Conover, Burke, Bond, Cork, Martin, Morrow, Eble and Kelly. In addition, Lieuts. Robinson and Baxter fired flexible guns alone and each made a score that can easily be jumped up to Expert by tow target firing.

The high score for firing fixed guns was 709, made by Lieut. Goodrich. Lieut. Kelly made high score in Bombing with a total of 231, with Lieut. Kehoe a very close second, he having scored 229. Lieut. Conover was high man with flexible guns, making a score of 627, not counting score on tow targets.

The Fifth considers the firing season highly successful and wishes to set forth what they consider one of the primary reasons, namely, the constant hard work of the enlisted personnel. These men worked daily from 5:45 a.m. to 5:00 p.m. In this way the line crews kept the ships running and, in spite of the unsatisfactory ammunition, the armament kept the guns functioning. The pilots were thereby enabled to do a great amount of practice firing and to iron out mistakes they were making. It gave them time to learn the value of individual sights, adjusted by the pilot to suit himself. All the best scores were made with such sights.

The Fifth Squadron officers therefore take this opportunity to publicly express their appreciation to line Chief Krick, to 1st Sergeant Sproesser and their men for their willingness and hard work.

To give the impression that our time in Aberdeen was spent in all work would be highly erroneous. There were athletics, also dances, card games and a bridge tournament, not to mention nocturnal wrestling matches indulged in by Lieuts. Kelly, Cork and Goodrich. The championship bout was between Kelly and Cork. The privileged few who HEARD this bout report a masterpiece of wit, and comedy, but with no decision in wrestling. This is probably due to the fact that Cork insisted in wrestling with his overcoat on, in order to even up the weight.

The dances were particularly enjoyable. On Friday evening, March 20th, the officers and ladies of Aberdeen entertained the officers and ladies of the 5th Squadron, and on the following week end the 5th entertained the officers and ladies of the Proving Ground. The latter party took the form of a Dutch Treat Dinner, arranged by the 5th. This was followed by a dance. For dinner, everyone was seated at one long table, the table being decorated with Air Corps colors, a miniature flying field with boundary lights, pylons and airplanes for a center piece. After each course, each man moved two seats to his left, so by the end of the dinner everyone was more or less acquainted, and the party was a real success.

In closing this account of our trip to Aberdeen, we wish to tell all and sundry that the Ordnance is O.K. Colonel Shinkle and his Adjutant, Major Daniels, were untiring in their efforts to help us. Captain Huff, for his constant help to us, earned the name of Godfather Huff. In fact, every assistance possible was given by all concerned. In Major Reynolds and Captain DeShields we also found true friends, ready to aid if possible.

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NEW INSIGNIA FOR THE FIRST OBSERVATION SQUADRON

The 1st Observation Squadron, stationed at Mitchel Field, L.I., New York, has submitted its new insignia to the War Department for approval. The design was developed by Lieut. Wilson from an idea of Lieut. Dwyer's. It consists of a cave man carrying a spear and standing before a background of a rising sun, with five rays in a sky of blue. The whole is encircled with a band of green and yellow, upon which are 14 Maltese crosses. Each part of the design is significant of a point in the squadron's history. The cave man is posed in an attitude of hunting, to denote observation; the rising sun bursting into five rays represents the beginning of Army Observation and the five major campaigns in which the 1st Squadron participated during the World War. The border of green and yellow represents the Mexican Border, and the 14 crosses stand for victories in the World War.

MARCH FIELD CELEBRATES ARMY DAY

BEFORE a crowd, estimated at 3,000 persons, coming from all parts of Southern California, March Field celebrated Army Day on April 6th last with an aerial and ground program which has never been equalled in the State of California, with the exception of the Air Races in 1928.

This event was given a great amount of publicity through the local and Los Angeles papers, and the crowds started coming into the field hours before the program was scheduled to start. The day was ideal, with a layer of Alto Stratus clouds serving as an awning from the rays of the warm Spring sunlight.

The program started promptly at nine o'clock with an eighteen BT airplane formation simulating Pursuit tactics. One of the most spectacular maneuvers, and one which thrilled the crowd, was the "Bursting Bomb." Diving toward the crowd in the center of the hangar line in a three-plane formation, each element when within 200 yards of reaching the line would pull off in steep wing-overs, the first element with the leader and number two to the right and number three to the left; the next element with the leader and number three to the left, while number two went to the right, the direction being alternated with each succeeding element.

While the "Pursuiters" were performing their maneuvers, a nine-plane formation went through Attack maneuvers. The Post Band struck up a lively waltz while three BT's performed some very clever "Dancing" on the landing mat, demonstrating to the public what a BT can do on the ground with the use of brakes and tail wheel. This formation then took off and wobbled all over the sky, demonstrating the ease of control while in the air.

The Flying Cadets then had their show, and what a show it was! They put on a drill and a review with a smartness and precision that would do credit to seasoned veterans, considering the fact that they have had but five weeks' training. The Cadets participating in the drill and review numbered 125, and their performance was a tribute to the excellent military instruction received at the March Field Primary Flying School.

"Because of the many who performed so well and who deserve the credit for the success of the program," writes the News Letter Correspondent, "it was not the intention to bring in personalities. However, because of the nature of his performance, it would be hard to leave out the name of Lieut. Wm. C. Goldsborough. Taking a PT airplane, he demonstrated just what a student does within his first hour of instruction, and he didn't miss a thing. He ground-looped on take-offs and landings, stalled on take-offs, vertically dived on landings, stalled in, skidded and slipped all over the sky. He then did the same maneuvers, showing the improvement after seven hours, twenty-five hours, etc., of flying instruction. The crowd derived a lot of enjoyment watching his antics.

Four PT's then went up and performed dead-stick landings from 1200 feet to a spot on the landing mat. Their accuracy was excellent. Three P-12 Pursuit planes and a Curtiss 'Condor' Bomber, flown by Rockwell Field pilots, materially helped the show by a demonstration of a Pursuit attack on the Bomber. Diving singly and in formation, the Rockwell Field Pursuiters demonstrated how a Bomber should be attacked in time of war. After the attack, the P-12's were put through a series of stunts, followed by some balloon bursting.

While this was going on, the 18 BT plane formation took off again and played 'follow the leader' all over the sky, executing a perfect 'Inferno Circle.'

The last event of the day was what the crowd was looking for. The Fokker Transport took off, and, when about 1500 feet in the air, eight enlisted men of the Parachute Department of March Field jumped in parachutes in rapid succession. One individual gave the crowd a thrill by delaying the pulling of his rip cord for about five hundred feet. Everyone thought something was wrong, and a sigh of relief went up when the chute finally opened.

All of the departments of the field were open to the public, and each was thoroughly inspected by many of the visitors. The public even wanted to see what, how and where the soldiers ate, for it was estimated that over 1500 people visited one of the kitchens in the new barracks.

The Flight Tutor and Orientators were running, and that concession was as popular as a merry-go-round at a street fair.

The Searchlight Battery of the 63rd Anti-aircraft Battery, which is in V-6147, A.C.

camp at March Field for their annual maneuvers, was thrown open to the public. To see how the soldier lives in the field was of great interest to the public, and there was a large crowd always about the camp.

In the evening, there was a night flying exhibition, ably assisted by the Searchlight Battery. Planes flew in formation and performed many maneuvers, all within the beams of the searchlights. A large crowd also attended this performance.

Through the courtesy of a local radio shop, a loud speaker system was installed for the morning program, with loud speakers placed at intervals up and down the hangar line. This aided materially in informing the public of the program and lecturing to them on the maneuvers. Short talks were also given on the function of the Army and the Air Corps, the work being done and the results obtained.

The day was a huge success, and March Field feels that it did its share in bringing before the public the importance of the Army and of adequate national defense."

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15TH OBSERVATION SQUADRON CHALLENGED

Says the News Letter Correspondent from Fort Sill, Oklahoma: "The 88th Observation Squadron has noted with interest the item from the 15th Observation Squadron in last month's News Letter with reference to their new record of 566 flying hours in the period of one month. On looking over the records we find that during the latter part of last year the 88th Observation Squadron piled up the following number of flying hours per month: June, 703 hours with 10 planes; July, 967 hours with 15 planes; August, 595 hours with 12 planes; September, 583 hours with 11 planes, and October, 575 hours with 11 planes. During the month of January of this year, we put in 575 hours with 9 planes. Total number of flying hours for 1930 was 6,948:20. The lion's share of the credit for the above performance is due to the line crew. We think we have the best crew in the Air Corps."

The item from the 15th Observation Squadron, Scott Field, Ill., above referred to, appeared in the News Letter of February 28th last, and it was stated that the flying time of 566 hours was compiled with 13 airplanes in commission, three of which were at the Fairfield Air Depot for the period of a week.

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ROCKWELL FIELD AIRMEN RECEIVE VALUABLE TRAINING

During the month of March, the 7th Bombardment Group, Rockwell Field, Calif., was actively engaged in tactical operations of a heretofore untried, or new, nature. Permission was obtained from the Materiel Division, Wright Field, to use four condemned DH-4's as ground targets. The DH's were placed in formation on the beach at the south end of the field and the 95th Pursuit Squadron was given instructions to concentrate as much machine gun fire as possible on the targets. Accordingly, formation firing in three-plane elements was inaugurated by the 95th with devastating results. Each element started its dive any place from 800 to 1200 yards from the targets and opened fire just as soon as the sights could be brought on their mark. Both guns were fired simultaneously in bursts of from 50 to 100 rounds per gun. It can easily be seen what a tremendous volume of fire was obtained.

Investigation of the targets revealed that every vital mark had been literally riddled by bullets. Wires, struts, gas tanks, motor mount, pilot, observer, instruments, and every other conceivable point was hit by burst after burst. This work was not only very interesting to the participants and the observers, but was highly instructive to the entire personnel in demonstrating just how much of this terrific pounding the present equipment can stand.

The 11th Bombardment Squadron received some very valuable training in defensive formations and fire power by firing on a formation of sleeve targets towed by Pursuit ships. The range varied from 1,000 to 1,500 feet. The Browning flexible guns were used, each Bomber mounting three guns.

Both squadrons engaged in formation bombing, the 11th Squadron concentrating on a target anchored in the ocean, while the 95th Squadron bombed the shadows of the Bombardment formations. This work was brought to a close at the end of the month in order to progress with the training program.



INSTITUTE OF THE BLIND KELLY FIELD, TEXAS



THIS IS TO CERTIFY THAT: _____
HAS COMPLETED THE COURSE IN INSTRUMENT FLYING WITHOUT PEEPING.
GIVEN THIS _____ DAY OF _____, 19 _____.

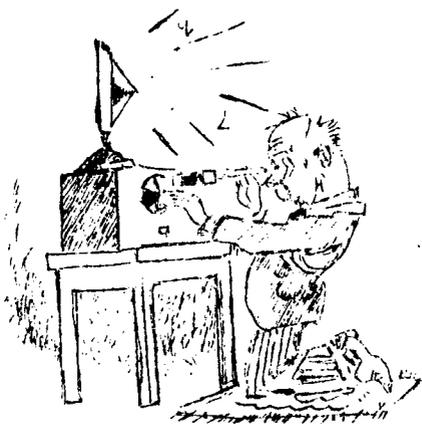
This Certificate does not authorize the bearer to fly with his nose bag on.

"A little humor now and then is relished by the best of men." The above humorous conception of a certificate, denoting that the holder thereof completed the course in blind or instrument flying, was received by the Information Division from the 22nd Photo Section, Kelly Field, Texas.

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BOMBING DEMONSTRATION BY ARMY AIRMEN IN THE PHILIPPINES

In connection with the recent inspection of Nichols Field, P.I., by the Department Commander, the Correspondent of the 28th Bombardment Squadron states that that officer seemed rather pleased with the condition of the barracks and hangars, as well as the ships. "In connection with the latter," he states, "we are rather proud of our part in the aerial review and bombing demonstration. Three obsolete LB-5A's were used as a target representing an airplane carrier to be attacked first by two flights of Attack at low altitude and followed ten minutes later by a Bombardment attack from 8,000 feet. The Attack flights registered hits on all three ships, burning one as the result of a direct hit. In their turn the Bombers also registered direct hits, completely destroying one of the remaining "targets" and damaging the second beyond "repair." The Attack flight used 25-lb. fragmentation bombs, while the Bombers used 100-lb. practice bombs carrying 8 pounds of black powder.



RADIO

Although radio control is still in its infancy, remarkable progress and research have been made in this field by the Seventh Bombardment Group, stationed at Rockwell Field, Coronado, Calif. "Believing that the Air Corps in particular and the other arms are interested in this vital phase of military communication," writes the Rockwell Field Correspondent, "we are endeavoring to assist anyone who requests information with the facts we now have at our disposal.

Practically every phase of training in the Group is coordinated with radio activity. The daily operations orders for the Group are broadcast each morning from the ground stations, pilots in each radio-equipped plane listening in and receiving instructions for their particular unit. At present, voice is the only signal used. The equipment in the Pursuit ships which handles this work is comprised of the BC-129 transmitter and the BC-SA-167 Receiver. Both fixed and trailing antennae are available for the pilot's use.

The last two weeks of March were devoted to radio-controlled interception problems. A Curtiss "Condor" Bomber was dispatched from the field every day with a considerable time lead over the Pursuit ships. The frequency on which the Bombers were working was known only to the operator in the ship and the operator of the ground station. After allowing the Bomber ample time to conceal his course from view, the Pursuit ships were dispatched on their quest of interception. The Bomber checked in regularly with the ground station, giving its location, altitude and course. In turn, the ground station contacted the Pursuit formation and directed them step by step to their objective. The advantage of such procedure in time of war can readily be seen - that of leaving Pursuit in its natural element of offensive and calling on it only when an actual target presented itself.

The distance over which communications have been maintained is not only surprising but has been most gratifying to the members of this command. Major Spatz has had wonderful success with his Pursuit command ship. He was able to receive the local ground station while he was 240 miles distant. The ground station received Major Spatz's messages with loud speaker volume from their originating point 180 miles away. Further distance on the present installation is possible in a different locality, but the mountains in this section of the country seem to absorb the signals. In practically all tests for distance, the mountains have proved the block for length in transmission. Interplane communication has been just as effective as the ground-plane work. Lieut. D.D. Graves maintained constant two-way voice communication with both the Bombers and the Fokker command ship over a span of 125 miles.

Three Pursuit ships flying a vee formation have had perfect results in conversing with each other. Captain F. O'D. Hunter, commanding the 95th Squadron, has recently been directing the maneuvers of the entire squadron by radio command.

Both the Fokker C7-A command ship and the Bombers have had perfect two-way communication with the Rockwell Field ground station while they were on the ground at the United Airport in Burbank, Calif. On March 10th, the Eleventh Bombardment Squadron departed from Tucson, Arizona, after sundown, for Rockwell Field, and were in constant communication with the squadron ground station for three and one-half hours before reaching this station. The messages on this flight were received by broadcast listeners at Grass Valley and Lakeport, Calif., both points being approximately 300 miles distant from the point of origination.

Lieut. I.L. Farman, Group Communications Officer, and his two assistants, Lieuts. J.D. Kreyssler of the 95th Squadron, and D.R. Lyon, of the Eleventh Squadron, have had much to do with the success of this work. Their untiring efforts in the study of installations and results have been instrumental in the present efficiency of the equipment. All of the information on hand, drawings and photographs of the various installations, have been furnished the First

Pursuit Group at Selfridge Field, Mt. Clemens, Mich., and it is with more than a passing interest that we will watch their developments. By the cooperation of all the various units, progress should be much more rapid and a more highly efficient fighting arm will be the ultimate result.

Rainy days for the 88th Observation Squadron, Fort Sill, Oklahoma, mean just another working day with the latest radio program being carried out by the Communications Section. Code practice between two ground stations located in different buildings gives the officers an opportunity to work under actual operating conditions and obtain training not received in usual buzzer practice rooms. One station, acting as an airplane, checks in with and sends prearranged messages to the other station, which acts as a ground station and in turn transmits messages to the airplane. Frequencies are changed during transmission and the transmitting power cut down to where delicate tuning must be used by the receiving station. This phase of training is of great importance, and the Communications Section of the 88th Observation Squadron is spending much time on this work.

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MIDDLETOWN ATHLETES SHOW THEIR STUFF

In a certain outlying section of the City of Washington the other evening there transpired an event of such magnitude as to cause repercussions throughout the length and breadth of civilized sportdom. The section referred to is none other than the Bolling Field Gymnasium, and the event was the passing of the Volley Ball Championship of the Eastern States of America from Bolling Field to the Middletown Air Depot. Yes, I mean that more than Herculean struggle there under the pitiless flood lights, while the feminine hearts of Bolling Field, high up in the flower-decked, terraced balconies, burned with hope or sunk with black despair. And what a gallery! Not only the flower of lovely womanhood from Southeast Washington (adjacent to the insane asylum) witnessed the debacle, but had as rivals the very cream of pulchritudinous peaches from Pennsylvania, transported there to see husbands and lovers emerge victorious from the bloody arena. Literally bloody! For when the smoke of battle had finally rolled away, and the valorous Middletownions were carried from the floor on the shoulders of frenzied admirers, there were those of the enemy who had given their all to the cause and could rise no more. And they had given their all in vain.

Hostilities started at 9:00 p.m. (Eastern Standard Time). The printed word could no more accurately describe what happened than it could give a lucid picture of the burning of Rome, or the Sack of Troy. Suffice it to say that this battle, like all others in the book, ebbed and flowed with the warriors (as usual) panting for air through grimy sweat-stained lips. While the slow sands ran through the hour glass twice over did they struggle, and then the Championship passed, for the defending legions led by those stalwart fighters, Dazzy Davidson and Peppy Pop Lawton, and numbering among their key men Jumping Joe Bailey, Kiki Cousland and Charming Charlie Pugh, were not good enough. No, not nearly good enough.

For the visitors, under the direction of Handsome Harry Mills, and by special permission of the copyright owners, had now removed the Golden Fleece to the sun-kissed shores of the Susquehanna. A bang up game. Not only did Handsome Harry stretch out and seemingly grasp impossible volleys and hurl them back into enemy camp, but he was more than ably assisted and seconded by his team mates. Dashing Dave Stinson was super-human with his long pokes to the back lines; Systematic Steinmetz dropped putt after putt on the green in full view of horror stricken enemy eyes; Enterprising Estabrook astounded friends and foe alike with huge leaps eight feet off the floor to return a volley and often a helpless opponent, while Mercurial McGregor flashed in and out too fast for eye to follow. And last, but not least, Murderous Mike Dunn carried the fight to all parts of the floor, sliding chestily when his legs refused to carry him fast enough. What a sight! Oh boy!

Chili (the hot kind) succored the wounded in the club, and it was not much later until the heroes united with their dependents were wending their way back to the Keystone State, and another major event had become part of the glorious, glamorous history of Sport.

Ed. Note: Who said there were no scribes at Middletown? And now we expect to hear from that station quite often.

LIEUT. WOODRING PRESENTED THE DISTINGUISHED FLYING CROSS

THE Distinguished Flying Cross was awarded to Lieut. Irvin A. Woodring, nationally known Army pilot of Rockwell Field, Coronado, Calif., on April 16th, for the extraordinary heroism displayed while delivering the Japanese ratification of the London Naval Treaty from Vancouver, British Columbia, to New York City, last October.

The award was made by orders from the War Department, and was presented by Major-General Malin Craig, Commanding General of the 9th Corps Area. A special review was flown in his honor by Lieut. Woodring's fellow officers of the 7th Bombardment Group. The citation accompanying the award of the Distinguished Flying Cross is as follows:

"Irvin A. Woodring, Second Lieutenant, Air Corps, United States Army. For heroism while participating in an aerial flight. Lieut. Woodring as flight leader, accompanied by Lieut. William W. Caldwell, Air Corps Reserve, flying P-12C airplanes, left Rockwell Field October 11th under secret War Department orders for the purpose of receiving a document of international importance at Vancouver, Canada, on October 15th and delivering it to an agent of the State Department at Newark, New Jersey, not later than noon of October 18, 1930. The orders given the two pilots stressed the necessity of disregarding ordinary peacetime precautions to get the document through on scheduled time. Extremely hazardous flying conditions were encountered in Wyoming, snow and clouds completely destroyed visibility from the ground to an altitude of 16,000 feet. Although the airplanes being used in the flight were of Pursuit type, selected for speed, and not suitable for blind flying, and the pilots realized the dangers involved, they were determined to take no chances in delaying the successful accomplishment of their mission. Lieutenant Caldwell, blinded by the storm, crashed to his death. Lieutenant Woodring arrived at Newark at 7:00 P.M., October 16, 1930, and delivered the document. The successful accomplishment of this mission in the face of extreme danger reflects great credit not only upon himself but also upon the United States Army."

Lieut. Woodring has had a colorful career, despite his mere 29 years of age. Following three years at the Oklahoma A. & M. College, in the Department of Mechanical Engineering, he entered the Army Flying School at Brooks Field, San Antonio, Texas, and was graduated in 1924 from the Pursuit class. Then followed three years of "barnstorming." In 1927 he received his commission in the Regular Army and was ordered to duty at Selfridge Field, Mich.

While stationed at Selfridge Field, he won first place in the Mitchel Trophy Race, held in Dayton, Ohio. In 1928 he was transferred to Rockwell Field, where he has been stationed since. He has been at his present station longer than any officer now serving there. This record will not last long, for he has received War Department orders transferring him to Wright Field, Dayton, Ohio, where he will enter the Air Corps Engineering School.

In 1928, Woodring was a member of the Army's famous "Three Musketeers," who performed their hair-raising acrobatics at the National Air Races at Los Angeles. The other two members of the team subsequently lost their lives. Woodring was a member of the refueling crew of the Army endurance plane, the "Question Mark," during its record-breaking duration flight in 1929. He became a member of the mythical Caterpillar Club in 1930, when he was forced to take to his parachute in order to save his life. The controls of his plane broke during an exhibition "dog-fight," during the Air Corps Maneuvers at Sacramento, Calif.

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FIELD MANEUVERS BY AIR CORPS TROOPS IN PANAMA CANAL ZONE

Orders received at France Field, Panama Canal Zone, for the Air Corps troops to prepare for the field and to proceed to Penónome, R.P., were the cause for unusual activity at that station. After the usual round of cussing, discussing and preparations, the entire garrison, less 2 officers and 76 enlisted men, proceeded by rail to Pedro Miguel, C.Z., where they detrained, unloaded equipment and reloaded on G.M.C. trucks furnished by the Department Motor Pool.

The plan was for all equipment to be loaded on the trucks, and, if any additional truck space was available, that it should be utilized for the transporting of troops. This composed the first echelon and moved out as soon as possible. The troops remaining then took up the march for Chorrera, R.P. (If you never walked up Gaillard Hill, you will not understand what it means to take up the

march), a distance of 19.8 miles.

The first echelon, having proceeded to Chorrera, unloaded, and the trucks immediately returned to transport the remaining troops to camp, intercepting the troops about eight miles out of Pedro Miguel. This method of transporting baggage and troops by echelons proved very satisfactory after minor wrinkles were ironed out, as is proven by the fact that the movement and erection of each new camp was always completed before 1:00 p.m.

The following itinerary was followed and easily adhered to: From Pedro Miguel to Chorrera the first day; Chorrera to Bejuco the second day; Bejuco to Rio Hato the third day; Rio Hato to Penonome the fourth day, returning by the same route, average daily distance 26 $\frac{1}{2}$ miles.

For those who had never visited the interior of Panama, the trip was without parallel - good swimming, beautiful scenery, cold liquid refreshments, and no rain. In some ways it reminded some of us of the days in France, but there was more color in Panama and less mud.

The usual "Badger Fight" was held, and we were very fortunate in securing a very ferocious Badger. In fact, this badger was so terrible that it required the services of Lieut. Lehman and a barrel to hold him when the fight officially commenced. The badger came out fighting, his mouth open and his tail tucked down in the most approved badger style. The fight lasted only a few seconds, many bets were won and lost, the badger passed on and now has the honor position to which all good badgers aspire (under Lieut. Lehman's bed).

It should be noted here that one of our favorite sons, Major "Eddy" Lyon, had forsaken the fold for a cruise with Uncle Sam's Fleet, but was intercepted and returned to the fold, joining us at Penonome, and for the occasion an Officers' Band was organized which rendered "You're in the Army Now," preceeded by "Anchors Away, Navy" and "Hail, Hail, the Gang's all Here." For further details, ask our "Eddy," our space is limited.

The command on its return to France Field heard much favorable comment on the conduct of the Field Maneuvers, both from those within the service and without. We made friends of the inhabitants for the Air Corps and are proud of our conduct, both on the March and in Camp, and we are proud of our command.

Report on Air Corps Field Exercises

The Panama Canal Air Force, less 4 officers, 76 men and the recruit detachment, took the field on March 2, 1931, for the annual two weeks' field training. Fifty officers, including two attached for the field period, and 675 enlisted men went into the field. The main camp was at Penonome, R.P., 107 miles from West Pedro Miguel. The trip to and from Penonome was made in four stages each way. The daily marches ran from 25 to 31 miles in length, but were accomplished without difficulty; all men were in camp by noon as a general rule. The daily marches are given below in more detail, viz:

France Field to Chorrera, R.P.: Left France Field at 5:00 a.m., and went by rail to Pedro Miguel, arriving at 6:30 a.m. Trucks were loaded and across the ferry by 8:00 a.m. The trucks made a trip to Chorrera with baggage and returned for troops. All men were in camp at 1:17 p.m. The distance from west Pedro Miguel to the Chorrera camp is 25.4 miles.

Chorrera to Chame: The last truck cleared camp at 7:35 a.m. The last man arrived in camp at 12:45 p.m. Distance 26.0 miles.

Chame to Rio Hato: The last truck cleared camp at 7:20 a.m. The last man arrived in camp at 12:32 p.m. Distance 31.0 miles.

Rio Hato to Penonome: The last truck cleared camp at 7:00 a.m. The last man arrived in camp at 11:20 a.m. Distance 25.0 miles.

The return trip was made in better time than the trip up, due to the fact that the units became better organized in utilizing the transportation.

Camp sites were selected in advance and located adjacent to the landing fields at the different places. There was no difficulty with the supply of wood, and only one difficulty with water supply. At Rio Hato the purification truck was unable to reach the supply selected and had to move to a source further from camp. The water purification truck proved to be excellent and there was always an abundant supply of potable water.

The Panama Canal Air Force remained six days at Penonome. The first day, Friday, was devoted to preparing the camp, and engineering work on the airplanes. Saturday was given over to a thorough inspection of the camp, followed by a practice march. Sunday was a holiday.

Monday. Aerial operations were limited for the Observation Squadron, due to shortage of airplanes. The airplanes available were utilized in familiarizing

personnel with the terrain and various emergency landing fields in the vicinity, particularly on the west side of the peninsula toward Cape Mala. Troops not engaged in the operation of airplanes were taken on a practice march of about six miles. The Observation Squadron held a formation for trigger squeeze and arm exercises.

Tuesday and Wednesday were utilized in the same manner as Monday, except that the Pursuit Squadron engaged in formation and combat training.

The morale of the command was excellent, the men cooperating heartily in all respects. The band gave a concert every evening in camp, both on the march and at Penonome, except the three evenings when band concerts were given in the town of Penonome. There were two dances at Penonome, the music for one being furnished by the band. The wind was generally too high for volley ball or baseball. Most of the men spent their afternoons swimming. There were excellent swimming places at Penonome, Rio Hato and Chorrera.

During the two-week period, 415 hours, 45 minutes, were flown. This time was devoted almost entirely to the transportation of personnel, as the allotment of flying time had been reduced approximately 40% beginning March 1st. A total of 1377 officers and men were carried during the move between camp sites without incident. The Sikorsky Amphibians had several broken pressure gauges on the landing gear, due to the rough fields. Otherwise, little trouble was experienced. The total number of airplanes taken into the field was 24, consisting of 3 LB-7's, 1 Ford C-9, 2 Sikorsky C6-A, 15 P-12B's and 3 O2-H's. All the O-19C airplanes had been grounded due to defective landing gears.

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FRANCE FIELD PERSONNEL INDULGE IN COMPETITIVE SPORTS

The first quarter of 1951 proved a period of great activity for France Field and the personnel thereof. The first major event of the year was the assemblage for the Department Athletic Meet on the Pacific side of the Isthmus. In compliance with Department orders, 39 officers and 406 enlisted men proceeded by rail from France Field to Fort Clayton, where camp was established, and a routine in compliance with the Athletic Competition Schedule maintained.

The competitors from France Field brought honor not only to themselves but to the Air Corps as a whole. In the Pistol Competition, Master Sergeant Tate, 25th Bombardment Squadron; Tech. Sgt. Croy, 24th Pursuit Squadron, and Sgt. Brinkman, 63rd Service Squadron, won 2nd, 3rd and 4th places, respectively.

First Lieut. Laurence C. Craigie was the runner up in low net score in the Golf Tournament.

In the Tennis competition, the team of 1st Lieuts. J.M. Bevans and E.E. Partridge won first place in the Doubles, while the latter officer won the Singles.

In the Swimming competitions, Privates Smith (7th Obs, Sqdn.) won 4th place in the 50-yard back stroke; Carlson and White, 63rd Service Squadron, 2nd and 4th places respectively, in the 100-yard Free Stroke; Seleski, 24th Pursuit Squadron, 3rd place in Diving and 4th place in Relay Race.

It might be here stated that, due to the fact that the other branches of the service were not equipped with airplanes, all events of this type were cancelled, and planes with a few exceptions, were left at home. We competed at the other fellow's game.

France Field personnel entrained for their home station on January 20th, leaving the troops of the other arms on the Pacific side to conduct annual maneuvers. The Panama Canal Department Air Corps units then proceeded to effect their part in the maneuvers, all units taking a very active part, performing dawn patrols and attacks, photo missions, pursuit and bombing missions, joint problems with other troops of the Department, etc., giving every officer and enlisted man an opportunity to exert himself. The lessons learned and results secured were well worth the efforts put forth.

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On the occasion of the 324th anniversary celebration at Cape Henry, Va., on April 26th of the landing of the first permanent English colonists, which was attended by President and Mrs. Hoover and his official party, bombing planes of the 2nd Bombardment Group of Langley Field, Va., led by Major H.A. Dargue, Group Commander, flew to Cape Henry and staged a formation flight over the scene of the celebration. On account of the religious nature of the gathering, the Group flew in the formation of a gigantic cross.

HOW TO CONSTRUCT PISTOL RANGES

By Lieut. J. L. Hitchings, Air Corps
(The Fifth Article of this Series of 14.)

FEW of us realize the exceptional facilities we have in the Army for target shooting. In conversing with a member of the Springfield Revolver Club, I mentioned the fact that we had an excellent outdoor range at Chamute Field, and were planning to construct an indoor range in one of the hangars. He said: "You certainly are lucky! I have to go thirty miles to the range when I want to shoot."

At every Army post there is an outdoor range, with firing points marked off at 15 and 25 yards, and in some cases at 50 yards. If no 50-yard line is marked, this should be done, since practically all U.S.R.A. and N.R.A. outdoor pistol shooting calls for scores at this distance. It is not necessary to build special target holders. Simply set up bobbing targets, spread a Standard American or International target over the face of each bobber and clip the two together at the sides with paper clips. Part of the standard American or International target will have to be folded around the edges of the bobber, but all that you will need of the center will be exposed.

When the winter season comes, you will want an indoor range; but you will be prone to regard it as an almost unattainable luxury, expensive, difficult to locate, and hard to build. This is not at all the case. An indoor range costs practically nothing, is easy to locate on any Air Corps post, and could be built by any ten-year old boy in an afternoon. The only difficult thing about building it is making up your mind to do it.

The main material requisite of an indoor range is a backstop, consisting of a piece of sheet iron or steel, at least three-sixteenths of an inch thick, about four feet wide, and of any length from four feet up. This may be obtained from the junk heap at almost any Air Corps post, or purchased locally from a junk dealer for a dollar or two. The only other requisites are an electric light cord and socket, a 500 watt bulb, a piece of tin or even cardboard for a reflector, and a few odd pieces of lumber.

By placing the butts against the wall of a regulation steel hangar, a 20-yard range may be located comfortably across the short dimension of the hangar. Sufficient space could be found for this purpose on any Air Corps post the writer has seen. The actual construction of the range may be accomplished as follows:

Using your lumber, fix the iron backstop in a position facing the shooters and tipped toward them to make an angle of about 60 degrees with the floor. Common sense and the lumber available will point out the most easily constructed support to do this. If the backstop and frame are placed on an old table, the targets will be at shoulder height, which is an advantage. Whatever sort of a support you use, box the top and sides of the backstop with strips projecting toward the shooters about six inches, since when a bullet strikes the plate it bursts like a bomb, and the fragments are thrown out in a plane almost parallel to the surface of the backstop. If it is desired to stop the ringing noise of the bullets, the rear of the backstop may be boxed in and filled with sand. The space below the backstop should be strewn with sand or fireproofed waste. A backstop eight feet long will accommodate four targets easily.

To secure the targets, wires or metal straps carrying paper clamps should be dropped from the upper edge of the backstop. No elaborate arrangement is desirable, since the carriers will be shot away quite regularly at first.

Now as to the problem of lighting. The simplest system is a single 500 watt bulb, backed by an improvised tin or cardboard reflector, placed about ten feet in front of the targets, and either above or below their level. A more complex system is a row of 100-watt bulbs, placed between the targets, one to four feet in front of them, and just below them, backed by a strip reflector and guarded by an additional iron or tin plate. This lights the bottoms of the targets more brilliantly than the tops. An evenly lit system is, however, the usual rule. Blue "daylight" bulbs give the most satisfactory illumination. Wiring should be done or at least supervised by the post electrician, to avoid fire hazard, and should be inspected by the post fire marshal.

The range should be placed so that a possible stray accidental shot through the wall of the hangar would go out on the flying field. Since all indoor shooting normally takes place after dark, this is an effective safety precaution.

Such a range would handle 38 and even 45 calibre shooting, although most indoor work is done with .22's. The only way to determine what your backstop will stand it to shoot against it. If your backstop is very narrow, or the space for

your range is very limited, the backstop may be fastened flat to the wall, and boxed to catch the splatter. In this case your plate will have less resistance against large calibre bullets.

A popular substitute for suspended paper clips is a piece of burlap, stretched vertically over the front boxing, to which targets may easily be pinned. The next article will deal with National Pistol Competitions.

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AIR CORPS OFFICERS ASSIGNED TO COMMAND AND GEN. STAFF SCHOOL

War Department Orders, recently issued, direct the following-named Air Corps officers to report for duty as students at the Command and General Staff School, Fort Leavenworth, Kansas, for the 1931-33 course: Majors Ralph P. Cousins, Charles B. Oldfield, Captain Clayton L. Bissell, all from the Air Corps Tactical School, Langley Field, Va.; Captain Early E.W. Duncan from Headquarters, 6th Corps Area; Captain Orlo H. Quinn, from Randolph Field, Texas; Captain Rosenham Beam, from Havana, Cuba; and Captain Charles B.B. Bubb, Air Corps Detachment, Fort Leavenworth, Kansas.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: To Brooks Field, Texas: Major Michael F. Davis, Office Chief of Air Corps, June 30, for duty with a tactical unit.

To Langley Field, Va.: Capt. John P. Richter, upon completion of course at Massachusetts Institute of Technology.

To March Field, Calif.: 1st Lieut. Howard Z. Bogert, upon completion of course at Massachusetts Institute of Technology.

To Maxwell Field, Ala.: Major Carlyle H. Wash, upon completion of foreign service tour; Major Percy E. Van Nostrand, Langley Field.

To Materiel Division, Wright Field, Ohio: Major Harold A. Straus, upon completion course of instruction at Advanced Flying School, Kelly Field, Texas; 1st Lieut. Harold H. Carr from Massachusetts Institute of Technology, Cambridge, Mass.

To Indianapolis, Ind.: Capt. Albert M. Guidera as Instructor, 38th Division Aviation, upon completion tour of duty in Panama.

To Panama Canal Zone: Major Lewis H. Brereton, Fort Sill, Okla., July 21.

To Randolph Field, Texas: 1st Lieut. Ames S. Albro, from San Antonio Air Depot, Duncan Field, Texas.

To Office Chief of Air Corps: Major W. R. Weaver, Maxwell Field, Ala. 6-30.

To Shreveport, La.: Captain Harold L. Clark, from Air Corps Training Center, Duncan Field, Texas, for duty in connection with new construction, Barksdale Field.

To Rome, Italy: Captain Francis M. Brady, as Assistant Military Attache for Air, upon completion course of instruction at Command and General Staff School.

Reserve Officers ordered to Extended Active Duty: (June 25 to Dec. 23, 1931)

To Selfridge Field, Mich.: 2nd Lieuts. Curtis E. Smith, Jr., Augusta, Ga.; Joe S. Anderson, Honea Path, S.C.; William B. Clements, Durand, Ga.; To Fort Crockett,

Texas: Ralph J. Gibbons, Walla Walla, Wash.; Lawrence T. Broeren, Portland, Ore.; Carl E. Recknagel, Springfield, O.; To Rockwell Field, Calif.: Edward F. Kiessig,

San Diego, Calif.; Wallace J. O'Daniels, Jr., Seattle, Wash.; To Post Field, Fort Sill, Okla.: Harry B. Fleming, Jr., Weleeta, Okla.; Lloyd E. Hunt, Cincinnati, O.;

To Mitchel Field, N.Y.: Frank L. Smith, Mt. Airy, N.C.; Herbert A. Orr, North Adams, Mass.; To Scott Field, Ill.: Claris E. Johnson, Alexis, Ill.; Harold A.

Lidster, Charleston, Ill.; Lloyd L. Sailor, Normal, Ill.; To Mather Field, Calif.: Ralston L. Crew, Fallon, Nevada.; To Pope Field, N.C.: Laurence A. Duncan,

Aliceville, Ala. -- July 2 to Dec. 31, 1931, To Selfridge Field, Mich.: Ashby Toulmin, Mobile, Ala.; To Fort Crockett, Texas: Walter C. Kent, Kentwood, La.;

Paul Waterman, San Antonio, Texas; Orville L. Oakes, Stillwater, Okla.; To Mitchel Field, N.Y.: Richard Van Conover, Lake Charles, La.; Francis X. Kelly, Brooklyn, N.Y.;

To Post Field, Okla.: Charlie S. Tidwell, Atlanta, Ga.; To Rockwell Field, Calif.: Floyd Hill Davidson, Phoenix, Ariz.; To Scott Field, Ill.: Eugene H. Kruse,

Kansas City, Mo.; To Fort Benning, Ga.: Glenn A. Holland, Atlanta, Ga.; To March Field, Calif.: Ralph H. Brandt, Oakland, Calif.; To Crissy Field, Calif.: Adrian

F. Wilkinson, San Francisco, Calif.; -- Robert K. Black, Douglaston, L.I., N.Y. to Mitchel Field, N.Y., 7/2 to 11/11/31; Norman L. Barr, Boyle, Miss., to France

Field, Panama, July 2 to Oct. 12; Devenport Mechem, Las Cruces, N.M. to Mather Field, June 25 to Dec. 23; Raymond B. Hurst, Seattle, Wash., May 16 to Nov. 14.

Present active duty tours of Reserve Officers extended to June 30, 1932:
 2nd Lieuts. Charles Robert Disher, Ott Gardner, Charles H. Goodwyn, Frederick T. Sterling, Jr., Oliver J. Studeman, Edward N. Coates, Wm. R. Graham, Theodore G. Kershaw, Jr., Howard B. Lathrop, Jr., Floyd E. Nelson, George W. Peterson, Lawrence T. Pugh, Weldon E. Rhoades, Don K. Sheets -- To February 16, 1932:
 Tallmadge L. Boyd, Harry D. Clapper, Wm. S. Cocke, Jr., John C. Crain, Edward D. Hoffman, Lane W. Sharman, Joseph B. Stanley.

Relieved from Detail to Air Corps: 2nd Lieuts. Frederick G. Crabb, Jr., to 39th Inf., Madison Hqs, N.Y.; George G. Garton to Field Artillery, 2nd Div., Fort Sam Houston, Texas.

Change in assignment: 1st Lieut. Harlan T. McCormick, upon relief from duty as A.C. Representative, Curtiss Aeroplane and Motor Co., Garden City, N.Y., to Selfridge Field instead of Mitchel Field.

Add. Change of Station: 1st Lieut. Harold A. McGinnis, upon completion of course of instruction, Harvard University, to Langley Field, Va., July 1.

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ASSIGNMENT OF GRADUATES FROM AIR CORPS SCHOOLS

From Air Corps Engineering School, Wright Field, Ohio: Captain Michael E. McHugo to Scott Field, Ill.; 2nd Lieut. Chas. A. Ross to Middletown Air Depot; Captain Leland C. Hurd to Curtiss Aeroplane and Motor Co., Buffalo, N.Y.; 1st Lieut. Russell L. Williamson to Stearman Aircraft Co., Wichita, Kansas; Captain C. S. Johnson to Rockwell Air Depot, Coronado, Calif.; 1st Lieuts. Benjamin W. Chidlaw, Alden R. Crawford, John L. Davidson, Edmund C. Langmead, Russell J. Minty, Edward M. Powers, Clarence S. Thorpe, Kenneth B. Wolfe to Wright Field.

From Army Industrial College, Washington: Captain Leland W. Miller and 1st Lieut. Norman D. Krophy to Graduate School of Business Administration, Harvard University, Sept. 15.

From Air Corps Technical School, Chanute Field, Ill.: (All 2nd Lieuts.)

To Mitchel Field:

John C. Covington
 John K. Gerhart
 Joseph W. Baylor
 Chas. L. Monroe, Jr.
 Thomas R. Starratt

To Wright Field:

George V. Holloman

To Mather Field:

Chester P. Gilger
 Charles H. Deerwester
 Robert B. Davenport

To Chanute Field:

Lilburn D. Fator
 Harry J. Flatequal

To March Field:

James W. Andrew
 Eugene H. Beebe

To Rockwell Field:

James W. Brown, Jr.
 Alfred R. Maxwell
 Lewis R. Parker
 Robert W. Stewart
 Austin A. Straubel
 Robert W. Goetz
 Robert S. Israel, Jr.
 John S. Mills

To Selfridge Field:

Durward O. Lowry
 Flint Garrison, Jr.
 Paul M. Jacobs
 Lawrence W. Koons
 Jesse Auton
 Edwin R. French
 Francis H. Griswold
 Donald L. Putt
 Norman D. Sillin

To Langley Field:

Thomas D. Ferguson
 William B. Offutt
 Wycliffe E. Steele
 Jack W. Wood
 John P. Ryan

To Fort Crockett:

Philo G. Meisenholder
 Thomas L. Mosley
 Robert F. Tate
 Thomas L. Thurlow
 Kenneth R. Crosher
 William C. Mills
 George W. Mundy
 Leslie O. Peterson
 Mills S. Savage

To Scott Field, Ill.

Harold W. Grant
 Allen W. Reed
 Irving R. Selby

To Fort Sam Houston, Tex.

Guy B. Henderson
 LeRoy Hudson
 Lambert S. Callaway
 John W. Egan

To Fairfield Air Depot:

William L. Kennedy
 Clarence S. Irvine
 Francis M. Zeigler

To Fort Sill, Oklahoma:

James L. Jackson
 Stoyte O. Ross

To Crissy Field:

William Ball
 Richard C. Lindsay

To Brooks Field:

Isaac W. Ott

To Middletown Air Depot:

Paul E. Shanahan
 Floyd B. Wood

To Duncan Field Tr.Center:

Robert W. Warren

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Four Air Corps officers have been assigned to duty as students for the 1931-1932 course at the Army Industrial College, Washington, D.C., viz: Captains Robert V. Ignico, Langley Field; Omer O. Niergarth, Wright Field, Harry G. Montgomery, and 1st Lieut. John M. McDonnell, Bolling Field.

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Contributions for the News Letter are solicited from Langley, Crissy, Brooks, Dodd, Chanute, Kelly and Selfridge Fields.

NOTES FROM AIR CORPS FIELDS

Mather Field, Sacramento, Calif., April 17th.

77th Pursuit Squadron: The month of April brought about an almost new flying organization in the 77th Pursuit Squadron with the arrival of 12 officers, some coming from other tactical units and others joining their first post upon their graduation from the Advanced Flying School, Kelly Field. Each officer in the Squadron was assigned to an airplane, and everyone is particularly careful to see that it is still all in one piece when we shove off for the maneuvers on May 10th.

The first week of April was spent almost entirely in drill and tactical formations. Lieut. Walter E. Richards, who is the 77th Squadron's Commander, and Lieut. J.G. Hopkins, Squadron Operations Officer, gave their respective flights quite a vigorous workout during the week. It now seems as if the 77th's pilots will compare favorably with the older units at the maneuvers, even disregarding the short time they have been together.

Lieut.-Colonel Mackall visited Mather Field on April 8th and 9th and inspected the post. Everything seemed to be thoroughly satisfactory to him, and when he left he was very complimentary in his comments.

On the tenth of the month, all of our available ships journeyed to Rockwell Field, led by a headquarters flight consisting of Major Tinker, Captain Lynd and Lieut. Dorsett. Upon our arrival there we were all well taken care of by the 95th Pursuit Squadron. The following morning the entire first Provisional Wing flew in review before Admiral Chase of the Navy.

The week ending April 18th was spent mostly in firing on the range for qualification, and flying cross-country missions to Reno, Nevada.

On a recent trip to Rockwell Field, Lieut. Richards led a formation which brought back four more P-12's to our field. On April 16th, Major Tinker piloted nine officers back to Rockwell in a C-7 Transport after eight more. It is a personal belief that our officers will not complain at having an insufficient number of ships to fly.

40th Division Aviation, Calif. National Guard, Los Angeles, March 28th.

Congratulations are hereby extended to Lieut.-Col. John N. Jeffers upon his recent promotion to that grade. Col. Jeffers has commanded this unit for some four years, during which period he has maintained the respect and affection of officers and men. Although the unit regrets to lose the leadership of Col. Jeffers, it feels that the promotion is well deserved, and that in his new assignment to Aviation Section, Headquarters, 40th Division, he will be of greater value to the Division because of wider contacts with Staff and other branches. We have all felt the need of closer liaison and understanding between aviation and the other line branches, and believe that Col. Jeffers was well chosen to develop this important work.

The Squadron welcomes its newest officer, 1st Lieut. Clinton A. Burrows, appointed Jan. 28th, last, from National Guard Reserve. Lieut. Burrows is returning to a familiar fold, as he was one of the original officers of this unit, having transferred to the Reserve because of out-of-town residence. At present he is flying for Pacific Air Transport, part of the Boeing Air System.

We are very happy to wish luck and success to the four lads from this squadron who recently finished the March Field Primary course and were sent on to Kelly Field for another four months of advanced training and their wings.

Lieut. James Carroll, A.C., Unit Instructor, left this post several days ago ferrying one of last O2-H's to Philadelphia. He will return by rail.

The Communications Section is pretty cocky over the arrival of 3 new radio sets, the AC #152. These are being installed in O-33 ships for test and practice and should help considerably the communications problems at this summer's camp.

Hangar flying increased tremendously the past two months due to a desperate gas shortage at the field. And this in the face of 8¢ gas on the streets and huge over-production of oil in Southern California. The next quarter in April will see a new allotment of fuel.

The pilots of this squadron are in a fever over who shall be the chosen five to carry the escutcheon of Griffith Park to the Air Corps Maneuvers at Dayton in May. Since all 20 pilots are eager to go, and all admit their qualifications, the C.O. is in a tough spot. Marquis of Queensbury rules are to govern the selection with sub-caliber guns barred.

Hqrs. Nichols Field, and 4th Composite Group, P.I., March 27th.

4th Composite Group Hqrs: Capt. Edgar P. Sorenson relieved Capt. Fred C. Nelson of the command of this organization immediately after the arrival of the March Transport.

Sgt. W.G. Miller, Post Radio Operator, enjoyed some interesting flights during the past month, including two trips to the Southern Islands and other trips made during the search for Glenn Brophy.

The Duckpin team won the inter-squadron bowling tournament staged recently. No one knew what to do with the loving cup which was a part of the title, as a trophy case was one item this organization has had no previous use for.

Among those who profited by the 5-year expansion program was Thomas P. Gavigan, an old timer, who was promoted to the grade of Sergeant.

6th Photo Section: Staff Sgt. Raymond M. Bishop made a trip to the Southern Islands as Photographer recently for the purpose of making photographs of the proposed landing fields being established.

Captain Burge and Master Sgt. Klutz completed a long-distance, high altitude photographic mission on the 9th.

The Section held its organization day on the 24th at Montalbon. A hike was made to the Metropolitan Water Dam, and after obtaining all the pictures possible, the section returned to the camp site, and everyone joined in a baseball game and horseshoe pitching contest. Lunch was then served and everyone had an enjoyable time.

The Department Commander made a tactical inspection of the Group on March 7th. Aerial photographs of the ships on the line and the bombing of obsolete planes on the range were made and delivered to General Hines within 25 minutes.

A mosaic of Manila, flown at 8,000 ft. altitude, was completed during the month.

2nd Observation Squadron: Our Squadron Commander, Captain Easterbrook, is at the present writing spending some of the hot season in the Mountain Province at Camp John Hay. During his absence, Capt. Russell L. Maughan, of "Dawn to Dusk Flight" fame, assumed the reins.

We have had a very busy month renovating the squadron barracks, mess hall and day room in preparation for an inspection by Major-General Hines, Department Commander. This inspection was held on March 20th, with very favorable results. General Hines also held his annual tactical inspection during the month, with this squadron taking an important part. Quite a few of our officers and men came in for a lot of extended cross-country trips in the new Sikorsky Amphibians. These flights are mostly to the Southern Islands of the Philippine Archipelago, with one to the north of Luzon in search of Mr. Brophy, the "China to Manila" flyer, who was lost enroute.

28th Bombardment Squadron: First Lieut. R.C. Zettel and family are enjoying a month's leave in China. Lieut. Wolfenbarger is spending 30 days at the Mountain Province Resort at Baguio.

The Squadron is taking on more of the appearance of a Bombardment organization with our recent addition of six new B-3A's, with good prospects of having six more by June 1st. At present there is a somewhat peculiar condition existing in the Squadron. Though commanded by a well known bombardment leader, Capt. Edward C. Black, we are firing the Attack Gunnery and Bombing course in Pursuit ships, one P-12B and seven PW-9C's.

One of our pilots, Lieut. Malone, took one of the Sikorsky Amphibians around the north end of the island as a part of the search for Mr. Brophy. This meant being at the controls for the better part of two days under difficult flying conditions.

66th Service Squadron: 1st Lieut. J.S. Stowell spent ten days detached service in Northern Luzon, reporting an enjoyable trip after his return.

Nichols Field, Rizal, P.I., March 5th.

2nd Observation Squadron: The Squadron celebrated a belated organization Day at the Calamba Sugar Central. Sightseeing tours through the plant and over the central were arranged by the Company, and a good time was had by all.

The March Transport brought the following new officers: 1st Lieuts. Leroy M. Wolfe, Richard W. Gibson, Walter G. Bryte, and 2nd Lieut. Elwell A. Sanborn. On the same boat we lost Capt. Earl S. Hoag, D.M. Reeves, 1st Lieuts. Anderson and Yeager.

Lieut. Ent returned from a trip to China and assumed his old duties as

Squadron Adjutant.

We have an embryo "Bobby Jones" in the Squadron at present in the person of Private "Scotty Hargett," who won the cup in the third flight of the Manila Golf Tournament.

28th Bombardment Squadron: This Squadron has been functioning with PW-9's, but is gradually coming into its own, having received 3 B-3A Bombers, with more coming. Before the rainy season sets in we expect to be fully equipped as a Bombardment unit. After that watch our smoke. (During the rainy season? Ed.)

The Squadron is sorry to lose Capt. Edward M. Morris, who returned to Fort Crockett on the March Transport, also the following noncoms: Tech. Sgt. Albin, Staff Sgts. Jones, Aakins and Woolard, who completed their tour of foreign service. The March Transport brings us an old timer coming home to roost - Master Sgt. Albert Y. Linard.

66th Service Squadron: 1st Lieut. Joseph Smith leaves on or about March 15th for his new station at San Antonio, via the Suez Canal.

1st Lieut. John H. McCormick reported for duty Feb. 24th, and was assigned as Supply and Mess Officer.

The March Transport took 21 men back for discharge, and we gained 23 new men as replacements.

6th Photo Section: 1st Lieut. John M. McDonnell, our Section Commander, having completed his tour of foreign service, was ordered to Mitchel Field, N.Y., returning by way of Rome, Paris, Berlin and London. This is the second time Lieut. McDonnell was in command of the Section, having commanded it overseas during the big fight. We envy him his second stop.

Private Paul W. Reigel is returning to the States for discharge, having declared his intention of proceeding post haste to Simokin, Pa., where he expects to resume his mining "career."

The Section has done considerable work during the latter part of January preparing enlargements of photos of interesting places in Manila and vicinity and other features relative to the Air Corps Exhibit at the Manila Carnival which lasted from January 15th to February 2nd. Having the best looking and most popular exhibit, our efforts were fully rewarded.

Scott Field, Belleville, Ill., April 22nd.

First Lieuts. A.J. McKenna and Walter O. Piehl, Reserve, both from Chicago, reported at Scott Field April 6th for a 14-day tour of active duty. They were attached to the 15th Observation Squadron for training.

2nd Lieut. Edgar A. Sirmyer, Jr., made a hurried trip to Maxwell Field recently upon receiving news that he is now a "proud papa." It is a girl. Mrs. Sirmyer has been staying with her parents, Col. and Mrs. Charles L. Foster, M.C., at Fort Benning, Ga.

Major General Frank Parker, Commanding General of the Sixth Corps Area, made his annual inspection of Scott Field on April 22nd. The General was evidently pleased with the conditions as he found them. Following the inspection, he and his staff departed for Jefferson Barracks, escorted by a motorcycle patrol of State Troopers.

Fort Crockett, Galveston, Texas, April 1st.

Headquarters and the Band copped the annual track and field meet held on March 25th by scoring 32 points to the 23 of their nearest competitor, the 60th Squadron. Graham of the Band was high point man for the meet, scoring a total of 11 points. Bentley of Headquarters was second with 10 points, and Connolly of the 60th Squadron was third with nine.

Handicapped by several injured players, the 13th Squadron basketball team forfeited the series to the Santa Fe quint. One game has been already played, being won by the Railroaders.

Baseball practice has commenced and from all indications the race for the Post Championship is going to be a close one. The 60th Squadron has two new men whose ability is well known on the post. The 8th, 90th and 13th Squadrons all claim to have new material that will carry them through to the cup. Of them all, the 60th Squadron appears to have the best chance at the present time but, Quien sabe?

Interest in boxing and wrestling is growing by leaps and bounds. A ring is in the process of construction, and while it will not be ready for a short while,

the men are working out daily in the Post gym. Joe Garrett, former 8th Corps Area lightweight champ, is in charge of the instruction end. Joe is getting into shape also, and hopes to prove that the old dynamite and zip is still present. The turn-out for those interested is more than satisfactory. With the present popularity of the mat game, it should be possible to stage many cards here.

Ten new officers arrived at Fort Crockett in the last few weeks, viz: Capt. Edward M. Morris, A.C., from Nichols Field, and 2nd Lieuts. Louis S. Wait, Walter A. Ransom, Richard A. Morehouse, Henry H. Covington, Jr., Luther J. Fairbanks, Louis M. Gregory, Joseph B. Donnelly, Eric G. Danielson and E.V. Robnett, Jr., Air Reserve. Lieut. Wait came from Fort Sill, while the rest of the officers arrived from Dodd Field, where they had been on detached service.

Ten planes from the 3rd Attack Group, led by Lieut. Ralph Stearley, conducted an attack on the city of Beaumont recently. The demonstration was given for the benefit of the Jefferson County Reserve Officers Association, who were assembled at Beaumont at the time. One plane from the 60th Service Squadron, piloted by Lieut. W.S. Lee, laid a smoke screen to make the simulated warfare more realistic. After the "battle," Lieut. Stearley delivered an address on "The Tactics and Employment of Attack Aviation." The planes returned the following afternoon.

Wing Commander Walter L. Feinne, Royal Flying Corps, British Air Attache, stationed at Washington, was a recent visitor at Fort Crockett. While here he was the guest of Major Davenport Johnson.

Fox Movietone News recently took sound pictures of Third Attack Group planes in simulated warfare. Planes from the 13th Attack Squadron were used for the occasion. This is the second time within a year that Fox cameramen have taken sound pictures of Group planes.

Fort Crockett, Galveston, Texas, April 15th.

The 8th Attack sent a flight of 12 ships to Fort Benning, Ga., on April 17. The planes under the leadership of Capt. Latha A. Smith were scheduled to take part in the Air Corps demonstration being held at Fort Benning in conjunction with ground troops. Officers accompanying Capt. Smith were Lieuts. H.L. Grills, F.F. Everest, H.A. Parker, J.H. Catchings, J.A. Anderson, R.D. Cassell, R.A. Bolyard, R.R. Burley, E.G. Danielson, L.J. Fairbanks and E.V. Robnett.

Just how well the other units in the Air Corps are coming along in perfecting formation flying for maneuvers we do not know. However, if Pursuit, Bombardment or Observation pilots wish to cop honors this year, they certainly will have lots of competition from the Third Attack Group. Pilots and mechanics are one in saying that never before has the Group flown such perfect formations. Squadron leaders are working hard to attain the height of perfection. Close formations are the order of the day, and those boys are certainly getting in there.

The 13th Squadron baseball team swung into the lead since their defeat of the 60th Squadron, 5 to 4. In the other game the 8th Squadron won from the 90th, 8 to 5. Never before in the history of Fort Crockett has there been so much enthusiasm over baseball. For the first time there are more than two good teams in the league. In previous years the 90th and 60th were the only strong clubs in the race. Errors have been costly to the 90th and 60th this season, but if they cut them out from now on we predict many extra inning games.

Lieuts. Hicks and Catron, with Sgt. Didoe, were here recently from the Photo Section at Dodd Field. They took pictures of all the officers in connection with the maneuvers.

The baseball season opened at Fort Crockett on April 14th with the 60th Squadron scoring a 16 to 15 win over their deadly rivals, the 90th Squadron. Although these two teams are rated as the best on the post, they failed to show any good ball playing as was displayed in the game between the 8th and 13th Squadrons. The 13th won this game 3 to 2.

The 90th Squadron won the cup last season, but the only strong competition they had was with the 60th. The 8th and 13th nines appear to be stronger than ever, and a tight race for Post honors is in sight.

The 'Patrick Logan' is kept busy these days taking parties from the Post on fishing trips cut into the Gulf. No big catches have been reported so far but many lines have been snapped and a few rods bent. A few cases of bent hooks have also been related.

Captain Idzorek's golf course has taken on added color with the addition of

bright new flag pins. The course is in almost continuous use nowadays and is the method used by post golfers to lower their score on the regular links.

The weather has finally become much warmer and the beach in front of the post is dotted with soldier bathers who choose a dip in the Gulf of Mexico to cool off. Although we are still wearing woollens, it won't be long before the summer uniform is donned.

Led by Major Davenport Johnson, a flight of twelve A-3B's recently visited Brownsville on a cross-country training mission. The planes returned the same day.

Rockwell Field, Coronado, Calif., April 18th.

The first of the Fokker Y1C-14 Transports to be assigned to this station was ferried from the Fokker plant at Glendale, West Va., by Lieut. J.E. Mallory. After a mechanical check, several officers flew the new ship and seemed very well pleased with it.

Captain Ira C. Baker arrived at Rockwell Field the early part of the month in a Lockheed Y1C-17 to commence preparations for a non-stop west to east coast flight. The ship was turned over to the Rockwell Air Depot, where the necessary repairs and alterations were accomplished. Upon completion of the ship in the local shops, Captain Baker ferried it to Long Beach, where he awaited favorable weather reports for his proposed hop. The actual take-off was made at 2:15 a.m., March 10th, and it was with sincere regret that we learned of the Captain being forced down later in the day near Marion, Ky.

Lieut. C.B. Stone III, of the 11th Bombardment Squadron, the latest addition to the benedicts of Rockwell Field, was married on March 10th to Miss Emma Winburn, of Tucson, Ariz. Miss Winburn was a student at the University of Arizona. The ceremony was performed in the Sts. Peter and Paul Chapel at Tucson, with the Rev. Father Patterson officiating. After a short honeymoon in northern California, the young couple are at home to their friends in their Coronado residence.

Combining military business with a good-will tour, three Mexican Army Air Corps officers visited Rockwell Field on March 2nd. The three officers, Colonel Albert S. Hart, Lieut.-Col. Sedrico and Captain Enrique Laurent, were conducted around Rockwell and through the Repair Depot by Lieut.-Col. Barton K. Yount, Commanding Officer of the field, and Major Carl Spatz, commanding the 7th Bombardment Group. After the tour of inspection the visiting officers were flown across the Bay to Lindbergh Field in one of the Curtiss "Condor" Bombers.

Air Corps Troops, Fort Sill, Okla., April 6th.

Several changes of personnel have taken place at Post Field in the past month. 2nd Lieut. L.S. Wait, Res., was transferred to Langley Field, Va., and left here March 18th. 2nd Lieuts. J.C. Britton and J. Will Campbell, Reserve, left March 23rd for their new station at Mather Field, Calif. On March 20th, 2nd Lieuts. F.A. Creech, D.M. Kesler and C.T. McKinnie, Air Reserve, reported for duty.

Second Lieuts. W.C. Bryan and C.T. McKinnie, Air Reserve, went on ten days' leave the first of the month, the former to Dallas, Texas, and the latter to Fargo, N.D.

Staff Sergeants J. S. Bezek and C.L. Shaw departed for service in Hawaii and Panama, respectively. Staff Sgt. Claud Emerson reported here March 18th from Panama. Privates M. Vanya and L.M. Mackey returned from Chanute Field where they completed courses in Aircraft Welding and Engine Mechanics, respectively. Staff Sergeant Charles W. Skinner was promoted to 1st Sergeant of the First Balloon Company, vice Staff Sgt. Earl H. Browning.

Recent visitors to Post Field were Majors Harmon, Houghland and Captain Brady on March 28th; Majors Netherwood, Littlejohn and Vollandt, Captain Brock and 2nd Lt. Peterson and Maughan on March 25th; Lieut. Hegenberger on March 23rd; Lieuts. Broergen and Drake on March 8th; Lieut. L.V. Beau, Jr. and Sgt. Warrick on March 5th; Lts. Paul and Gregory on March 3rd; Lts. Old and Beau on March 2nd; and Major Healy and Lieut. Harris on March 1st.

Fight fans and Kibitzers are getting their money's worth in the present Ft. Sill Boxing Tournament. The Air Corps Team, drawn from the 88th and 1st Balloon Co., started with a nucleus of two experienced fighters, Pvts. Crom and Richardson, both post champions of last year. Using a comparatively small and inexperienced squad, they have gone into third place and are creating no little unrest in the camp of the leading 18th Battalion Red Legs. They have fought 52 fights, forfeited none, drew 5. Seventy more fights are scheduled.

Clark Field, Fort Stotsenburg, Pauranga, P.I., March 10th.

The Third Pursuit Squadron has carried out its normal flight training schedule of gunnery, bombing and combat exercises and, in addition, participated in two reviews and a cross-country flight to Aparri.

The flight to Aparri (Feb. 10-12) included 12 officers and 5 enlisted mechanics, two 5-plane flights of P-12's and one Douglas Transport. On arrival at Aparri, the Squadron was met by Mr. Weber, Manager of the Brunning Tobacco Co., who provided transportation to Tuguegarao and entertained eight of the officers in his home. On the 11th, Mr. Weber arranged a picnic and swimming expedition on a river some 20 miles back in the mountains east of Tuguegarao.

On the 27th and 28th, the Squadron participated in reviews in honor of Vice Governor Butte at Fort McKinley and Ambassador Forbes at Fort Stotsenburg, respectively.

As a consequence of the revision and improvements on the Clark Field golf course, some 30 additional enlisted men have taken up the game with apparently serious intent.

A wedding of particular interest to members of both the Army and Navy was that of Miss Jane Leigh Beall, the elder daughter of Major and Mrs. John B. Brooks, A.C., and Lieut. (j.g.) John E. Fitzgibbon, U.S.N., on Saturday, January 31, 1931. The most charming simplicity and dignity characterized the event. Informal invitations had been issued to intimate friends from Manila, Fort Stotsenburg and Clark Field, of which post Major Brooks is the Commanding Officer, and the wide verandahs of Major Brooks' quarters were filled with guests as the appointed time drew near. An informal reception and tea followed the ceremony, after which Lieut. and Mrs. Fitzgibbon left by motor for a honeymoon in Baguio.

Mrs. Fitzgibbon is the grand-daughter of the late Commodore and Mrs. Dennis H. Mahan, and a great niece of the illustrious Admiral A.T. Mahan whose work on Naval tactics and strategy are a model for modern Naval employment. Her family has been well known in both services for more than a century, since the first Dennis Mahan was graduated from West Point in 1821.

Lieut. Fitzgibbon lived formerly at Newark, Ohio, and was graduated from the U.S. Naval Academy with the Class of 1927. He is assigned to duty on the USS Pittsburgh, flagship of the Asiatic Fleet, which is now on a cruise of the Southern Islands, Siam and Indo-China with Governor-General Dwight Davis. On the return of the "Pittsburgh" early in April, the bride and groom will sail for Honolulu to take station.

Major Brooks, having bought a new bowling ball last fall, announces the completion of his 500th game on Friday, March 13th, with an average score of 177.32. His high score for one game is 258.

154th Observation Squadron, Arkansas National Guard.

Capt. Leland R. Hewitt, our Regular Army Instructor for several years, who has been very popular with the commissioned and enlisted personnel, was ordered to duty in the Philippines. He is to be replaced by Lieut. Horn after completing his tour of duty in Panama. We wish Capt. Hewitt a pleasant tour in the Islands.

The engineering section is hard at work getting our ships ready for the annual maneuvers, and everyone slated to go is counting the days before shoving off. The personnel picked for the trip are Lieut. Horn, Regular Army Instructor; Lts. Howe, Fee, Hatten, Fagan, Sgts. McGinnis, Cline, Howard and Duncan, and Sgt. McKee, the Regular Army enlisted instructor on duty here with the Squadron.

Visitors here during the past month included Lieut. Stranathan in a Lockheed Transport, with Congressmen Clague and Kvale as passengers, Lt. Dugan with Major Harwood as passenger from Post Field, and Lieut. Percifull from Post Field.

Lieut. Bill Hopson has just been checked off primary training type ships to service type, and is now piling up time on them.

The Squadron is represented at the Primary School at March Field by two former members, Privates Rosasco and White. Much power to them.

Pvt. Will A. Northen took the entrance examination for the Naval Academy.

A new athletic program was adopted by the Squadron which will interest every men therein during the summer months. Baseball, swimming, tennis, boxing and handball teams were organized, equipment purchased and professional coaches secured for each team. The baseball team has a formidable array of high school and college players who have been practicing every day. Games have been scheduled for each Sunday of the season. The team is being coached by William A. "Scrappy" Moore, a former big league player. The boxing team has engaged other military organizations in bouts and are planning other shows during the outdoor season. They are being coached by Joe Peck, a lightweight of southern fame.

Primary Flying School, March Field, Riverside, Calif., April 15th.

While the eastern and central states have been shivering from the after effects of "Old Man Winter," California has been enjoying the healthy rays of "Old Sol" and breathing the fragrant odor of the Orange Blossoms which have been in bloom for the last three weeks. All in all, March Field is quite a desirable place to live.

March Field's Inter Squadron Baseball League started off auspiciously on Monday, March 30th, with the 54th School Squadron defeating the 70th Service Squadron, 10 to 6.

Major Joseph Long officially opened the season by throwing the first ball over the plate. After a careful wind-up, he heaved a fast one over the plate for a perfect strike. Lieut. Frank Armstrong was on the mound for the winners and showed himself to be a real ball player.

The March Field Band was on hand to liven the occasion with snappy tunes between the innings. A large crowd attended the game.

The first two O-38B airplanes for use in the 7th Bombardment Group were received from the Douglas Factory on April 1st.

Fairfield, O., Air Depot, March 30th.

The following airplanes and engines were overhauled during the month of March: Airplanes - Major overhauls: 1 BT-1, 2 BT-2A, 5 A-3, 1 C-9, 2 P-6A, 4 O-19B, 4 O-25A, 2 P-1C, 1 O2-H, 1 PT-1, total 23; Minor overhauls - total 20. Engines, Major overhauls: 28 SR-1340, 10 GIV-1570, 10 720, 1 J-6, 1 Curtiss D-12, total 50; Minor overhauls, total 19. In addition to the above, the Engineering Department accomplished instrument, parachute, Curtiss D-12 cylinder banks and a large variety of work necessary for the oncoming Spring Maneuvers.

Arrivals at this station via air during the past two weeks were as follows: Major Royce and Lieut. Haddon from Selfridge Field enroute to Bolling Field; Capt. Ott in an A-3, Lieut. Reed and three passengers in a Y1C, from Selfridge Field; Capt. Colgan and Mr. Hoffman, Lunken Airport, in an O2-H; Sgt. Jackson and 4 passengers, Chanute Field, in a C-1; Lieuts. Nicol and Harmon, Detroit, in a BT-1; Lieut. Mann, Chicago, in an O2-H (March 16th); - March 17th - Lieut. McConnell and Pvt. Norburn, Norton Field; Lieut. Watson and Sgt. Lee, Stout Field, in O2-H planes; - March 18th: Lieut. Cummings and Sgt. Stock, Cleveland, in BT-1; Lieut. Mears and Pvt. Fradien, Lunken Airport, in an O2-H; Major Davidson and Lieut. Patterson, Bolling Field, in BT-2B; Lieut. Carpenter and Sgt. Inman, Stout Field, in O2-H; Lieut. Pincomb, Selfridge Field, in P-6A for major overhaul, the latter departing in a P-12C overhauled at this station; March 20th: Lieut. Griffith and three passengers, Selfridge Field, in Y1C, enroute to Wright Field; Capt. Kauch, Lieuts. Parker, Watkins and Cook, Wright Field, enroute from Buffalo, N.Y. to France Field, Panama; March 21st: Lieut. Gardner, Memphis, Tenn., departed in an O-11 overhauled at this station; March 23rd: Lieut. Laughinghouse and Sgt. Nendell, Chanute Field; Lieut. Umstead and Capt. Muse, passenger, Bolling Field; Capt. Ott with two passengers, Selfridge Field; Capt. Giffin and Capt. Paul, Maxwell Field, and Lieut. Williamson with three passengers, San Diego, arrived on cross-country missions. Lieuts. Poe and Feldman, Selfridge Field, departed in two P-6A's; Lieuts. Burgess and Smith and Sgt. Swisher, Chanute Field, departed in an O-25A and an A-3BB, respectively, for their home stations, ferrying planes overhauled at this station; March 24th: Capt. Hetsch and Lieut. Young, Lunken Airport, Capt. Herold, Lambert Field, St. Louis, departed, ferrying a PT-1 overhauled at this station; March 25th, Lieut. Carpenter and Sgt. Hansen, Stout Field; Sgt. David and three passengers, Scott Field; March 26th: Lieut. Willis, Bolling Field; Lieuts. Genaro and Anderson, Schoen Field; Lieut. Graff with five passengers, Langley Field; Lieut. Selff, Rockwell Field; March 27th: Lieuts. Wagner, Brownfield and Enuart departed for Langley Field, ferrying three O-25A planes overhauled this Depot; Lieut. Orr with five passengers, Mitchel Field, in a C-7, arrived from Middletown Air Depot, enroute to Chanute Field.

The Officers' Club held a St. Patrick's Dance at Wright Field on the evening of March 17th. The party was well attended and was much enjoyed by all.

Lieut. Melvin B. Asp, who departed by rail March 23rd for Candler Field, Atlanta, Ga., to secure and ferry a PT plane to this station for overhaul, experienced engine trouble and inclement weather enroute.

Warrant Officer Charles M. Smith departed March 16th for Carpentersville, V-6147, A.C.

Ill., on leave of absence, returning March 24th.

Lieut. John A. Austin, who went to Santa Monica, Calif., by rail, secured a BT-2B airplane from the Douglas Aircraft Co., and ferried it to this station, via Rockwell Field, Tucson, Arizona, and El Paso, Texas, experienced very inclement weather during his flight, zero temperature prevailing in Texas.

Captain Edward Laughlin, of this Depot, ferried an O-25A from Fort Riley, Kansas, for overhaul in connection with the forthcoming Air Corps Maneuvers.

Two A3B planes, overhauled at this station, were ferried to Fort Leavenworth, Kansas, by Capt. Hugh A. Bivins and Lieut. F.M. Hopkins, Jr. March 13th.

Fairfield, Ohio, Air Depot, April 15th.

From April 1st to the 13th, 10 airplanes were given major overhauls, viz: 1 XP-6, 1 A-3, 1 P1-C, 1 P-6A, 1 O-25A, 4 O-19B and 1 C-9.

Planes received for repairs during the same period included 2 O2-H and 1 P-3A for major overhaul, 1 O2 and 1 O2-H for minor overhaul, 1 P-12, 1 P-12C and 2 P-12D's for radio installations, and 1 A-3B, 1 PT-3A, 1 Y1F and 1 A-3 for major overhauls.

The activity report of the Supply Department for March shows incoming tonnage of freight, 306.7 tons; express, 1.7 tons; parcel post, 635 lbs.; outgoing, freight, 116.8 tons; express, 9.1 tons, parcel post, 2,815 lbs.; material received by other means 105,628 lbs., shipped, 189,350 lbs; incoming shipments, 652; outgoing, 1,509; requisitions received, 652.

Lieut. Melvin B. Asp flew to Scott Field, Ill., April 10th, in a C-1 plane, transporting an engine to that station and returning with 5 enlisted men for temporary duty here.

Lieut. Leslie P. Holcomb, Scott Field, and 75 enlisted men, some transported by automobile but most of them by plane, joined this Station April 10th and 11th for temporary duty in connection with the Air Corps Demonstrations to be held in May.

A number of night flights were accomplished by pilots of the Depot during the past two weeks.

Captain H.A. Bivins and Lieut. George V. McPike ferried planes to this station for overhaul, the former from Fort Leavenworth and the latter from Candler Field, Atlanta, Ga.

Thirty officers of the Armament Section of the Air Corps Technical School, Chanute Field, Ill., arrived April 6th, to make a tour of inspection of the Depot and of Wright Field.

Lieut.-Col. C.O. Schudt, Finance Department, made an inspection at this Depot March 31st in connection with the auditing of property accounts.

Major Frank C. Mahin, Inspector General's Department, arrived April 6th to make the annual inspection of the Depot.

Col. C.C. Culver, of Washington, made an official call at this station on April 10th.

Marshall Field, Fort Riley, Kansas, April 23rd.

The bowling season has just ended at Fort Riley, and the Air Corps Enlisted Men's team was victorious as usual. This makes three successive victories for the Air Corps team and hence three post championships. This feat requires very consistent bowling. The league consists of 16 teams, and during the season each bowls a total of 45 games.

The Air Corps team carried off almost all the honors in the league. Private Colosi held the high individual average with 182, also the high triple with 681. The team average at the close of the season was 177. Averages of the four other members of the team were - Corp. James O. Oldson, 179; Master Sgt. Arnold Ruef and Pvt. 1st Cl. Lothrop Hayden, 176; Sgt. Joseph J. Eberling, 175.

This being a Cavalry post, the Cavalry entrants have been rather melancholy as a result of losing to the Air Corps for three successive years. They are now somewhat improved in spirits and morale, as the recent reorganization of the 16th Squadron took three of our best bowlers away from us and, consequently, the competition which will be offered by the Air Corps the next season will be somewhat diminished.

San Antonio Air Depot, Duncan Field, Texas, April 14th.

Great regret is felt at losing Capt. and Mrs. Joseph W. Timmons, Jr., QMC, from the Depot's circle. Capt. Timmons was assigned to duty at Chilkoot Eks., Alaska, and left April 2nd for that station. He and Mrs. Timmons were at the Depot since October, 1928, and they carry with them the best wishes of this command for happiness in their new activity.

Lieut. Robert E. Selff, of Rockwell Field, visited the Depot April 2nd to 6th while enroute ferrying a Y1C-14 plane to the west coast. He stopped here for repairs to his engine.

Capt. Edwin R. Page and 1st Lieut. James E. Parker, of the Materiel Division, Wright Field, arrived here April 10th, ferrying a Y1C-14 Fokker plane, for the purpose of obtaining data and conferring on various matters connected with this type of airplane, and also on the Wright R-540 engines. With them as passenger was Major E.G. Reinartz, M.C., of Wright Field. Lieut. Parker with Major Reinartz left here on the 13th on the return journey to Wright Field, while Capt. Page is remaining at this Depot on temporary duty.

Major Frank D. Lackland, A.C., and Major Henry L. Green, Q.M.C., of the Command and General Staff School, Fort Leavenworth, Kansas, paid a pleasant informal visit to this Depot March 31st to April 3rd, on cross-country in an A-3 plane. Major Lackland was kept busy greeting old friends in this vicinity, as he was commanding officer of this Depot for a number of years.

Among the recent out of town visitors at this Depot were the following Air Corps officers attending the monthly conference here on Air Corps supply and maintenance in this Area on April 7th: Major Lewis H. Brereton, C.O. of Air Corps Troops, Fort Sill, Okla., and 2nd Lieuts. John J. Keough and James H. Roe of that station; and Major Davenport Johnson, C.O. of Fort Crockett, and Capt. S.J. Idzorek and 1st Lieut. J.J. O'Connell of that station.

The Engineering Department of the Depot overhauled and repaired the following airplanes and engines during March: Airplanes overhauled - 3 A-3, 5 A-3B, 6 O2-H, 1 O-11, 3 P-1D, 2 P-1F, 1 PW-9C, 2 BT-1, 1 PT-3, 1 PT-3A, total 25. Airplanes repaired - 15 A-3B, 1 DH-4M-2T, 6 O2-H, 1 O2-J, 1 O-11, 10 O-19B, 3 P-12, 2 PW-9D, 1 BT-1, 1 C-7A, 2 C-9, 2 Y1-C, total 45. Engines overhauled - 43 Curtiss D-12, 8 Wright J-5, 4 Wright J-6, 3 Wasp, 1 Kinner, total 59. Engines repaired - 25 Liberty, 3 Curtiss D-12, 2 Wright J-6, total 30.

Mitchel Field, L.I., New York, April 3rd.

Colonel K. Teramoto and Capt. Taurumatsu Sunago, of the Imperial Japanese Army, were interested visitors at Mitchel Field recently. Colonel Teramoto has been the Air Attache for Japan at Washington, and he and Captain Sunago, before their return to Japan, have been making a tour of the United States, inspecting military air fields and other places aeronautical. On their arrival at the post they were met by Col. Howard, Major Ryan, Lieuts. Kissner and Mathewson. The first place inspected was the Post Operations. After luncheon at the Officers' Club, with Col. Howard, the visitors were escorted about the post by Lieuts. Kissner and Mathewson. Air Corps Supply, Engineering Hangar and the Squadron hangars were visited. As a finale, they were flown sightseeing over New York by their escorts, and being met in the air on their return by Lieut. Allen, the piece de resistance was added in the form of a formation with all the trimmings. It may not be apropos, but it is interesting to add that Lieut. Mathewson acquired several good telephone numbers in Tokio.

Lectures and speeches are getting to be more or less of a habit with Capt. Gale. He delivered two lectures recently to the students of New York University, each lasting an hour and 45 minutes. For 45 minutes more the Capt. answered the questions of his interested audience.

Mitchel Field extended a hearty welcome to eleven new officers reporting to the post, ten being graduates of the last class at Kelly Field, while the eleventh Roland Ranney, being assigned to active duty from civil life. These 2nd Lieuts. were assigned as follows: to 1st Obs. Sqdn: William J. Chapman, Jonathan Haynes, John D. Williamson; To 5th Obs. Sqdn.: Cecil L. Folner, Benjamin Lowery and Robert Springer; To 99th Obs. Sqdn.: Wm. O. Carlson, James McL. McLeod, Roland H. Ranney; To 61st Service Sqdn.: Felix P. Jones; To 8th Photo Section, ZaySmith.

On Army Day, Monday, April 6th, the Commanding Officer called off all duties for the afternoon. The annual Army Day parade was held on Saturday, Apr. 4th, the Mitchel Field Band parading, while a 9-ship formation from the 1st Squadron flew over the city.

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April 10th - May 4th Incl.

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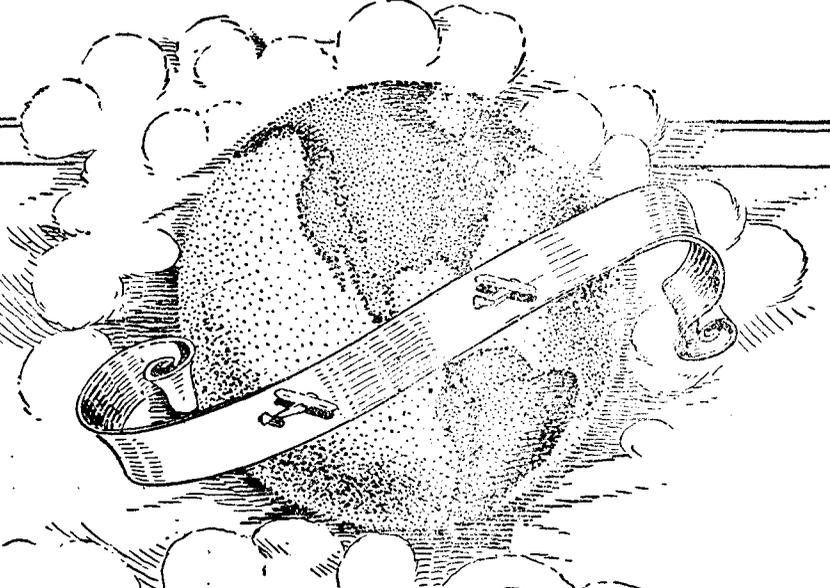
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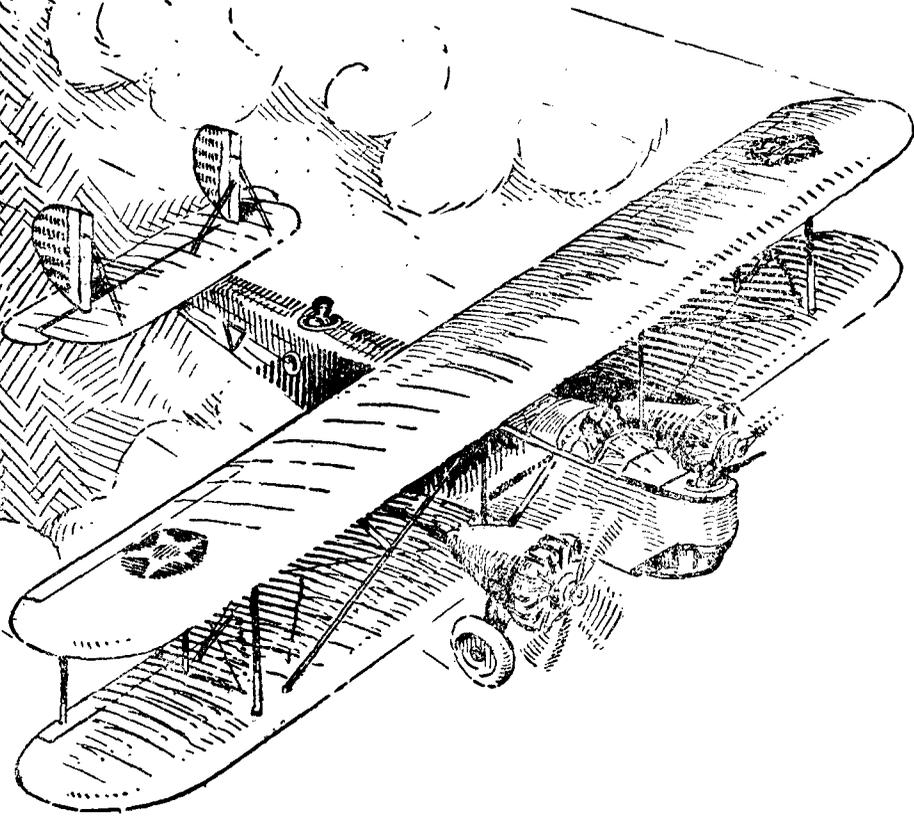
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AIR CORPS
NEWS LETTER



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F. C. BERRY

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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 FIRST PROVISIONAL AIR DIVISION, 1931.

Each year the Air Corps plans to have a concentration of its airplanes, equipment and personnel at some point or points and, with the forces gathered there, carry on some problems which it has been working over from the time of the concentration of the previous year.

Most of these problems have been tactical. Tactical theories have been tried out in actual practice, and either adopted, revised or discarded, all as a result of the operations of the organizations gathered together for the period of the maneuvers or exercises. This year, however, a new series of problems were tried out by the Air Corps - problems which would arise with the organization and operation in time of war of our largest air unit, the Air Division. These problems might properly be called staff problems, although everyone participating in the operations of the 1st Provisional Air Division of 1931, whether group or squadron commander, flight leader, pilot or mechanic, benefited alike by the experiences gained during the activities of the latter part of May.

Let us go back a bit to 1917, when this country was organizing its military forces for a major emergency. Few of our Regular Army officers and non-commissioned officers, who later formed the nucleus of our forces in France, had ever seen an Infantry Division in actual operation. Many had not even seen a brigade, except a highly skeletonized one, more of a paper than a flesh-and-blood outfit. When this country organized divisions, corps and even field armies, our officers found themselves working more with theories than experience. Many of those accepted theories on the handling, the administration and supply of large units did not work, and experience at that time was dearly bought.

In time of war, our largest air unit would probably be an Air Division. So far, this has been a "paper organization." It would have 2238 airplanes - mostly bombers and pursuit - 4,000 officers and 29,000 enlisted men. It might have to be moved from one place to another and moved in a hurry. It might have to be moved long distances. This Air Division would be attached to General Headquarters. It would be in addition to the aviation attached to divisions, corps and armies. In our peace-time army, we have no Air Division, nor have we ever had a maneuver in which an Air Division or anything approximating one in size, was called into being. In fact, the largest active air organization in the Army Air Corps is a Group, composed of several squadrons. We have several Wings of two or more Groups on paper, but up to this writing we have had no Wings in active operation.

In our concentration in May, 1931, we were obliged to use everything in the line of military aviation that we had, in order to approximate an organization even one-fourth the size of a war-time Air Division. This gave us a preponderance of Observation Aviation, whereas an Air Division has practically no Observation Aviation. Nevertheless, our main problem was the handling of a large force of active flying units, and our 1931 Air Division was finally organized to consist of 692 officers, plus 69 Flying Cadets, 643 enlisted men and 667 airplanes.

Our 1931 organization was called the 1st Provisional Air Division, because of its provisional or temporary character.

Components of this Division were all but one of our Regular Army Air Corps squadrons in the continental limits of the United States; a flight from each of the 19 National Guard Observation Squadrons from as many States; a Pursuit Group, an Observation Group, an Attack Squadron and a Bombardment Squadron from the Advanced Flying School at Kelly Field, Texas, and a Transport Group formed of the Transport airplanes from our various fields throughout the

country.

The composition of the Air Division, together with the types of airplanes used, was as follows:

1st Provisional Air Division

Brigadier General Benjamin D. Foulis, Commanding.
Chief of Staff -- Lieut.-Colonel Frank M. Andrews.
Deputy Chief of Staff -- Major Carl Spatz. Total for G.H.Q.
G-1 -- Captain H. M. McClelland. 78 Officers
G-2 -- Lieut.-Colonel Ira Longanecker. 27 Enlisted Men
G-3 -- Major Willis Hale. 54 Airplanes.
G-4 -- Lieut.-Colonel Henry H. Arnold.
Division Surgeon -- Major C.L. Beaven, Medical Corps. Above figures include
Quartermaster -- Major Douglas C. Cordiner, Q.M.C. official observers
Signal Officer -- Major H.S. Mitchell, Signal Corps. with their airplanes
Adjutant -- Lieut. Ray L. Owens. and mechanics.

1st Provisional Pursuit Wing

Major George H. Brett, Commanding.

1st Pursuit Group, Selfridge Field, Mich. - Major G.E. Brower, Commanding.
17th Squadron (P-12's), Captain Ross G. Hoyt, Commanding.
27th Squadron (P-12's), Lieut. R.C.W. Blessley, Commanding.
36th Squadron (P-6's), Lieut. M. L. Elliott, Commanding.
94th Squadron (P-12's), Lieut. Harry A. Johnson, Commanding.
20th Pursuit Group, Mather Field, Calif. - Major Clarence L. Tinker, Commanding.
55th Squadron (P-12's), Lieut. C.E. Crumrine, Commanding.
77th Squadron (P-12's), Lieut. W.E. Richards, Commanding.
95th Squadron (Rockwell Field, Calif.) P-12's, Capt. F.O'D. Hunter, Comd'g.
101st Provisional Pursuit Group, Kelly Field, Texas. - Capt. J.K. Cannon, Comd'g.
201st Provisional Squadron (P-1's), Capt. A.C. Kincaid, Commanding.
202nd Provisional Squadron (P-1's), Lieut. Dale V. Gaffney, Commanding.
203rd Provisional Squadron (P-1's), Lieut. G.H. Beverley, Commanding.
Total, 1st Provisional Pursuit Wing - 195 officers and Flying Cadets, 180 en-
listed men and 195 airplanes.

11th Provisional Bombardment Wing

Major John H. Pirie, Commanding.

2nd Bombardment Group, Langley Field, Va. - Major Herbert A. Dargue, Commanding.
20th Squadron (B-3A's), Captain Frank D. Hackett, Commanding.
49th Squadron (B-3A's), Captain Theodore J. Koenig, Commanding.
96th Squadron (B-3A's), Lieut. James M. Gillespie, Commanding.
11th Squadron, from Rockwell Field, Calif. (B-2's), Lieut. Charles
H. Howard, Commanding.
7th Bombardment Group, March Field, Calif. - Major Joseph T. McNarney, Commanding.
9th Squadron (O-38's), Captain Leo F. Post, Commanding.
31st Squadron (O-38's), Captain Earle G. Harper, Commanding.
208th Provisional Squadron, Kelly Field, (O-38's), Capt. John W. Monahan,
Commanding.
Total, 11th Provisional Bombardment Wing - 115 officers, and flying cadets, 106
enlisted men and 72 airplanes.

21st Provisional Observation Wing

Major Walter R. Weaver, Commanding.

9th Observation Group, Mitchel Field, N.Y. - Major W.O. Ryan, Commanding.
1st Squadron (O-1-G's), Lieut. J.M. McCulloch, Commanding.
5th Squadron (O-1-E's), Lieut. E.E. Harmon, Commanding.
99th Squadron (O-1-E's), Lieut. F.W. Evans, Commanding.
101st Prov. Observation Group, Kelly Field, Texas. - Major F.L. Martin, Commanding.
205th Prov. Squadron (O2-H's), Lieut. H.K. Ramey, Commanding.
206th Prov. Squadron (O2-H's), Lieut. W.D. Old, Commanding.
207th Prov. Squadron (O-11's), Lieut. O.P. Weyland, Commanding.
103rd Prov. Observation Group - Major E.A. Lohman, Commanding.
15th Obs. Squadron, Scott Field, Ill. (O-19's), Capt. W.P. Hayes, Commanding.
91st Obs. Squadron, Crissy Field, Calif. (BT-2B's), Capt. J.C. Kennedy, Comd'g.
104th Provisional Observation Group - Major L.H. Brereton, Commanding.
12th Obs. Sqdn., Ft. Sam Houston, Tex. (O-19's), Lt. Jos. H. Hicks, Commanding.
22nd Obs. Sqdn., Maxwell Field, Ala. (O-19's), Capt. Donald P. Muse, Commanding.
88th Obs. Sqdn., Ft. Sill, Okla. (O-19's), Capt. Lawrence P. Hickey, Comd'g.
Total, 21st Prov. Obs. Wing - 148 officers and flying cadets, 126 enlisted men
and 137 airplanes.

3rd Attack Group, Fort Crockett, Galveston, Texas.

Major Davenport Johnson, Commanding.

- 8th Attack Squadron (A-3B's), Captain Latha A. Smith, Commanding.
13th Attack Squadron (A-3B's), Lieut. Ralph F. Stearley, Commanding.
90th Attack Squadron (A-3B's), Captain Virgile Hine, Commanding.
204th Prov. Sqdn., Kelly Field, Texas. (A-3's), Lieut. Emil C. Kiel, Comdg.
Total for 3rd Attack Group - 52 officers and flying cadets, 49 enlisted men and 51 airplanes.

31st Provisional Transport Group

Lieut.-Col. Augustine W. Robbins, Commanding.

- 209th Prov. Sqdn. Lieut. H. S. Hansell, Commanding.
210th Provisional Squadron, Capt. J.M. Clark, Commanding.
211th Provisional Squadron, Capt. R.N. Ott, Commanding.
212th Provisional Squadron, Capt. E. H. DeFord, Commanding.
Total for 31st Provisional Group - 51 officers, 43 enlisted men and 43 airplanes.

22nd Provisional Observation Wing

Major Ralph Royce, Commanding

- 151st Provisional Observation Group - Major Raymond Miller, Minnesota National Guard Air Corps, Commanding.
301st Provisional Squadron (O-38's), Maryland, Washington and Minnesota National Guard - Major C.V. Haynes, Wash. Nat'l Guard, Commanding.
302nd Provisional Squadron (O-38's), Connecticut, New York and Illinois National Guard - Major M.D. Mann, Ill. National Guard, Commanding.
303rd Provisional Squadron (O-38's), California, Ohio and Texas National Guard - Major W.H. Reid, Texas National Guard, Commanding.
152nd Provisional Observation Group - Major C.B. Oldfield, Commanding.
304th Provisional Squadron (O-11's), Tennessee, Alabama and Massachusetts National Guard, - Capt. F.E. Galloway, Commanding.
305th Provisional Squadron (O2-H's), Indiana, Missouri and Colorado National Guard - Captain T. C. Voss, Commanding.
306th Provisional Squadron (O2-H's), New Jersey, Arkansas, Michigan and Pennsylvania National Guard - Capt. F.R. Anderson, Mich. N.G., Commanding.
Total for 22nd Provisional Observation Wing - 114 officers, 98 enlisted men and 107 airplanes.

Note: When "Provisional" is used, it designates the organization in question as not of regular active status, but temporarily formed for the period of the Maneuvers. Kelly Field squadrons and groups were led by instructors, as were the flights in the squadrons. Flying Cadets were used as flight pilots, however.

Where totals of officers, enlisted men and airplanes of wings and groups and airplanes by types conflict with grand totals, it is due to duplication of duties of personnel and assignment of airplanes.

AIRPLANES BY TYPES AND MAKES

Pursuit - 205.

- 58 P-1 Curtiss "Hawks" - 425 h.p. water-cooled engine, V-type.
130 P-12 Boeing, 420 h.p. "Wasp" engine.
17 P-6 Curtiss, 600 h.p. liquid-cooled, V-type engine.

Observation - 300.

- 36 BT - Douglas Basic Training, 420 h.p. "Wasp" air-cooled engine.
51 O2-H- Douglas Observation, 420 h.p. Liberty engine.
82 O-38- Douglas Observation, 525 h.p. "Hornet" air-cooled engine.
10 O-25- Douglas Observation, 600 h.p. liquid-cooled V-type engine.
1 O-31- Douglas gull-wing monoplane, 600 h.p. liquid-cooled V-type engine.
55 O-19- Thomas-Morse, metal fuselage, 420 h.p. "Wasp" air-cooled engine.
39 O-1 - Curtiss "Falcon" 425 h.p. water-cooled engine.
24 O-11- Curtiss "Falcon" 420 h.p. Liberty engine.
1 O-21- Same as O-19, except that it has a 600 h.p. Curtiss Hex engine.
1 O-22- New Douglas Observation, all metal fuselage.

Attack - 70.

- 70 A-3B, Curtiss "Falcon," 425 h.p. water-cooled engine.

Bombardment - 44.

- 4 LB- Keystone, double rudder, two 525 h.p. "Hornet" air-cooled engines.
- 31 B-3A, Keystone, single rudder, two 525 h.p. "Hornet" air-cooled engines.
- 9 B-2, Curtiss "Condor" - two 600 h.p. liquid-cooled engines.

Cargo - 48.

- 5 C-1, Douglas, single "Liberty" engine.
- 5 C-4, Ford Tri-motor, "Waso" engines, (monoplane).
- 4 C-6, Sikorsky, dual-engine amphibian, (monoplane).
- 9 C-7, Fokker tri-motor, "J-6" engines, (monoplane).
- 6 C-9, Ford tri-motor, "J-6" engines, (monoplane).
- 13 C-14, Fokker single "Cyclone" engine, (Monoplane).
- 1 C-15, Fokker "Hospital" plane, single "Cyclone" engine. (monoplane)
- 2 C-19, Northrup all-metal, low wing monoplane, "Waso" engine, (monoplane).
- 3 C-22, Fleetster, single "Cyclone" engine. (monoplane)

Generally speaking, these Division Exercises were nothing more than the concentration of all Air Corps training throughout the United States in one area, this area changing over a period of several weeks to several different places. This combined training was placed under the immediate supervision of the Division Commander, Brigadier-General Benjamin D. Foulois, assisted by his staff.

It was this concentration that caused situations to arise which would ordinarily never be met in the course of decentralized peace-time training. This does not mean that decentralized training is not valuable in developing capacity for leadership and initiative with organizations at their home stations under the control of Group or Squadron Commanders. Such "home station" training, however, is but the routine of things throughout the year and does not solve some of the problems that have been met when an Air Division, or an air organization of similar size, has been organized and put into operation in the past - all on paper, of course.

Specifically, some of the questions which could be answered as a result of these Maneuvers are the following:

Could we use members of the graduating class at the Advanced Flying School in a large active organization such as this one in time of war?

Could we use young pilots who have just won their wings and place them in active groups and wings where the highest degree of air and airdrome discipline and flying technique is necessary without first giving them preliminary training in an active organization of much smaller size - let us say a squadron operating more or less independently, or at most in a Group?

Could these youngsters with their fresh enthusiasm, their keen desire to make good, take their place alongside their more experienced brothers without "slowing up" the latter? We all know that our pilots had little practical experience in the last war before being sent to the front, but that is one thing we hope will never happen again.

Another problem is that of communication. Large units are not normally based on one airdrome, yet the units so scattered are required to get into action at one time and as one unit. Such operations require a well planned and practical system of communication from one airdrome to another. Combining these communications with the necessary ground-to-plane and plane-to-plane communications, without jamming the air into a hopeless jumble, is a task in which practical experience only will make us proficient. Radio control of a squadron, or even of a group of several score planes, is only a normal training operation at many of our Air Corps stations, but when there are a number of groups or scores of squadrons, then the problem of satisfactory communications becomes one of considerable magnitude.

Many problems of air and airdrome discipline were worked out as a result of the Maneuvers. Each day an improvement was noted in the time in which the various units at one airdrome would clear it in taxiing out on the field and taking off, and in landing on the field and taxiing back to their parking areas. The same was also true of the time required for units to meet at some aerial rendezvous and assemble there as one unit, all components thereof in proper place and at proper intervals.

The question of tables of organization could also be considered as a result of what the Maneuvers taught us, as well as tables of supply and equipment. Are they adequate? How accurate should they be? How flexible or inflexible? What spare parts should be taken with a mobile unit composed of various makes and

types of aircraft? What is the best method of transporting and dispatching aerial transports bearing mechanics who cannot be carried in their own service type airplanes when their outfits move quickly from one airdrome to another?

Would our Division, Wing and Group staffs be too top-heavy in size or could they be cut without imposing too great a burden upon the officers composing these staffs?

Should Squadrons, Groups or Wings be maintained at their present aircraft strength, or increased or decreased?

With a highly skeletonized force of mechanics, could this huge Air Division remain in the field as a mobile unit and still be properly serviced, inspected and maintained over a period of several weeks?

Are our commercial airports throughout the country adequate in equipment, size and layout to take care of a number of military airplanes intending to land there, requiring quick service for airplanes and some accommodation for personnel without too great assistance from the military establishment?

Can hospitalization of the ill and the injured be made by air from the airdrome to the nearest base hospital without requiring too great an aerial ambulance force? Can air transports, equipped to carry cargo and personnel, be quickly and satisfactorily equipped as temporary ambulance airplanes.

How should a transport group or squadron be best organized? With the many different types of commercial aircraft which are used for Army air transports, how can these various makes and types best be organized to give satisfactory service?

Last, but not least,-- what problems would a mobile unit present that one with stabilized operations would not? In movements from one part of the country to another, what assistance could be expected from civil authorities and citizens' organizations which would smooth the way for our coming and establishing ourselves in a new site?

The question of civil assistance was answered to our satisfaction from the very first, when members of the Division Staff first made tentative plans for the use of commercial airports for units enroute between their home stations and the northeastern part of the country where the major operations were to be held, and also when the matter of commercial airports upon which to base the Division was discussed. Aside from the "boost our city" spirit which led many communities to request our presence, our presence was another deeper feeling that they could perform some patriotic act in these times of peace by making us feel welcome in their midst. In the end, the booster spirit of each and every community in this country, when totalled up, is exactly equal to the feeling of national pride, without which a country is in sore straits, indeed.

Airport operators throughout the country assured us of their desire to have our units use their fields. Chambers of Commerce and hotelmen's associations made special arrangements for our coming. Newspapers throughout the entire country sent representatives with the Division to travel with it in its movements from one place to another. Commercial transport airplanes were placed at our service to transport these newspaper correspondents. Those companies, which were awarded the contracts to supply the Division with gas and oil at various points, sent special representatives to see that no kinks developed in the smooth service on which their companies prided themselves.

Such assistance from outside sources was absolutely necessary in order to enable the Division to function in a satisfactory manner. One of the most important considerations in the operations of this 1st Provisional Air Division was that of funds with which to operate. No extra Congressional appropriations were requested or used for the Air Division. It operated entirely out of current appropriations. As stated before, "these Division exercises were nothing more than the concentration of all Air Corps training throughout the United States in one area, this area changing over a period of several weeks to several different places." The first concentration point was at Dayton, Ohio, scheduled for May 15th. Several days before that time, members of the Division and Wing Staffs flew to the Fairfield, Ohio, Air Depot, where Division Headquarters was established.

Throughout the country, squadrons and groups, and even five-plane flights from National Guard units, were winging their way toward Dayton. Some of the West Coast outfits were aided by strong tail winds. Some from the East Coast were considerably delayed by fog and rains over the Alleghenies. All during the 15th, airplanes came in to Wright Field and Fairfield, until by evening all but a few of the organizations were reported in, these coming in the following day.

Organizations were based as follows:

Fairfield Air Depot: Division Headquarters.
11th Bombardment Wing.
1st Pursuit Wing.
31st Transport Group.
Wright Field: 3rd Attack Group.
21st Observation Wing.
22nd Observation Wing.

Note: The following issue of the News Letter will conclude the story of the 1st Provisional Air Division, the operations of this Division and the results of the Maneuvers. As this goes to press, the Division has been practically demobilized, but many of its components are still enroute to their home stations, and the results of the Maneuvers have not yet been tabulated or definitely concluded.

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SOLDIER'S MEDAL AWARDED TO TWO AIR CORPS ENLISTED MEN

Announcement was recently made by the War Department of the award of the Soldier's Medal to Privates Herbert E. Thompson and John B. Smith, 90th Attack Squadron, 3rd Attack Group, Fort Crockett, Galveston, Texas.

The citations accompanying the awards read as follows:

"HERBERT E. THOMPSON (Army serial No. 6231551), private, 90th Attack Squadron, Air Corps, United States Army. For heroism displayed at the airdrome, Fort Crockett, Galveston, Texas, January 27, 1931. While stacking ammunition boxes in the target building, Private Thompson was warned by a fellow soldier of the approach of a low-flying airplane. As he reached the doorway of the building, the airplane struck the roof, crashed to the ground and burst into flames. Although dazed by being struck by flying debris, Private Thompson succeeded in reaching the crashed airplane. Seeing the pilot in the cockpit in an unconscious condition and the passenger lying prostrate on the ground some distance away, and realizing that there was immediate danger of the gasoline tank exploding, rendered most valuable assistance in helping to extricate the pilot and removing him from the danger zone."

"JOHN B. SMITH (Army serial No. 6360521), private, 90th Attack Squadron, Air Corps, United States Army. For heroism displayed at the airdrome, Fort Crockett, Galveston, Texas, January 27, 1931. While stacking ammunition boxes in the target building, Private Smith observed a low-flying airplane approaching the building. Immediately warning two fellow soldiers who were working in the same building, they attempted to escape, but before reaching the doorway the airplane struck the roof, crashed to the ground and burst into flames. Although dazed by being struck by flying debris and injured when an ammunition box dropped on his foot, Private Smith, realizing that there was immediate danger of the gasoline tank exploding, went to the assistance of the pilot, who was fastened to his seat and, finding his foot caught in the rudder bar, reached in and unlaced his shoe, thereby permitting his release, and assisted in removing him to a place of safety."

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A BOUQUET FOR THE 20TH PHOTO

The 20th Photo Section of Brooks Field, Texas, under the capable direction of 2nd Lieut. E.C. Robbins, is fast extending an enviable reputation in their certain line, and has added the Air Officer of the 8th Corps Area (Lieut.-Col. A.G. Fisher) and the Fire Chief of San Antonio, Texas, to the long list of those whom the Section has favored with pictures which have proved highly acceptable. These pictures, on the occasion of the Fiesta Celebration of April 21st in San Antonio, featured Governor R.S. Sterling and Major-General Winans. They elicited from Col. Fisher high praise for the "high state of efficiency" of the Photo Section. Fire Chief Sarran and members of his Department also praised the work of the Photo Section, the former writing to the effect that "these pictures are fine specimens of photographic art, and I assure you that I am very proud of them." Technical Sergeant Michler, senior noncommissioned officer of the Section, and his assistants, by their excellent work and steady application, are deserving of the excellent reputation possessed by the Section.

KELLY FIELD PARTICIPATES IN AIR CORPS MANEUVERS

By the News Letter Correspondent

UPON receipt of the plans for the Air Corps Exercises and Maneuvers for the year of 1931, Kelly Field became a real bee hive of activity. Every department, squadron, and every officer and a great number of the enlisted men were affected and, although many extra hours were put in, everyone seemed to catch the spirit of the thing and, before we were aware of the fact, our provisional squadrons and personnel were ready to play their part in the greatest exercises the Air Corps has ever participated in.

The Senior Instructors, especially in the Pursuit and Attack Sections, were drilling their students to perfection, and one would have to be a very keen observer and a veteran pilot to have been able to pick out the students who flew with the Attack Group from Galveston, the home of the 3rd Attack Group, that came to Kelly Field to practice formations with the Provisional Squadron from this field.

Captain John K. Cannon, the Senior Instructor in the Pursuit Section, and his able staff officers and instructors, were putting their forty cadet students through the ropes, and the formations which were being flown left no doubt in one's mind but that the students would hold their own in the Maneuvers.

First to depart from Kelly Field was a flight of six planes, piloted by Capt. B.F. Giles, 1st Lieuts. A.L. Jewett, H.A. Moore, J.K. McDuffie, M.F. Schneider and O.A. Anderson. This flight was composed of Observation planes and departed on May 11th for Fort Sill, Okla., to join the 88th Observation Squadron.

On May 12th, the 204th Provisional Attack Squadron, commanded by 1st Lieut. Emil C. Kiel, departed with 12 planes for Galveston, Texas, where they joined the Third Attack Group. In this group there were eight Flying Cadets and 1st Lieuts. L.J. Carr, 2nd Lieuts. J.T. Flock and I.M. Palmer. Twelve mechanics were assigned.

Bright and early on the morning of May 13th, the Pursuit and Observation Provisional Groups and the Bombardment Squadron took off. The first to clear the field was the 101st Pursuit Group, which consisted of 20 officers, 37 Flying Cadets and 43 enlisted men. The 201st Pursuit Squadron formed the main echelon and took off promptly at 7:00 a.m. This squadron was commanded by Capt. John K. Cannon. Shortly after it had cleared the field, the 202nd Squadron, commanded by Capt. A.C. Kincaid, took off. This formed the support unit. The last to take off was the 203rd Squadron, commanded by 1st Lieut. G.H. Beverley, which was termed the Reserve Unit.

Shortly after the Pursuit Group commander dove in a final salute to the Commandant, the 102nd Provisional Observation Group, commanded by Major F.L. Martin, Commandant of the Advanced Flying School, cleared the field. This group consisted of the 205th Observation Squadron, commanded by 1st Lieut. H.K. Ramey, Senior Instructor in the Observation Section; the 206th Squadron, commanded by 1st Lieut. W.D. Old, and the 207th Squadron, commanded by 1st Lieut. O.P. Weyland. Assigned to this Group were 12 officers, 18 Flying Cadets and 28 enlisted men. Captain Perry Wainer, Communications Officer, and Major R.R. Ducat, Surgeon, also accompanied the flight. The last to take off was the 208th Bombardment Squadron, commanded by 1st Lieut. John W. Monahan, and accompanied by 1st Lieut. Ned Schramm, 2nd Lieut. H.R. Baxter, six Flying Cadets and nine enlisted men.

Altogether, Kelly Field furnished 69 Flying Cadets, two student officers, a total of fifty officers (pilots), two Flight Surgeons, 115 enlisted men and 118 airplanes.

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A GOOD PAINT JOB ON SQUADRON INSIGNIA

Lieut. Harry A. Johnson, commanding the 94th Pursuit Squadron, Selfridge Field, Mich., and Sgt. Veness planned and figured for months before deciding on the exact position and background colors for the Squadron Insignia, the "Whooping Indian." At last, the whole thing was decided, and the first of the cowling was painted and decorated. The ring cowling is painted a vivid red, and the Indian head is painted on each side of the ring on a silver background outlined in yellow. The whole thing makes a most individual and attractive combination of paint and clever workmanship. The red cowling makes the ships very easily distinguishable, both on the ground and in the air. "If you don't think that they look pretty keen," says the News Letter Correspondent, "just take a look at them during the Maneuvers."

Ed. Note. We did just that and they certainly looked fine.

COLONEL HATHAWAY DEPARTS FROM WASHINGTON

It was with genuine regret that the personnel in the Office of the Chief of the Air Corps in Washington extended a farewell handshake to Colonel Levy M. Hathaway, Medical Corps, on the eve of his departure from Washington, following the expiration of his four-year tour of duty as Chief of the Medical Division.

Colonel Hathaway has served in the Medical Corps nearly 29 years. He was born in Kentucky on October 27, 1877. He graduated from the University of Virginia in 1901, receiving the degree of Doctor of Medicine. Appointed Assistant Surgeon (Acting) on October 27, 1902, he was promoted to Captain and Assistant Surgeon five years later. He attained the rank of Major on July 1, 1916; Lieut.-Colonel, May 15, 1917, and Colonel, October 27, 1928. He graduated from the Army Medical School in 1903 and from the School of Aviation Medicine in 1927.

During his Army career, Colonel Hathaway served in Alaska; the Philippines; Fort Thomas, Ky.; Presidio of Monterey and Fort Baker, Calif.; Douglas, Arizona; Camp Logan, Texas, and Fort Oglethorpe, Ga. During the World War he served as Division Surgeon, 33rd Division, A.E.F., France, and for his meritorious service in this capacity he received the Distinguished Service Medal with the following citation:

"As Surgeon, 33rd Division, throughout its organization, training and combat operations, by his devotion to duty, untiring energy and high professional attainments, he rendered conspicuous service, maintaining at all times a remarkable health record in the division. His handling of the wounded, involving personal exposure to heavy enemy fire during his daily inspections of the advanced dressing stations, was notable for its extraordinary efficiency. Later, as Chief Surgeon, 9th Army Corps, he again rendered highly meritorious service to the American Expeditionary Forces."

Appreciating the roving character of Army life, the severance of pleasant associations must be taken philosophically, and while expressing regret at losing Colonel Hathaway, who goes to a balmy climate in the land of sugar, pineapples, palms, tourists, hula hula dancers; you guessed it - Hawaii - the glad hand of welcome is extended to his successor as Chief of the Medical Division, Lieut.-Colonel Glen I. Jones, Medical Corps.

A native of the District of Columbia, Col. Jones saw the first light of day on November 25, 1883. After attending the public schools of Washington and the Central High School, he graduated from George Washington University in 1905, receiving the degree of Doctor of Medicine. Five years later he was a commissioned a 1st Lieutenant in the Medical Corps, receiving his promotion to Captain on June 15, 1913; to Major, May 15, 1917; and to Lieut.-Colonel, April 25, 1930. He graduated from the Army Medical School in 1910; from the Army War College in 1928 and from the School of Aviation Medicine in 1931. He is on the eligible list for service on the General Staff.

Colonel Jones has served at the following stations during his career in the Army: Philippine Islands; Fort McDowell and San Francisco, Calif.; Fort H.G. Wright, N.Y.; Camp Devens, Mass.; Edgewood, Md.; Camp Sherman, Ohio; Camp Funston, Kansas; Surgeon General's Office, Washington, D.C.; as assistant personnel officer; on duty with the American Forces in Germany; Professor of Military Science and Tactics at George Washington University, Washington, D.C.; with the Plebiscite Commission in Tacna-Arica, and at Carlisle Barracks, Pa.

For meritorious service during the World War, Colonel Jones was awarded the Distinguished Service Medal with the following citation:

"While surgeon of the 10th Division during the epidemic of Spanish influenza in that command, his farsightedness in providing hospital facilities and his energetic and exceptionally efficient action in directing the care of patients resulted in a large reduction of mortality. His services show a rare devotion to duty in that, though himself a sufferer from the disease, his efforts were unabated."

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EXTENDED AIR TOUR BY SECRETARY DAVISON

The Hon. F. Trubee Davison, Assistant Secretary of War, and Captain Ira C. Eaker, Air Corps, made Scott Field, Ill., a rendezvous point on May 1st. Capt. Eaker had received a new Lockheed low-wing monoplane at the factory at Burbank, Calif., on April 28th, and had expected to be in Washington by the 30th, but was considerably delayed by impossible flying weather. Secretary Davison had ex-

pected to use this new plane in an inspection tour of the flying activities of the West Coast, and was due in San Diego, Calif., on May 2nd.

When it was found that Capt. Eaker would be unable to get through to Washington, Secretary Davison gave him instructions to stop at Scott Field and wait until he flew on from Washington. Captain Eaker arrived at Scott Field shortly after one o'clock on the afternoon of May 1st, and on his last hop from Springfield, Mo., established a new record for flying the 210 miles distance between these two points - an hour and five minutes. Secretary Davison left Washington on the same morning in his "Fleetster," with 1st Lieut. Stanley Umstead as pilot. They arrived at Fairfield, Ohio, in time for lunch, and then continued on to Scott Field, averaging a speed of 150 miles per hour on the entire distance from Washington.

Early the following morning Secretary Davison and Captain Eaker left Scott Field with the expectations of being in San Diego before darkness, planning to stop at Tulsa, Okla. and Midland, Texas, for refueling. Lieut. Umstead returned to Washington on the same day.

The Primary Flying School at March Field, Riverside, Calif., was visited on May 7th, and the Advanced Flying School, Kelly Field, Texas, May 12th. While in San Antonio, Mr. Davison was the house guest of Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center. He held a conference with the Commanding Officer of the San Antonio Air Depot on matters pertaining to the projected new construction there.

On May 14th, Mr. Davison and Captain Eaker departed for Washington, via Maxwell Field, Ala.

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SCOTT FIELD PLAYS HOST TO UNITS PARTICIPATING IN MANEUVERS

Scott Field, Ill., played an active part in the preliminary concentration of airplanes for the big Air Corps Maneuvers on the East Coast by being host to the 101st Pursuit Group and the 102nd and 103rd Observation Groups on the night of May 14th.

The Air Board of the Chamber of Commerce of St. Louis assisted greatly in making the stay of the visiting pilots and mechanics as pleasant as possible. The visiting pilots and the Scott Field officers were guests at a big barbecue, and all the enlisted messes were provided liberally with additional funds for banquets to the visiting mechanics and the Scott Field enlisted men.

About 5,000 visitors were present at the field to witness the arrival of the participants in the Maneuvers, and everything went off without a hitch. The 101st Group with its 54 Pursuit planes in formation passed over St. Louis early in the afternoon and were parked at the field before 3:00 p.m. The 102nd Observation Group arrived at about 5:00 p.m. In the take-offs the following morning, the Pursuiters left at 6:30, the 103rd Observation at 7:00 and the 102nd Observation at 7:45.

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ARMY ASSISTS IN DETROIT AIR SHOW

The National Air Show, the largest of its kind held in the United States, opened at the Detroit City Airport on Saturday, April 11th. All of the leading manufacturers in the aircraft industry had their latest models and accessories on display.

Among the distinguished visitors invited to attend the pre-view on the opening day were Major General James E. Fehet, Chief of the Air Corps; Brig. General Henry C. Pratt, Chief of the Materiel Division; Major George H. Brett, Commanding Officer of Selfridge Field, Mich., and Major Gerald E. Brower, Commanding Officer of the First Pursuit Group.

Wednesday, April 15th, was designated as Army Day at the Show, and during the afternoon the First Pursuit Group flew a radio-control demonstration formation over the Airport. After all planes of the Group had landed, a plaque was unveiled in commemoration of the late Captain Woolson, the designer of the Diesel Aircraft engine. Major-General Frank Parker, the Sixth Corps Area Commander, was also present at the ceremonies.

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Kelly Field was recently requested to furnish the names of 24 Flying Cadets who wish to volunteer for service in the Hawaiian Islands. Twelve students in Pursuit, six in Bombardment and six in Attack volunteered.

NATIONAL PISTOL COMPETITIONS
 By Lieut. J. L. Hitchings, A. C.
 (The Sixth Article of this Series)

To the shooters of the Army, a bewildering number of pistol competitions are open, for all of which handsome medals and, in some cases, cups and trophies are offered. All those included in the partial list given below may be fired on your own range, the targets or scores, properly witnessed, being then forwarded to N.R.A. or U.S.R.A. Headquarters.

N.R.A. PISTOL MATCHES

<u>Match</u>	<u>When Fired</u>
Outdoor qualification	Any time
Slow fire tyro	May
Timed fire	May
.22 calibre championships	June
Free pistol championship	June
Individual championship	June
Gallery qualification	Any time
Individual .22 gallery championship	January
Individual .22 Military Gallery	February

U.S.R.A. PISTOL MATCHES

Ratings	Any time
A (Revolver)	Sept.-Oct.
B (Pistol)	"
F (Rocket revolver)	"
G (Novice)	"
I (Free pistol)	"
Indoor Pistol League	Jan.-Feb.-March
" Revolver "	" " "
" Novice "	" " "
M (Indoor revolver)	April
N (Indoor Pistol)	April

These are the civilian matches in which the prospective target shooter will be most interested. There are a number of other individual and team matches which may also be fired on your own range.

There is also the Army qualification course, with which we are all familiar; and every second year there are Corps Area and Departmental Matches, the time and place for which being prescribed biennially in Corps Area and Department orders.

Anyone who finds it possible to go to that mecca of the shooting world, Camp Perry, in late August, will find countless additional shoulder-to-shoulder matches to enter; countless new experiences to encounter; and all the most famous shots in the country to meet. He will note police teams from many States, making their revolvers perform unbelievably well. He will see cowboys with their frontier Colts; Royal Canadian Mounted Police with their .38's; internationals with their single shots, and (apparently) half the Army, the Navy and the Marines with their automatics. He will find the National Matches an education in itself, and he will, if he has not already done so, become a lifelong devotee of the pleasant and valuable sport of pistol shooting.

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SKY PILOT VISITS THE MATERIEL DIVISION

Father George H. Woodley, said to be the first Catholic priest to receive a Transport Pilot's license from the Department of Commerce, was a visitor at Wright Field last month. Father Woodley expects to use the airplane in his mission work in Alaska. He expressed great interest in the engineering projects of the Air Corps Materiel Division.

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Lieut. C.E. Shankle, upon leaving Love Field, Dallas, Texas, recently, left the message of his departure with friends to be sent to the Commanding General, Fort Sill, Okla. A telegraph station of the Company with which messages were usually sent not being convenient, the friends sent the message by another telegraph company. This company would not deliver the message to anyone except the General in person. The General was located in the Post Theatre and brought forth to receive an urgent and confidential message. Imagine his pleasure on learning of Lieut. Shankle's safe arrival and departure.

27TH PURSUIT SQUADRON IN MANEUVERS AT FORT BENNING, GA.

WHEN the smoke and flame had cleared away from the scene of the April war between the Red and Blue forces at Fort Benning, Ga., the 27th Pursuit Squadron from Selfridge Field, Michigan, took stock of itself and found its casualties to consist of seventeen damp and half frozen pilots.

The Squadron took off in 17 P-12C Pursuit planes and two Ford Transports at 10:10 a.m., April 17th, and made the first leg of the trip, a short hop to the Fairfield Air Depot for gas and another P-12, which had been sent there several days in advance for the installation of a radio receiving set. This raised the Squadron to full war strength of 18 planes, 3 of which were equipped for radio reception and one for both transmission and reception, the latter being flown by Captain R.C.W. Blessley, Commanding.

After leaving Fairfield, with Nashville, Tenn., scheduled as the next stop, threatening weather was encountered a few miles north of Louisville, Ky., so a stop was made there for a weather report. The forthcoming report showed the weather better at Nashville, so the Squadron took off on the final hop of the day.

About 50 miles north of Nashville, the engine in Lieut. Jack Swain's plane became balky, and he was forced to land in an extremely small field when it failed him entirely. His propeller was bent and a few ribs were broken in the top wing when he rolled into some small trees at the end of the field. Lieut. H.J. Reid, assistant Squadron Engineering Officer, made several passes at the field before he was able to land to see if he could be of any assistance.

The Squadron proceeded to Nashville and, in negotiating the 23 miles from that city to the nearest suitable airport, known as Tennessee's Sky Harbor, encountered such a terrific electrical and rain storm back in the hills that Captain Blessley landed the entire Squadron in a large unused field only a comparatively short distance from the airport. The storm passed over in a few minutes, and 16 drenched pilots again took off and landed in the mud and water at Sky Harbor. Lieut. Thayer Olds, in a C-9, and Lieut. Cecil Henry, in a new high speed "Wasp"-powered Ford known as the C-4, having left Fairfield before the Squadron and beaten the storm through, were waiting at the field. Lieut. Reid arrived soon after all the ships were serviced and rolled into the hangar, so the Squadron proceeded, virtually intact, to Nashville by bus.

The Fairfield Air Depot had been informed of Lieut. Swain's mishap and was preparing to make the necessary repairs, while Lieut. Swain enjoyed the hospitality of the Kentucky hinterland.

The Squadron took off from Sky Harbor the next morning at 11:15 o'clock and made an uneventful flight to Fort Benning, arriving at about 2:00 o'clock that afternoon. Cooperating in the Infantry maneuvers and already on the scene were found the 22nd Observation Squadron from Maxwell Field, the 8th Attack Squadron from Fort Crockett, and the 20th Bombardment Squadron from Langley Field, Va., the latter being based at Maxwell Field, only a few miles away, due to the limited space on the Fort Benning Field.

Real field conditions were found to prevail. The pilots were put up in tents, three to each one, washed, shaved and showered with cold water, tin basins being the major receptacles, and ate from a field kitchen. G.I. mirrors, empty packing cases for washstands, nails for clothes pegs, and soap and towels were at a premium. The remainder of the day was spent in attempting to make the tents ship-shape for a seven-day sojourn in them.

Early the next morning word was passed out that an aerial demonstration would be flown sometime that day, Sunday, April 19th, and for all pilots to stand by for the final word. At three o'clock that afternoon all squadrons took off at close intervals and maneuvered over the Fort for the benefit of personnel there for the maneuvers and hundreds of visitors from Columbus and nearby towns.

In addition to ordinary Pursuit maneuvers, the 27th formed the numerals 27 and later the letter "A" with their seventeen ships in flight, and ended with an exhibition of Pursuit ground strafing, the planes coming down single and at close intervals from great height. After the Squadron flight, Lieuts. Arthur Meehan, George McGuire and Ray Allemang put on a short exhibition of individual acrobatics. This was curtailed greatly because of low gas supply, due to excessive gas consumption resulting from the high r.p.m. of the engine during the squadron flight. This ended flying for the day.

Monday morning began with an order for the Pursuit and Attack Squadrons to be on the alert from 8 o'clock on. At 9:04 o'clock a friendly Observation plane

appeared and dropped a message ordering the two squadrons to take off immediately, the Attackers to machine-gun and bomb troops discovered moving along a back road, and the Pursuiters to furnish special support.

The Attack planes took off at 9:03 with the 27th planes ready on the ground waiting for the last Attack plane to clear the field. The Fort Crockett ships made two attacks on ground troops caught in close order and the Pursuit pilots reported two enemy Observation planes shot down with no losses suffered in return. Both Squadrons remained on the alert after that mission, and at 11:10 another message was dropped ordering an immediate take-off on a duplicate mission. Two more observation planes were reported shot down by the Pursuiters with no losses of planes or personnel.

Night maneuvers consisted of Bombers attempting to penetrate an enemy searchlight and machine gun barrage. The planes were required to proceed down a theoretical lane outlined by two fixed searchlights, two out of three reaching their objective without being picked up by the lights. An unconfirmed report came out that night that the Pursuiters would finish their part of the maneuvers the following morning and could start home that day, spending only two days at Fort Benning instead of the expected week or more. Word also had been received from Lieut. Swain that his ship had been repaired, so he was instructed to desert his Kentucky hosts and return to Selfridge, since the mission of the 27th was nearly completed. The final order of the day for the Pursuit pilots was to be on the alert the following morning after 7:00 o'clock.

At 7:20 the next morning an order came through for the 27th to take off immediately on a special support and ground strafing mission. The Squadron also was informed that this would be its final mission and that it would be free to start home immediately afterward. The 17 ships were in the air in less than five minutes, and in 20 minutes were back on the ground with the pilots making ready for the return to Selfridge Field. The most interesting part of this final maneuver was that the ground troops were so interested in the diving planes that they forgot to deploy when they were being attacked.

Everything was ready by 10:35, and the Squadron took off with Louisville scheduled as the first stop. An overcast sky, however, kept lowering until, when about 75 miles out of Nashville, the ceiling was down to where the Squadron was keeping to the valleys and barely able to hop over the low hills when necessary to keep on the course. Severe local storms made frequent detours necessary, and a general rain made horizontal visibility very poor.

Since it appeared impracticable to attempt to go on to Louisville, the Squadron finally landed at Nashville's Sky Harbor, thoroughly soaked again. Lt. Olds, in his C-9, had taken off about an hour ahead of the Squadron and was there waiting. Lieut. Henry, not having left until after the departure of the Squadron, caught the full force of the bad weather and was forced to land his ship in a plowed field near Athens, Ala., with no damage to the ship, but to the intense delight of the countryside.

The weather continued bad and cold, so the Squadron spent the night at Nashville and took off the next day at about noon under a still threatening sky and with the temperature near forty degrees. A stop was made at Louisville for gas and a weather report, and another at Fairfield for gas. The take-off from there was made at 4:20, with the temperature still lower, and 17 damp and half frozen Pursuiters landed at Selfridge Field shortly after six. The temperature was about 20 degrees lower than at the start of the trip, and everyone had worn light flying suits with correspondingly light clothing, and a few had gloves. Lieut. Olds arrived shortly following the arrival of the Squadron in his comfortably heated Ford. Lieut. Henry still was in Alabama awaiting better weather.

The trip had been the first opportunity for a First Pursuit Group Squadron to use radio under field and extended cross-country conditions and, as a whole, the results were satisfactory. Storms of varying degree and the accompanying static disturbances prevailed during almost the entire trip, and no doubt some of the trouble encountered should be traced to those conditions. Clearer reception and longer range transmission still are to be desired.

During the cross-country flying, Captain Blessley controlled his Squadron by radio instructions to his flight leaders and usually was able to establish satisfactory communication, the flight leaders replying by wing signals. The officers making the trip were: Captain R.C.W. Blessley, Commanding; 1st Lieut. C.E. Henry, R.L. Culbertson, 2nd Lieut. T.S. Olds, J.W. Kirby, B.L. Boatner, R.M. Ramey, A.W. Meehan, G.F. Smith, Francis Griswold, C.E. LeMay, G.F. McGuire, Air Corps, E.C. Davis, K.W. Mosher, W.R. Allemang, R.W. Humphreys, E.G. Carlisle, R.P. Todd,

and W. R. Swain, Air Corps Reserve.

Major-General Frank R. McCoy, commanding the Fourth Corps Area, addressed the following letter, under date of April 22, 1931, to Major George H. Brett, Commanding Officer of Selfridge Field, Mich.:

"Your 27th Pursuit Squadron, under the leadership of Captain R.C. Blessley, Air Corps, contributed greatly to the success of the Fourth Corps Area Exercises at Camp Leonard Wood, Fort Benning, Georgia.

Their demonstration on Sunday before the officers and enlisted men of the Corps Area, and the largest number of civilians ever to gather at Fort Benning, I believe, did much for the Army as a whole, and for the Air Corps in particular. It also gave an opportunity for the military personnel at Fort Benning to gain some knowledge of the operation of military aviation.

I wish to thank you and the officers and men for their services during the time they were with us here at Fort Benning."

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TWO AIR CORPS MEN AWARDED DECORATION ✓ X

At a formal review of the troops at the Air Corps Primary Flying School at March Field, Riverside, Calif., on April 25th, 2nd Lieut. William A. Matheny and Staff Sergeant J.A. Arthur, Air Corps, were presented with the Soldier's Medal by Major J.T. McNarney, Commandant of the School. At 9:00 a.m., the squadrons assigned to the field marched into line on the landing mat, each squadron being in a column of platoons. Major L.A. Walton, the Commander of Troops, presented the command to Major McNarney, who with his staff made an inspection of the troops. Lieut. Matheny and Sgt. Arthur marched to the front accompanied by the colors. The Adjutant, Lieut. L.E. Sharon, read the General Order awarding the Medal, after which Major McNarney stepped forward and pinned same on the breasts of the recipients. The command then passed in review to Lieut. Matheny, Sergeant Arthur, the Commandant and his staff.

The acts of heroism for which Lieut. Matheny and Sergeant Arthur were thus honored were published in General Orders of the War Department, viz:

"William A. Matheny, second lieutenant, Air Corps, United States Army. For heroism when an LB-6 airplane crashed and burned near Managua, Nicaragua, August 30, 1929. The airplane piloted by Lieut. Dwight Canfield and Lieut. Matheny, one of four being ferried to the Canal Zone, crashed, due to leaking gasoline and fire in one of the motors. Both officers were thrown free of the airplane at the time of the crash, and Lieut. Matheny, after running a few steps looked back and saw Lieut. Canfield on the ground near the burning plane and unable to move. At great personal risk, knowing that both of them were drenched with gasoline, he ran back and assisted Lieut. Canfield to his feet, the clothing of both catching fire. He then attempted to extinguish the flames from the clothing of Lieut. Canfield by rolling him in the wet grass, after which he extinguished the flames from his own clothing. Lieut. Matheny received painful and severe burns and Lieut. Canfield died later from the burns received. The heroism displayed by Lieut. Matheny reflects great credit on himself and the military service."

"James H. Arthur (Army Serial No. 6527372), staff sergeant, 70th Service Squadron, Air Corps, United States Army. For heroism near Oleander, Calif., about seven miles south of Fresno, Calif., on May 2, 1930. While riding the pilot's cockpit as mechanic in charge of Army Fokker, C-2 Transport, the micarta propeller blades of the right engine broke at the hub and were thrown off, one blade passing through the cabin, the other striking and seriously damaging the entering edge of the right wing. The damage caused by the blades and the terrific vibration of the engine caused a violent wing flutter attendant with full loss of aileron control. Partial fore and aft control remained to the pilot, but the control wheel was bouncing back and forth through a considerable arc. Fearing that the plane would go to pieces at any moment, the pilot directed Sergeant Arthur to clear the cabin of the six enlisted men who were passengers. After complying with this order, Sgt. Arthur, instead of leaving the plane himself, elected to remain so that he might be of assistance to the pilot in case of a serious crash which seemed imminent. With complete disregard of his own personal safety, Sgt. Arthur remained with the plane until the landing had been made, when he promptly assured himself of his pilot's safety. Sergeant Arthur's conduct reflects great credit upon himself and the military service."

Lieut. Matheny was previously presented with the Cheney Award for his heroism as cited above.

WORLD WAR "ACE" PASSES ON.

IN the death at his home in Cleveland, Ohio, of Lieut. Frederick E. Luff, the number of surviving American "Aces" of the World War was reduced to 54. Lieut. Luff was in ill health for a number of years, friends of his stating that he never fully recovered from injuries he received due to a crash while performing acrobatics in connection with the Victory Loan Campaign in May, 1919. During the past five years he resided at Southern Pines, N.C., in an endeavor to regain his health but, shortly following his return to Cleveland, his condition grew worse and he died on April 26th.

Lieut. Luff was born in Cleveland, Ohio, on July 9, 1896, graduated from the public schools and the Cleveland Heights High School, and after attending the Case School of Applied Science for three years, enlisted on May 12, 1917, in the Officers' Training Camp at Fort Benjamin Harrison, Indiana. Two months later he joined the American wing of the Royal Flying Corps, Toronto, Canada, and being discharged from the Infantry training camp, enlisted as a Private in the Aviation Section, Signal Corps.

After completing his primary flying training he was, on November 25, 1917, assigned to the 38th U.S. Aero Squadron, with which organization he served as instructor and flight commander until January 20, 1918, the day following his appointment as a 1st Lieutenant. Ordered for duty overseas, Lieut. Luff arrived in England early in March and was attached to the British Royal Air Force for advanced flying training. From July 13th to September 19th, 1918, he was attached to the 74th Squadron, Royal Air Force, in the field. He then served for brief periods in several American training centers, and for a time was engaged in ferrying SE-5 airplanes from England to France. On November 15, 1918, he was assigned to the 25th U.S. Aero Squadron as flight commander. Following his return to the United States, he was, on February 21, 1919, honorably discharged from the service.

While serving with the 74th Squadron, British Royal Air Force, Lieut. Luff shot down three enemy planes and two balloons. He was decorated by the British Government with the Distinguished Flying Cross, and the Commanding Officer of the 25th U.S. Aero Squadron, in recommending him for the award of the Distinguished Service Cross, stated that Lieut. Luff exhibited at all times great skill and daring and assisted greatly in imbuing his comrades with the true offensive spirit.

In the citation accompanying the award of the Distinguished Flying Cross by the British government, it was stated that "on August 30, 1918, Lieut. Luff performed brilliant and valuable work in attacking and silencing an enemy battery west of Bouvincourt. When this battery reopened fire, he again attacked it and, after silencing it, stampeded the battery transport. In all he has destroyed or taken part in the destruction of three aircraft, besides driving down two others completely out of control. His work in attacking ground targets has been of the greatest value."

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A VALUABLE MANUAL FOR ENGINE MECHANICS

Aviation engine mechanics and others interested in aircraft power plants will find Training Manual No. 2170-13, entitled "The Airplane Engine Mechanic," particularly helpful to them. This manual comprises 248 pages, contains many illustrations and diagrams, and treats on 32 different subjects in connection with the care, operation, repair and maintenance of airplane engines, both air and water-cooled types. Among the subjects touched upon are Ignition, Cooling, Lubrication, Superchargers, Testing, Carburetion, Principles of Electricity, Wiring, Trouble-Shooting, etc.

This manual may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., for the sum of 80 cents.

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The month of April was an exceedingly busy one at the Test Hangar of the Rockwell Air Depot, Calif. Sixty visiting airplanes were flown into the Depot for mechanical check-up and necessary repairs, enroute to various Air Corps stations. This was in addition to thirty airplanes turned out of the Depot which had undergone major and minor overhaul.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: To Office Chief of Air Corps, Washington: Major Jacob H. Rudolph and Captain Asa N. Duncan, upon completion course of instruction at Command and General Staff School, Fort Leavenworth, Kansas.

To Materiel Division, Wright Field, Ohio: 1st Lieut. Albert B. Pitts, upon completion present course of instruction at Sheffield Scientific School, Yale University; Captain Harrison W. Flickinger, Langley Field; 1st Lieuts. Robert S. Heald and Donald R. Goodrich, upon completion present course of instruction at Army Industrial College, Washington.

To Maxwell Field, Montgomery, Ala.: Major P.E. Van Nostrand, Langley Field, Va.; 1st Lieut. Harry H. Mills, from Middletown, Pa. Air Depot; Capt. Wm. O. Butler, upon expiration of tour of foreign service; Major Hume Peabody as Assistant Commandant and Capt. Edmund W. Hill as member of faculty at Air Corps Tactical School upon completion course of instruction at Command and General Staff School, Fort Leavenworth; 1st Lieut. Arnold H. Rich, upon completion tour of duty in Panama.

To Mitchel Field, N.Y.: 1st Lieut. Willis R. Taylor, Scott Field.

To Chanute Field, Ill.: 2nd Lieuts. Anthony Q. Mustoe, Albert W. Shepherd, Harold L. Mace, Hollingsworth F. Gregory, from Maxwell Field; Captain Edwin F. Carey, upon completion tour of duty in Panama.

To Rockwell Field, Calif.: 1st Lieut. George F. Schulgen, Wright Field.

To Hawaiian Department: 2nd Lieut. Mirray C. Woodbury, Maxwell Field, sailing about Oct. 2nd; 1st Lieut. Edward H. White, Kelly Field, Aug. 8th.

To the Philippines: 2nd Lieut. Frederick L. Anderson, Jr., from Mitchel Field, sailing from New York about Nov. 4th; 2nd Lieut. George E. Henry, March Field, sailing from San Francisco about Nov. 25th from San Francisco; 2nd Lieut. James B. Burwell, from Advanced Flying School, Kelly Field, sailing Nov. 25th.

To Panama Canal Zone: Captain Alvan C. Kincaid, from Air Corps Training Center, Duncan Field, Texas, sailing from New York Aug. 12th; Captain Franklin O. Carroll, Wright Field, O., sailing from New York about July 9th.

To Air Corps Training Center, Duncan Field, Texas: 2nd Lieut. George E. Price, Rockwell Field, Calif.; 1st Lieut. Thomas L. Gilbert (orders assigning him to Langley Field amended); 1st Lieut. John A. Laird, Hawaii.

To March Field, Calif.: 1st Lieut. Harold D. Smith, from Panama; 1st Lieut. William C. Morris from Philippines; 1st Lieut. Harold F. Rouse from Hawaii.

To Bolling Field, D.C.: 1st Lieut. Thomas D. White from March Field.

To Fort Sam Houston, Texas: Major Frank D. Lackland to command Air Corps Troops, upon completion of instruction at Command and General Staff School.

To Chicago, Ill.: Capt. Carl W. Connell as Air Officer, 6th Corps Area, upon completion course of instruction at Command and General Staff School.

To Selfridge Field, Mich.: Captain George S. Warren from duty as student at Babson Institute, Boston, Mass.

To Brooks Field, Texas: (For course of instruction at Primary Flying School, commencing July 1, 1931) - 1st Lieut. John P. Kirkendall, from March Field, Calif.; (For course commencing Oct. 15th) - Capt. Clarence H. Welch, from Army Industrial College, Washington, D.C.

To Scott Field, Ill.: Capt. Philip Schneeberger, from Army Industrial College, Washington, D.C.; 1st Lieut. Leslie A. Skinner from Philippines; 2nd Lieut. George R. Bienfang from Walter Reed General Hospital, Washington, D.C.

To New Haven, Conn.: 2nd Lieut. Roger V. Williams, Chanute Field, as student at Sheffield Scientific School, Yale University.

To Middletown, Pa., Air Depot: Capt. Edward Laughlin, Fairfield Air Depot.

To West Point, N.Y. (U.S. Military Academy) 2nd Lieut. Dyke F. Meyer, Marshall Field, Kansas.

To Panama Canal Dept.: 1st Lieut. Charles P. Cabell, Kelly Field, Texas.

RESERVE OFFICERS ORDERED TO EXTENDED ACTIVE DUTY: (June 25th to December 23rd, 1931) - To Fort Crockett, Texas: 2nd Lieuts. John E. Sandow, Natick, Mass.; James N. Going, Topeka, Kans.; Wm. H. Sykes, Smithfield, Va.; Louis Sanford Wait, Superior, Neb.; Joseph A. Anderson, San Diego, Calif.; Maurice M. Beach, Detroit, Mich. - To Post Field, Okla.: Charles Hart Miller, Millersburg, Ky. - To Selfridge Field, Mich.: Felix Waitkus, Chicago, Ill.; Robert J. Hixson, Greencastle, Ind.; Claude L. Brignall, Chicago, Ill.; John M. Pincomb, Overland Park, Kansas; Robert W. Humphreys, Keithsburg, Ill.; Kenneth W. Mosher, Sandwich, Ill. - To Langley Field, Va.: Lester E. Wagner, Fort Dodge, Iowa; Clifton D. Wright, Rock Hill, S.C.; Robert P. Doolittle, South Bend, Ind.; Stanley J. Young,

Oshkosh, Wis. - To Mather Field, Calif.: George Edward Rodieck, Palestine, Tex.; Joe Crist Britton, Enid, Okla. - To Crissy Field, Calif.: L.J. Miller, Oakland, Calif. - To Rockwell Field, Calif.: John D. Kreyssler, Long Beach, Calif.; James A. Fisk, San Diego, Calif. - To Selfridge Field, Mich.: Eldred L. Gann, Burden, Kansas. (From July 2 to Dec. 31, 1931) To Fort Crockett, Texas: Robert Allen Bolyard, Indianapolis, Ind.; Samuel S. Nuckols, Moorestown, N.J.; Charles W. Causey, Jr.; John Mell Schweitzer, Jr., Los Angeles, Calif. - To Langley Field, Va.: Ellis D. Shannon, Evergreen, Ala.; Francis A. Wilgus, Rockford, Ill.; Stanley G. Winch, Sanford, Me.; Hamish McLelland, Cleveland, O. - To Selfridge Field, Mich.: Paul M. Norman, Des Moines, Iowa; Frank E. Quindry, Chicago, Ill.; To Scott Field, Ill.: Thomas N. Charles, Knoxville, Tenn.; Oscar K. Harris, Groseclose, Va.; George H. Stokes, Covington, Tenn. - To Mitchel Field, N.Y.: Lucius R. Holbrook, Jr., Fort Bragg, N.C.; Christy Mathewson, Jr., Saranac Lake, N.Y. - To Crissy Field, Calif.: Ted A. Smith, Seattle, Wash. - To Selfridge Field, Mich.: Hugh Osborne Coleman, Covington, Ky. (June 30, 1931 to June 30, 1932) 2nd Lieut. Louis E. Hobbs, San Antonio.

Relieved from Detail to the Air Corps: 2nd Lieut. Dana S. Alexander to the 6th Coast Artillery, Fort Winfield Scott, Calif.

Promotions: Major William C. McChord to Lieut.-Colonel, rank from May 1, 1931; 2nd Lieut. Charles H. Caldwell to 1st Lieut., rank from May 1, 1931.

Detailed to the Air Corps, and to Brooks Field by July 1, 1931, for primary flying training: 2nd Lieuts. John F.M. Kohler and O'Neill K. Kane, Cavalry; John H. Kochevar, Coast Artillery; Lee B. Washbourne, Engineers.

Orders Revoked: Assignment of Captain Carl E. Greene to Hawaiian Department; assignment of Captain Walter F. Kraus, Crissy Field, to Air Corps Tactical School, Maxwell Field, Ala.

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PROGRESS OF TRAINING AT KELLY FIELD, TEXAS.

With the departure of 69 Flying Cadets and two student officers to participate in the Air Corps Maneuvers, the training division at the Air Corps Advanced Flying School, Kelly Field, Texas, is nearly at a standstill. There remain 32 students. The Pursuit Section left but three, and they are taking transition in Attack Section. The Observation Section left the three foreign student officers. The Attack Section has ten students remaining, and the Bombardment Section, twelve. The latter departed on a cross-country flight on the 18th to Dallas, and Fort Bliss, Texas, and returned to Kelly Field on the 21st. The Attack Section will not take their cross-country until after the Maneuvers.

Three students have been held over for training with the next class, viz: 2nd Lieut. Harold Q. Huglin, who was injured in an airplane crash in May, and Flying Cadets H.C. Denison and Kenneth H. Greeson, who will be unable to complete their training due to time lost through illness.

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LIEUT. GAFFNEY'S QUAIN'T EXPERIENCE

First Lieut. Dale V. Gaffney, an instructor in the Pursuit Section at the Air Corps Advanced Flying School, Kelly Field, Texas, was forced to make a landing on May 9th in a tax-payer's back yard in the city of Austin, Texas. He was accompanying a flight of students flying a practice formation in preparation for the Maneuvers when his motor "cut out," forcing him to land in a 50-foot yard. Lieut. Gaffney was uninjured and flew another plane back to Kelly Field. His plane was badly damaged.

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Major-General Edward M. Lewis, Retired, was an interested visitor in Dayton during the Air Corps Maneuvers. He was the guest of Lieut. and Mrs. Clements McMullen for several weeks. The father of Mrs. Clements McMullen was en route from Berkeley, Calif., his present home, to attend the 45th reunion of his Class at West Point. General Lewis served with the Infantry during the Spanish-American War and the Philippine Insurrection, and he assisted in policing San Francisco during the earthquake and fire of 1906. In 1916 he was in command of a brigade on the Texas border. In 1917 he joined General Pershing overseas and for a time was in command of all American troops stationed around Paris. Mrs. Lewis accompanied the General on his visit to Dayton.

RADIO BROADCAST BY PURSUITERS OVER CLEVELAND

The Chamber of Commerce of Cleveland, Ohio, gave a luncheon recently in honor of the late Ambassador Myron T. Herrick, at which Major James H. Doolittle, famous aviator and former Army pilot, was the honor guest. The officers of the First Pursuit Group, Selfridge Field, Mich., were invited to attend this function. During the luncheon, Major Doolittle was presented with the Harmon Trophy for his experiments in blind flying while working with the Guggenheim Foundation in 1929.

The First Pursuit Group, consisting of four squadrons and a total of 52 airplanes, arrived over Cleveland at 10:00 a.m., and subjected that city to a theoretical attack from the air. All squadron and flight commanders' planes were equipped with radio, and the attack was directed from the Group Commander's plane by means of radio control.

During the attack, Radio Station WTAM, Cleveland, broadcasted a description of the maneuver, including a re-broadcast of Major Brower's commands to his attacking forces and a short address from Major Brett, Post Commander of Selfridge Field, while flying over the city.

After landing at the Cleveland Municipal Airport, the officers of the Group were quickly transported to the luncheon, where they had the pleasure of meeting the distinguished guests present, among whom and of special interest to Army pilots was the famous Canadian war "Ace," Colonel William A. Bishop.

An interesting side-light on this maneuver was the fact that a continuous two-way radio communication was maintained between Selfridge Field and planes of the Group until their arrival at their home station.

The success of the pick-up and rebroadcast is indicated by the following letter received by the Commanding Officer of the First Pursuit Group from Mr. S.E. Leonard, Chief Engineer of WTAM, the National Broadcasting Company, Inc., Cleveland:

"Dear Major Brower:

We certainly want to thank you for the wonderful cooperation which you gave WTAM in your recent flight over Cleveland. Without a question this was the most successful and best airplane broadcast that we have ever undertaken, and we have had quite a few in the past. It was successful from the very start to the finish. We received every one of your commands from your radio ship with wonderful volume and steadiness. We installed two receivers at various points in the city, anticipating that we might have some trouble on the radio pick-up, which has generally been the case before. However, we could pick up your signal and use either receiver at will at any time during the entire program. We calibrated our receivers by an oscillator to 490 kilocycles, and listening on this point we picked up your signals with good volume a half hour before you arrived over Cleveland. Everyone has been very much enthused over the whole event and we of the Engineering Department felt very much pleased at the excellent way in which your radio equipment functioned.

We have received a great deal of comment regarding the entire flight and excellent show which was exhibited over our city and the novelty of hearing the commands by radio, then watch the planes execute orders was a real thrill. The timing of the entire event was also a wonderful thing to me.

Again thanking you for your cooperation, I am,

Sincerely yours,

(Sgd.) S.E. Leonard, Chief Engineer."

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The 36th Pursuit Squadron, Selfridge Field, Mich., now has four P-6's equipped with the new BCR-167 Receivers. Splendid results have been obtained in reception both from the ground and from the air. As yet, no tests have been made to determine their absolute range, but one pilot has listened in on the Ford Transport when it was 75 miles away. The radio ships are now in great de-



mand for cross-country flights for, in addition to receiving weather reports, a few turns of the tuner brings in sweet strains that are always floating in the air.

The personnel of the 57th Service Squadron have now equipped five P-12D planes with SCR-133 transmitters to BC-167 receivers, which work on a fixed antenna. The sensitivity of the BC-167 receiver has revived the old SCR-133, and it is being used until the arrival of the new Command Sets. Tests have indicated that two-way communication can be operated as far as 15 miles apart, and a greater range is expected when the sets are all given the final tuning.

For the Maneuvers the First Pursuit Group has 20 receiving sets and 10 transmitters, besides the Transports, which are equipped for two-way communication.

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SCOTT FIELD PHOTOGRAPHERS COMPLETE LARGE LARGE AERIAL SURVEY

Another excellent record was made on a Geological Survey project just completed by the 21st Photo Section, Scott Field, Ill. This project, which included about 1350 square miles in Louisiana and 2273 square miles in Louisiana, involved ten weeks' work.

The field work on these projects was performed by 1st Lieut. Willis R. Taylor, with Master Sergeant Nico G. Loupos as photographer and Sergeant Jos. C. McCullough as mechanic. The party left Scott Field on January 22nd and returned on April 6th. During the Louisiana project, New Orleans was used as a base, while Memphis, Tenn., and Jackson, Miss., were the starting points for the Mississippi job.

All photographs were made from 14,000 feet altitude with a K-3 camera, using an 8 $\frac{1}{4}$ -inch lens. In his report, Lieut. Taylor states that the use of this lens, as compared with the 12-inch lens, reduces the cost of the work nearly half. The project was also favored by weather conditions, as 21 of the 73 days were favorable. This gave a monthly average of 9.6 days on which photographic work could be performed, and this figure is far higher than is usually encountered on similar projects.

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LIQUID OXYGEN IN HIGH ALTITUDE FLYING BY 94TH.

The 94th Pursuit Squadron, 1st Pursuit Group, Selfridge Field, Mich., is going thru their paces again with the sky (literally) as the limit and with a can full of liquid oxygen as the means of keeping alive. Pilots are not even allowed to take along a ham sandwich or a cup of coffee.

The new type of equipment is satisfactory in many respects, but there is one thing certain - it takes a whole lot longer to service 18 ships with this "liquid life" than it takes to service just one ship. "Of course," says the News Letter Correspondent, "this is not intended to be taken to heart by the boys down at Dayton, for they are pretty good friends of ours, but it is just an idea that we are passing on for future generations to remember - 'Don't believe everything you hear.'"

On the first flight with the new equipment, the pilots went up single in order to get used to the manner of handling the valves, etc. It was found at first that there were a number of leaks in the lines, and not all of the pilots could get enough pressure on the lines to stay up very long. Everything is in ship shape now, though, and the Skipper promises plenty of cold weather flying for the squadron even in the warmest weather next summer.

A regular diary is being kept showing a record of all the troubles and defects encountered in the flights. It is hoped that this will be of assistance in improving all oxygen equipment used in the Air Corps."

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On April 30th, the 54th School Squadron, Air Corps, at March Field, Calif., was demobilized and the personnel thereof transferred to the Bombardment Squadrons now being organized at this station.

The 47th School Squadron and the Headquarters Squadron are scheduled to leave March Field for Randolph Field on June 1st.

PRAISE FOR SCOTT FIELD FROM BOY SCOUT OFFICIALS

As an aftermath to the demonstration given at Scott Field on April 18th for the Boy Scouts of St. Louis and Southern Illinois, Lt.-Col. John A. Paegelow has been receiving letters of thanks in every mail. The appreciation shown by these letters is far in excess of the anticipations of the personnel connected with the demonstration and goes a long way toward repaying those who expended many hours in planning and carrying out the activities of the day.

While most of the letters have come from Executives and Scoutmasters connected with the various troops which attended the demonstration that day, there were also many letters from parents, school teachers and even some from various schools. To show the appreciation with which the demonstration was received, it is believed that extracts from some of these letters will be interesting.

Scout Executive Earle W. Beciman, of the St. Louis Council, which has a membership of about 8,000, states in part, "We hasten to express to you the deep appreciation of the many hundreds of St. Louis Scouts and of the St. Louis Council Headquarters, for the untiring efforts of yourself and your associates in making possible the delightful entertainment at Scott Field last Saturday.

"Will you kindly extend to all of your associates, the sincere gratitude and deep appreciation of the St. Louis Council for the efforts put forth in our behalf and for the courteous treatment that we received on every hand.

"It is a splendid thing for youth and for aviation that such a man as Col. Paegelow lives, and the interest that you constantly manifest in youth is an inspiration to all of us engaged in work with boys."

Another Scout Executive writes: "We wish to assure you that the arrangements you made for this entertainment of the boys was one hundred per cent perfect, and each and everyone of the boys of this troop were unanimous in expressing themselves as having had the most perfect day of their lives in the line of entertainment. The writer assures you that after sounding out the sentiment of the boys at last night's meeting, you will have any number of applications for future aviation students."

The Scout Executive of East St. Louis states: "Every boy left this demonstration a booster for aviation and air-minded to the highest degree. We enjoyed ourselves every minute of the time and your cooperation and interest in Scouting is greatly appreciated."

From Alton, Illinois, the Scout Executive writes: "In this modern day when we hear so much about aviation, it is most gratifying to actually witness the combined mechanical progress and skill such as was demonstrated at Scott Field. I think you are to be congratulated for your wisdom in inviting the scouts, who eventually no doubt, will have considerable influence and interest in the development of our air-mindedness."

There are many similar expressions of appreciation in other letters, and it is believed that the influence of demonstrations of this nature will have a very beneficial effect on aviation when these boys reach the age when they will be able to fly and have their say on aviation matters.

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TRANSFER OF SCOTT FIELD AIRSHIP TO LANGLEY FIELD

The Air Corps' newest non-rigid airship, the TC-11-271, is to leave Scott Field for its new home at Langley Field, Va. This airship, which is the only closed cabin dirigible in the Air Corps, was received about two years ago and has been subjected to a series of test and experimental flights under the direction of the Engineering Department of the Air Depot. Various changes have been made in its original design, including the installation of more glass in the front of the cabin to increase visibility, and the rearrangement of the instruments. The Engineering Department now believes this ship is satisfactory, and the Langley Field airship pilots will be given a chance to thoroughly test and pass judgment on it.

The detail from Langley Field, which will fly the airship to its new base include 1st Lieuts. James C. Shively and Wilfred J. Paul, Tech. Sgts. Ronald H. Short and S.L. Cheska and Staff Sgt. Ralph Quinn.

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The 94th Squadron, 1st Pursuit Group, Selfridge Field, Mich., was recently equipped with the new P-12D Pursuit plane, which is powered with the new "E" engine, designed especially for the highest of altitude flights.

COMMAND RADIO SET TESTED

By A. M. Jacobs

ON May 14th, three planes took the air at Wright Field, Dayton, Ohio, for the purpose of testing a new type of command radio set with which they were equipped. This is a small low-powered set of light weight, developed by the Western Electric Co. at the instigation of the Materiel Division for use in commanding Pursuit squadrons in the air. Heretofore, the Army has not had a set sufficiently light for installation in Pursuit planes without the sacrifice of other equipment necessary for war purposes, so that this development has been deemed quite essential.

Major A.H. Gilkeson, Chief of the Equipment Branch, Materiel Division, piloted a Pursuit plane (P-12). Lieut. Albert F. Hegenberger flew Captain J.G. Whitesides and Captain T.C. Rives, the latter of the Signal Corps, in a Ford Transport (C-9). Lieut. W.G. Smith, in an O-1G, had with him Mr. W.G. Eaton, Radio engineer, as passenger.

During the flight, three-way conversation was maintained between the planes and the ground station at Wright Field. What was hoped for from these sets was reliable communication at a distance of 15 miles, but the results far exceeded expectations. On throttling down his motor, Major Gilkeson heard a conversation taking place a hundred miles away between Lieuts. Hegenberger and Smith, who were flying at a distance of 80 miles from each other. Two-way conversation between the Transport and Observation plane was carried on quite easily at a distance of one hundred miles. Between the Pursuit and Transport plane, the range was reduced to 50 miles because of the small size of the Pursuit antenna which extends from wing to tail. The trailing wire type of antenna, which would be more efficient, is not practical for formation flying, and so was not installed in this plane.

Near Cincinnati, the engine in Major Gilkeson's plane started to miss and throw out black smoke, a trouble attributed to sticking valves. Major Gilkeson asked Lieut. Smith to keep a close touch on his location, because it seemed very likely that he would be forced to land and, having an important engagement in Dayton that evening, he wanted another plane flown to him in case of that emergency, in order that his return might be delayed as little as possible. Lieut. Smith was able to keep a perfect check on the Major's position, although the trouble passed and the forced landing proved unnecessary. Lieut. Hegenberger flew to Louisville and return, the other planes covering about half that distance before returning to the field. Further tests will be conducted with this equipment.

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OVER A SCORE OF RESERVE OFFICERS FERRIED FROM DETROIT TO CHICAGO

Three Transport airplanes were recently flown from Selfridge Field, Mt. Clemens, Mich., to Chicago, Ill., for the purpose of ferrying 22 Reserve Officers to the Sixth Corps Area and taking part with them in the Corps Area map problem. Selfridge Field officers participating in the flight were Major Geo. H. Brett, the Commanding Officer of the Post; Major Gerald E. Brower, Commanding the First Pursuit Group; Lieut. Harry A. Johnson, commanding the 94th Pursuit Squadron, and Lieut. John S. Griffith, Operations Officer of the Field.

The return flight to Selfridge Field was made two days later. All Reserve officers expressed themselves as highly enthusiastic with air transportation for military personnel.

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DISPOSITION OF "HAWAIIAN FLIGHT" ARMY PLANE ✓

At the request of the Governor of Hawaii that the Army trans-Pacific airplane, "Bird of Paradise," be retained in the Islands, General Douglas MacArthur, Chief of Staff, acting for the Secretary of War, has given instructions to the Commanding General, Hawaiian Department, that this famed airplane be kept at Luke Field, near Honolulu, on exhibition, until a permanent place of exhibition can be prepared. This Fokker tri-motored Army Transport plane, piloted by Lieuts. Lester J. Maitland and Albert F. Hegenberger, Air Corps, from Oakland, Calif., to Hawaii, June 28-29, 1927, has been in active service in the Islands until recently, when it was partially dismantled and placed in storage after several years of honorable and active service.

OFFICERS DETAILED AS STUDENTS AT AIR CORPS TACTICAL SCHOOL

A total of 26 Air Corps officers were detailed by War Department orders to duty as students at the Air Corps Tactical School, Maxwell Field, Montgomery, Ala., for the 1931-1932 course, reporting not later than Sept. 15th next, viz: Majors Douglas E. Netherwood, Frank M. Kennedy, Capt. Elmer E. Adler, 1st Lieuts. Arthur I. Ennis and Howard A. Craig, Office of the Chief of the Air Corps; Majors William H. Crom, Oliver P. Echols, Adlai H. Gilkeson, Captain Robert Kauch and 1st Lieut. Edwin R. McReynolds, Wright Field, Ohio; Majors George E.A. Reinburg, Carlyle H. Wash, Captains Wm. O. Butler and Donald P. Muse, Maxwell Field, Ala.; Major Delos C. Emmons, Office of Assistant Secretary of War, Washington; Major Harvey S. Burwell, University of California, Berkeley, Calif.; Captains Walter H. Reid, Houston, Texas; Victor H. Strahm, Selfridge Field, Mich.; Theodore J. Koenig, Langley Field, Va.; Lawrence P. Hickey, Post Field, Okla.; 1st Lieuts. Emil C. Kiel, Kelly Field; Alfred E. Waller, Brooks Field, Texas; Morton H. McKinnon, March Field, Calif.; Caleb V. Haynes, Spokane, Wash.; Charles M. Cummings, Cleveland, Ohio; and Harold L. George, Hawaiian Department.

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OFFICERS DETAILED AS STUDENTS AT ENGINEERING SCHOOL

Under Special Orders of the War Department, recently issued, 16 Air Corps officers are detailed as students to take the course of instruction at the Air Corps Engineering School, Wright Field, Dayton, Ohio, for the coming scholastic year, reporting not later than June 30th. These officers are listed below, as follows: Captain Merrick G. Estabrook, Middletown, Pa. Air Depot; Captain Frank D. Hackett and 2nd Lieut. Leonard F. Harman, Langley Field, Va.; 1st Lieut. Joseph T. Morris and 2nd Lieut. Ernest K. Warburton, Selfridge Field, Mich.; 1st Lieut. Leslie P. Holcomb, Scott Field, Ill.; 1st Lieut. Frederick M. Hopkins and 2nd Lieut. John A. Austin, Fairfield Air Depot, O.; 1st Lieuts. Wendell H. Brookley, Raymond Morrison, Donald F. Stace, Randolph P. Williams, 2nd Lieuts. Charles A. Bassett, Samuel R. Harris, Jr., Shelton E. Prudhomme and Irvin A. Woodring, Wright Field, Ohio.

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LIEUT. ROYAL B. LEA DIES AFTER LONG ILLNESS

First Lieut. Royal B. Lea, Air Corps, died at the Base Hospital, Fort Sam Houston, Texas, Sunday morning, May 17th, after a long illness. He underwent an operation during December, and soon afterwards was relieved from the hospital and granted sick leave. Another operation was performed on May 15th, however, from which he did not recover. Funeral services were held on May 18th at the Kelly Field Chapel, a formation of planes taking part in full military honors.

Lieut. Lea entered the Army Dec. 15, 1917, as a Flying Cadet, being commissioned a 2nd Lieutenant May 12, 1918. In July, 1920, he was commissioned a 1st Lieut. in the Air Corps, Regular Army. He served two years in the Philippines and for a number of years commanded the Airport in Pittsburgh, Pa., where he won praise from officials for his efficiency of command. During his four years' service at Kelly Field, Lieut. Lea served as Personnel Adjutant, Post Adjutant and Operations Officer, besides numerous other details.

Lieut. Lea was born in Knox City, Texas, in 1895. He is survived by his parents, Mr. and Mrs. A.L. Lea, of that city; a brother, Ulric Lea; his widow and three children. His untimely death was a severe shock to his many friends.

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CRISSY FIELD ACTIVITIES

The month of April saw a great deal of activity at Crissy Field. Everybody has been working night and day getting ships and equipment ready for the Maneuvers and, in conjunction with this, we finished our aerial gunnery and carried on our different cooperative missions with other branches of the service, from the Canadian border south along the Pacific Coast to Mexico. One flight, under the command of 2nd Lieut. P. O. Brewer, with a personnel consisting of 2nd Lieuts. Kenneth C. Brown, A.C.; T.A. Smith, A.C. Res., as Observer, and Lieut. H.R. Wallace, Wash. N.G., as photographic officer, reported to the Commanding Officer of Ft. Worden on Apr. 14th to observe the Coast Artillery fire at that station. The firing covered a period of two days. Very excellent results were obtained and

a two-way radio communication was conducted, continuing between the two ships and the ground station at Ft. Worden.

On April 17th, the flight reported to the Commanding Officer of Ft. Lewis, Wash., to perform cooperative work with the 9th and 10th Field Artillery. The work consisted of directing Artillery fire and trying out different formations of the Artillery in defense against aerial attack. Photographs were taken of these different formations for the information of the officers concerned.

Moving south to Vancouver, Wash., on April 22d, the flight reported to the Commanding Officer of Vancouver Barracks for a two-day maneuver with the Infantry regiment at that post.

On April 27th both planes started for Crissy Field. One of the planes developed a leaky gas tank at Montague, which is in a very rough part of the country near Mt. Shasta. The plane landed at Montague and stayed over night, taking off the next day and splitting the flight into 80-mile hops and flying on the auxiliary tank. This was quite a job, as a number of the places where it was necessary to land for gasoline had no facilities for gasing at the field and it required a whole day to make a 2½-hr. flight.

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NEW INSIGNIA FOR MITCHEL'S FIRST
By the News Letter Correspondent

The "flying one" insignia, which has been sported by the First Squadron at Mitchel Field for as long as we can remember, was finally discarded in favor of a new and a much more elaborate ornamentation designed by Lieut. R.C. Wilson.

The new insignia is gay with color; something to do with the rays of a rising sun and a spear-armed herculean gentleman, who peers diligently and steadfastly into regions somewhere in the distance. Here are the opinions of several bright lads at Mitchel Field:

"The First Squadron is flashing its new Squadron insignia or symbol. It accurately depicts McCulloch (Squadron Commander) in the foreground anxiously scanning the escutcheon from afar for Indians who are invisibly approaching on bare buffalos' backs. Mulligan and Shipley are both cast in the role of the Indians and are just slightly out of the picture. All this is boldly supported by a blotch of glaring color in the background representing the North Star, which played such an important part in the rise and fall of Bethlehem, and to which crisis this Squadron contributed so much; in fact, got its "FIRST" start."

And then this: "We have been puzzled for some time by the new First Squadron insignia. It is an abysmal brute (still McCulloch, I guess) carrying a spear in one hand and shading his eyes with the other, as if peering intently into the horizon while the sun's rays are coming up in back of him. It is the opinion of some that he is standing in front of Squadron Operations looking down the line to see if the doors of the Engineering Hangar are open. But why the spear?"

*The bison is the insignia of the 99th Squadron, also at Mitchel Field.

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PURSUIT ASSISTS IN OPENING OF TRANS-AMERICAN AIRLINES

The 1st Pursuit Group recently assisted in the opening ceremonies of the Trans-American Airlines, which company is now operating on schedule runs from Cleveland to Detroit and Detroit to Chicago. On the morning of April 1st, two Loening Amphibians, carrying officials of the company, made the initial trip from Cleveland to Detroit. The First Pursuit Group of four squadrons of fifteen airplanes each, commanded by Major Gerald E. Brower in a Ford Transport, met the Amphibians near Pelee Point, Ontario, and escorted them to Detroit.

Major Brower controlled the Group by radio, and during the time of escort and subsequently over Detroit and around the Municipal Airport the movements of each of the squadrons was directed by radio. Major Brower's orders and the program that followed was picked up and broadcasted over WJR in Detroit.

Major George H. Brett, Commanding Officer of Selfridge Field, met the Group over the Municipal Airport, where all ships landed after escorting the Amphibians to their base on the Detroit River. The pilots were guests of the Trans-American Airlines for luncheon.

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NOTES FROM AIR CORPS FIELDS

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Langley Field, Va., May 8th:

96th Bombardment Squadron: The news for this period is lacking in items to make it interesting or sensational. Routine training was the menu for the past two weeks.

Lieut. J.P. Ryan returned from Chanute Field married - as were several of his classmates.

49th Bombardment Squadron: The following Reserve officers received further active duty until Aug. 16, 1931, completing an eighteen months tour: Lieuts. V.M. Byrne; T.L. Taylor; A.B. Duke; G.V. Freiburger; E.D. Shannon; F.A. Wilgus; R.W. Clifton; H. McLelland; T.Q. Graff; R.P. Doolittle; S.J. Young.

Lieut. Jack W. Wood reported for duty from Chanute Field, where he completed the course in armament.

This squadron has the honor this year of flying the West Point Cadets while they are here for summer training. An intensive schedule is being prepared for their benefit.

20th Bombardment Squadron: On Apr. 17th, this squadron made a cross-country flight which lasted until the 23d of April. We hit Atlanta, Ft. Benning, Maxwell Field, Chattanooga and Pope Field. It was a good trip but was marred by the burning of two ships at Pope Field, N.C.

The purpose of the flight was to furnish Bombardment elements for the concentration of Air Forces at Ft. Benning. Pursuit from Selfridge Field and Attack from Ft. Crockett were also there, so it was a regular reunion. Everybody was a bit vague about which side he was on, but also sure that the side he was on - Red or Blue - was going to win the war.

Three ships of the Twentieth pulled a night attack on Benning and theoretically destroyed it. The searchlights caught only one and the pilot was trying to see how close he could come without getting caught.

On the way back, we dodged rain storms on Chattanooga and the next day went around one going to Pope Field. At Pope Field a stray spark and a high wind cost us two ships. Every man had at least one singed eyebrow, and Lieut. Burnside was so covered with extinguisher foam that he looked like a bottle of milk. Lieut. Charles W. (Okey) O'Connor came home in a barrél.

Back at Langley we have been flying Group formations and initiating surveys ever since. The formations are pretty good and everybody is looking forward to the maneuvers to see how good the others are.

San Antonio Air Depot, Duncan Field, Texas, Apr. 27th:

Col. C.C. Culver (A.C.), G.S.C., of the Office of the Chief of Staff, G-4, Washington, piloting a BT-2B plane, landed at Duncan Field, Apr. 22d, for a visit to the Air Corps Training Center in connection with matters of Air Corps and Signal Corps supply therefor. While on this mission, he visited this Depot and was greatly interested in examining the various phases of the Depot's work. Col. Culver took off from this Field, April 25th, on his return journey.

Capt. A.B. McDaniel of the Office of the Chief of the Air Corps, while on a recent visit to Kelly Field in connection with the 1931 Air Corps Demonstrations and Command and Staff Exercises, dropped in at this Depot on Apr. 27th to pay his respects to the Depot Commander. He was accompanied by Mr. Farmington, of the Curtiss-Wright Corporation, who was on a visit to Fort Crockett, Galveston, Texas, checking up on the endurance qualities of A-3B fuselages under the climatic conditions of that station.

Orders were received for Lieut.-Colonel A.W. Robins, our Commanding Officer, to proceed to Dayton, Ohio, to participate in the 1931 Air Corps Demonstrations and Command and Staff Exercises, in which he is to command the 31st Transport Group (Provisional).

Capt. Edwin C. Gere, Q.M.C., of the Office of The Quartermaster General, while in this vicinity on matters pertaining to new construction, was a visitor at this Depot in that connection on April 27th, accompanied by Capt. A.S. Harrison, Q.M.C., of Ft. Sam Houston, Constructing Quartermaster for various stations.

A recent happy event came as a surprise to the friends of 1st Lieut. Edward V. Harbeck, Jr., of this Depot, on his return on Apr. 16th from a leave of absence, upon learning of his marriage on April 4th to Miss Olive Corrigan, of

San Antonio. Their honeymoon was spent in New Orleans, and upon their return to this station the happy couple were the recipients of innumerable felicitations.

On April 25th, 1st Lieut. Ames S. Albro was transferred from this Depot to Randolph Field, Texas, where he is to be the Chief Engineer Officer. Lieut. Albro was assigned to this Depot in November, 1927, and has been on duty here as Assistant Engineer Officer. Although they will still be our neighbors, this Depot sincerely regrets losing Lieut. and Mrs. Albro from its midst, and wishes them warmly well in their new location.

Major Van J. Weaver, A.C. Reserve, of San Antonio, was on fourteen days' active duty training at this Depot, beginning April 20th. Major Weaver, who in civilian life is manager of The Tile Shop of San Antonio, has been actively interested in both commercial and military aeronautics here for a number of years, and was formerly manager of the Municipal Airport of San Antonio.

1st Lieut. Lucas V. Beau, Jr., Air Corps Instructor with the Colorado National Guard, Denver, was a visitor on Apr. 17th, ferrying an O-17 plane in to the Depot.

1st Lieut. Robert D. Moor and 2nd Lieuts. E.F. Yost and J.K. Lacey, of Selfridge Field, Mich., piloting three P-12 planes from the West Coast to Selfridge Field, stopped at this Depot en route April 15th to 17th.

Hdqrs. A.C. Troops, Ft. Sill, Okla., Apr. 30th:

2nd Lieut. S.O. Ross reported here Apr. 16th from Chanute Field, where he had been taking the course in Armament.

Maj. T.E. Harwood, Flight Surgeon, who was in Memphis, Tenn., due to the death of his father, departed for his new station, Randolph Field, Texas, on May 1st. Maj. A.T. King, M.C., is the new Flight Surgeon at Ft. Sill.

Lieut. W.C. Bryan was united in marriage on April 25th to Miss Sally Smartt, of St. Louis, Mo. Three planes were scheduled to fly to St. Louis for the event, but were rained out. The Squadron wishes "Christy" many happy landings, etc.

The seven officers and seven enlisted men from this station designated to attend the maneuvers are: Maj. L.H. Brereton, Capt. L.P. Hickey, 1st Lieut. C.E. Shankle, 2nd Lieuts. R.I. Dugan, C.K. Moore, H.B. Fleming and J.M. Joplin; Mr. Sgt. W.A. Wilson, Tech. Sgt. W.B. Townsend; St. Sgt. Griffis, Sgts. Paul Leonberger and W.A. Carter, Cpl. E.A. Brown and Pvt. D.B. Grouse.

2nd Lieut. Desmond Murphy, A.C. Reserve, of Chesterton, Ind., reported to this station for active duty with the 1st Balloon Co.

The Air Corps boxing teams wound up the season in third place in the Ft. Sill Tournament with three champions, as follows: Pvts. F.G. Crom, W.T. Duke (Light-weight) and Pvt. M.L. Richardson (Heavy).

Three teams of pilots were sent from this station to check a strip map between Dallas, Texas, and Muskogee, Okla. The map was found to be so erroneous that it has been divided into sections for a thorough checking. Several more teams will be sent out before the work is complete.

On Friday, Apr. 3d, nine pilots from this station made a night cross-country flight. Leaving Post Field at 8:00 P.M., they flew a nine-ship formation to Hensley Field at Dallas Texas, arriving there at 10:00 P.M., after flying over Dallas and Ft. Worth. The planes landed out of a Lufberry Circle with the aid of flares and wing lights. The flight back was made individually, the first plane leaving Dallas at 3:00 A.M.

Brooks Field, San Antonio, Texas, May, 1931:

1st Lieut. C.B. McDaniel, pilot, with Sgt. Harrow W. Pine, mechanic, left San Antonio May 12th to convey a detachment of enlisted men of Kelly Field, Texas, to Ft. Sill and Tulsa, Okla.; St. Louis, Mo.; Dayton, Ohio; Chicago, Ill.; Middletown, Pa.; New York, N.Y.; Springfield, Mass.; Washington, D.C.; Ft. Bragg, N.C.; and Shreveport, La., where these men will participate in the 1931 Air Corps Demonstrations.

Lieut. Lewis A. Dayton, Adjutant, returned from a month's leave of absence spent in California. He was accompanied by his family. 1st Lieut. W.E. Baker, Personnel Adjutant, substituted for Lieut. Dayton. Lieut. O.L. Rogers, Commanding Officer of the 58th Service Squadron, proceeded to Middletown, Pa., to procure a new training plane (O2-J) for Brooks Field. Lieut. Rogers was accompanied by Mrs. Rogers as far as Dallas, where she is visiting friends, and the genial Lieutenant himself was granted a three-day leave of absence to visit his

parents. Capt. C.E. Austin, Quartermaster, returned to duty after a month's illness, during which time he was confined in the Ft. Sam Houston Base Hospital. Capt. Austin reports that he is very much improved in health.

Lieut. E.G. Johnson established a good record as a "substitute" in important details of duty. Following his detail as Assistant Operations Officer, substituting for Lieut. A.F. Glenn, who was ill at Ft. Sam Houston Base Hospital, Lieut. Johnson was detailed to duty to command the 58th Service Squadron, during the absence of Lieut. O.L. Rogers, regularly in command.

1st Lieut. L.L. Koontz, Commanding Officer, 1st School Squadron, was a member of the Battle of Flowers parade, April 24th in San Antonio, Texas, being among the Shriners who formed one of the marching contingents.

The Army-Navy Courier recently carried a personal sketch of Capt. E.W. Raley on his graduation from the Weber Law School, San Antonio, Texas, one of the largest of the Southwest. Capt. Raley has now passed his bar examinations, and is a full fledged lawyer, ready to hang the proverbial shingle.

The main topic at Brooks Field is "the move to Randolph", and rumors are running rife concerning when and how - but mostly when. And for once there are not the slightest indications as to the correct answer to this.

Baseball has occupied the center of the stage in the field of sports at Brooks Field. The 58th Service Squadron, after suffering defeat at the hands of the 62d Service Squadron, 8 to 4; trounced the 51st School Squadron, 10 to 8 and the 46th School Squadron, 8 to 2. The 62d Service Squadron added another victory to their credit by defeating the 51st School Squadron, 5 to 1. The last named team also met defeat at the hands of the 52d School Squadron, 6 to 1, but achieved the distinction of making the first triple play of the season. The 11th School Group Headquarters defeated the 46th School Squadron, 8 to 5.

Cadet Detachment Notes: One of the San Antonio sheiks was recently understood to have remarked that if all the Flying Cadets were laid end to end, it would be a very good thing. It always makes one bitter to lose his best girl, doesn't it?

To date the Flying Cadet Baseball Team boasts of six games won out of eight played. Lieuts. Knapp and Freeman, who are guiding its destiny, say that they are seeking new fields to conquer. The Detachment is certainly proud of their showing.

In keeping with all of the best traditions of the Detachment, an evening of dancing was held at the Officers' Club, April 18th. The committees on decorations and refreshments functioned perfectly and reports have it that a "good time was had by all". Rothrock seems to have courted Terpischore with more attention than he has paid to the calories. At any rate, one of the ladies remarked that if he flew like he danced, he should be at Kelly. Lieut. and Mrs. Knapp were the guests of honor.

There are rumors that the record of eleven washouts in one day has never before been equalled. We are all hoping that it will not be exceeded - not repeated again. Wednesday, was a very bad day for all concerned.

Lower classmen Briscoe and Perring had a slight accident at "A" Stage. They were taxiing and got too close together.

Groans of sorrow and remorse emanating from the upper class boys were heard recently, due to the completion of Ground School. Buzzer practice is still being held for certain members of the class, however.

Star Keller, "late of the October class", writes that he is taking some courses in Ground School from civilian instructors which he hopes will qualify him for re-admission. Everyone likes Keller and hopes that our "average student" may be with us again soon.

Burke and Benn seem to be champions at the ancient barnyard pastime. Burke throws ringers and Benn lays the horse-shoes close to the peg.

Luke Field, T.H., March 24th:

Flying training for the month consisted of aerial gunnery and bombing, aerial navigation, inter-island flying, cross-country flying, night and formation flying and radio communications.

Capt. and Mrs. Frank H. Pritchard, 1st Lieut. and Mrs. Carl W. Pyle, 1st Lieuts. Benjamin F. Griffin and Walter T. Meyers, A.C., departed on the USAT

CAMBRAI for duty on the mainland, Capt. Pritchard being assigned to Ft. Sill, Okla.; Lieut. Griffin to Ft. Sam Houston, Texas; Lieut. Pyle to March Field, Calif., and Lieut. Meyers to Chanute Field, Ill.

72d Bombardment Squadron: 1st Sgt. "Jimmy" Hill took a forced vacation this month due to being quarantined for Scarlet Fever. Staff Sgt. "Speed" Aubree has been acting 1st Sergeant and is getting an ample supply of training for track by making the Orderly Room - Post Headquarters run. 1st Sgt. Hill is just "itching" to get back to work. (Believe it or not.)

The Squadron is in the midst of baseball, having won three games and lost one. We have hopes of coming out on top this year, as the team is rambling along in tip-top shape. Pvts. Thornton, McGill and Starnes are working out with the Sector Boxing Squad preparatory to the much-looked-forward-to Sector-Schofield championship bouts. The 72d Squadron furnished a large percentage of the Luke Field Boxing Squad, which cleaned up the Sector this year, having more men on the Squad than any other Squadron.

23d Bombardment Squadron: Somebody wants to know what the Air Corps does besides fight. Well, the 23d Squadron fights some more. The three fighters of this squadron are "Baldy" Bresnor, bantamweight; "Mule" Miller, light-heavy-weight, and Bernt Balchem, middleweight. Although Bernt Balchem, cousin to the great Aviator-explorer, arrived too late to contribute much to the 1105 points amassed by the Luke Field Boxing Squad, he is expected to keep up the family name next year.

As a result of 1st Sgt. John P. Grimme's work in procuring time for extra "push and pull" sessions with the Model 1911, the 23d hung up an extra good record for pistol firing with 40 experts, 23 sharpshooters and 55 marksmen.

11th Photo Section: Upon the departure of 1st Lieut. Thomas M. Lowe, on the February transport the reins of the Photo Section were handed over to 2nd Lieut. "Eddie" Rawlings, "DEEP SEA HERO" and holder of the "FLYING CROSS". It is a pleasure to have such a distinguished young officer as our Section Commander.

Not only is the Section equipped with good photographers, but we also have good boxers in the persons of "Black Eyed" Friend, who never lost a fight during the entire season, and "Little" Allen.

Due to the continuous low hanging clouds, the KOOLAU Mountain Range has never been completely photographed. However, on March 6th, there were no clouds in sight, so Lieut. Rawlings and Staff Sgt. Visbal set out on a hurried mission. The range was completely photographed from 10,000 feet in two hours.

Bolling Field, D.C., April 30th:

Lieuts. Merrick and Kimble recently returned from a cross-country trip to Panama. They flew a C-4A Ford and had as passengers Secretary and Mrs. Payne, Sgts. Hukill and Marstin. From testimony given by members of the party, the trip must have been one of great interest.

We have two new officers on the Post to replace Major Clark and Capt. Myers. They are Capt. Harry Montgomery and 1st Lieut. Hobart R. Yeager. We hope they will like their new post.

The duck season is over. We lost both of our OA-2 Amphibians. One of them went to Selfridge Field and the other one to Miller Field.

Bolling Field now has its own post paper, "The Flying Dome". It is published semi-monthly and affords much pleasure to its readers.

The roads at Bolling Field were in such poor condition that cars could scarcely be driven over them without being jarred loose. However, we now have one new road and the other one, along the flying line, is under construction. The Post is also being beautified by the planting of trees and shrubbery on the lawns.

Preparations are now under way for the Maneuvers during the latter part of May. Bolling Field will be "the busy place" during that time.

40th Div. Aviation, Calif. Nat'l Guard, Los Angeles, Apr. 30th:

Congratulations are hereby extended to Maj. Eldo A. Peterman upon his promotion to that rank, effective April 6th. Maj. Peterman on the same date assumed command of the 115th Observation Squadron, 40th Division, vice Lt.-Col. John N. Jeffers, who is assigned to Staff, 40th Division. Maj. Peterman has been with the 40th Division Aviation since its inception, and this popular and

efficient officer is assured of the loyal support of the officers and men of this organization.

Lieut. John Noy was transferred to the Kansas City Base of Transcontinental-Western Air. It is hoped that in a short time he may return to this squadron, as we greatly miss his genial disposition and flying ability.

Night flying equipment was received and installed on our BT-1, and several pilots have taken advantage of clear nights lately to brush up on their night landings and flying.

The following-named officers were selected to represent this squadron at the Air Corps Field Exercises at Dayton in May: Capt. George Sherwood, Lieuts. John Sewall, Paul Whittier and Richard Hoffman; and Lieut. James Carroll, A.C., unit instructor. Enlisted personnel will fill the passenger cockpits, but have not yet been definitely selected. The flight is scheduled to leave this station on May 13th in 5 O-38's, under the command of Capt. Sherwood.

We are advised that a very high honor has been accorded to Lieut. Leonard E. Thomas of this squadron. On April 22d, at San Francisco, Lieut. Thomas was installed as Grand Royal Arch Captain of the Grand Chapter of Royal Arch Masons of the State of California. This is an unusual tribute to the ability and qualifications of this officer, especially in view of the fact that he is only 32 years of age.

Operations and Section Leaders have been in a muddle lately working out preliminary plans for the summer campaign at Camp San Luis Obispo. To date it appears that the best efficiency can be attained by assigning 3 O-38's for formation and radio, 2 O-38's for gunnery and bombing, 1 BT-1 for cross-country and night flying, 1 O2-H for photography, and the 2 O-17's for special and command missions. Actual flying operations will probably be carried on from 8 to 12 AM. and from 1:30 to 3 PM., each day of camp. Three communications teams are being developed for better ship-to-ground contact. Message pick-up is being practiced, as are also formation flying and other tactics essential to a smooth operation with the other branches. Realizing the desirability of closer contact and understanding with other units, a Liaison Officer has been appointed to work with ground troops. It is hoped that the development of this work, under Lieut. Gard, will result in many interesting cooperative missions.

18th Pursuit Group, Wheeler Field, Schofield Barracks, T.H., May 4th:

Maj. Frank C. Venn, Medical Corps, Flight Surgeon, and 1st Lieut. John P. Kirkendall, A.C., departed for the mainland on transport "CAMBRAI" on March 21st. Major Venn goes to Ft. Crockett for duty and Lieut. Kirkendall to March Field for flying training, class commencing July 1st. We are all pulling for Jack to get his rating.

A further addition to the Group is Capt. Asa J. Etheridge, who arrived from Selfridge Field on March 17th transport. Capt. Etheridge was assigned to duty as Air Corps Station Supply Officer.

The Group suffered a severe loss in the death of 2nd Lieut. George C. Baker, Air-Res., 19th Pursuit Squadron, who was killed while flying an Aloha Mission for the departing transport "Cambrai" on March 21st. Lieut. Baker dove out of a Luffberry Circle and hooked his wheels in the water as he started to pull up. His home was in Honolulu and he was on one year's extended active duty, having recently arrived from Kelly Field.

Due to the shortage of gasoline and to the fact that the Squadrons were firing pistol record, the total flying time of the Group was only 398 hours, which is far below our usual amount. A great deal of this time was piled up by the 26th Attack Squadron, which, combined with other Squadrons of the 5th Composite Group at Luke Field, participated in extensive maneuvers during the period from March 10th to 13th. Regular patrols were established around the islands of Maui, Molokai and Hawaii for cooperation with Coast Artillery Command Post. The maneuvers culminated in an attack on the island of Oahu, which was defended by the 18th Pursuit Group.

The long awaited P-120's are beginning to arrive and, while they are faster than the P-12B's, they can be mixed in formation with them without trouble.

Construction on the quarters for the new field goes on with amazing speed. The NCO quarters, officers' quarters and bachelor club, and the plan of the loops is plainly visible from the air.

On Army Day, our contribution to the festivities was a parade along the water front, following Luke Field's bombers. By dint of much cursing and "S'ing" we followed them, but it was all done standing in the stirrups.

The strain of being a father was too much for Lieut. Prindle, who was forced to take twenty days' leave due to illness, but he is now back again.

The play-off for the Staff-Air Corps Championship in baseball was between the 19th and 6th Pursuit Squadrons. In a series of three close games the 6th triumphed, winning the trophy for this year.

Mr. Sgt. Arthur Groves, long 1st Sergeant of the 6th Pursuit Squadron, who is returning to the mainland on the next boat, was given a dinner by the officers and men of the Squadron.

The customary flying was performed by the Group, the only innovation being night formation flying in P-12's. This had been held up by the failure of batteries to arrive from the mainland. The total flying time for the Group was approximately 360 hours.

A number of our athletes placed well up in the Hawaiian Division track meet held on the 25th, at the 13th Field Artillery Track. Pvt. Krug, 26th Attack Squadron, broke the pole vault record with a jump of 11 feet six inches. Sgt. Endler finished third in the two-mile run.

The Post Baseball team under the capable coaching of Lieut. Stribling, West Point hurler, of the past several years, is getting under way, pointing to the opening on May 10th of the Schofield loop. The team has played two games thus far in their practice season, losing a heart breaker to the Marines 2 to 0 and beating the Luke Field boys 2 to 1. The prospects for the coming season seem exceptionally bright, and we look for the boys from Wheeler Field to provide plenty of upsets in the RED DIRT league this year.

Luke Field, T.H., April 28th:

Recent arrivals at this station aboard the USAT "St. Mihiel" on April 15th were: Capt. James F. Powell and family, 1st Lieuts. Donald D. Fitzgerald and David M. Ramsey and families; 2nd Lieut. Charles G. Williamson and family and 2nd Lieut. Lloyd E. Tull.

1st Lieut. and Mrs. Angier H. Foster departed from this station on April 21st for their new station at Ft. Crockett, Texas.

Flying training for the month has consisted of aerial gunnery, aerial bombing, cross-country flying, formation flying, night flying, puff target missions, communications radio and cooperation with other branches of the service.

72d Bombardment Squadron: On March 28th Capt. Horace N. Heisen was relieved from duty as Squadron Commander and transferred to Wheeler Field. Every man in the Squadron regrets his leaving, and all hope to serve under him again. 2nd Lieut. F. Edgar Cheatle stepped in as the new Commanding Officer and kept the good work going until April 21st, when he in turn was relieved to take over the Post and Group Operations Office, with 1st Lieut. David M. Ramsey relieving him as Squadron Commander. While Lieut. Ramsey has only been with the Squadron a few days, it is easy to see that he is going to carry on in the same efficient manner as did his predecessors before him.

As predicted, the 72d won the Wheeler Trophy for the third consecutive year at the annual Track and Field Meet held April 4th. The 4th Observation Squadron gave us a run this year, but we managed to nose them out by a safe margin.

We are waiting for the new B-3A's and hoping that Santa Claus will not wait until Xmas to give them to us, because, "Believe it or not", we are one of the best, if not the best Bombardment Squadron in the Air Corps. As a matter of fact, we will take credit for being the best to save arguments. (28th Bombardment Squadron please note.)

23d Bombardment Squadron: The command of the Squadron recently changed hands with 1st Lieut. John W. Warren, Post Engineering Officer, taking the place of 1st Lieut. Angier H. Foster, who was transferred to Ft. Crockett, Texas.

The Inter-Squadron baseball pennant is now flourished by the 23d. We nosed out the 72nd Bombardment Squadron in the championship game of eleven innings, score 6 to 5. There is some talk that Sgt. Hottenfellow of the 72nd wanted to take the pennant to Kelly Field with him. We're sorry "Hot", but Sgt. Grimme thinks we better put it up in the day room for "inspirational purposes".

4th Observation Squadron: Recently four O-19B's were transferred from the 50th Squadron to the 4th, making our aircraft strength twelve ships; and now that we have the ships and pilots to fly, recently came the orders curtailing

the number of flying hours to an average of twelve hours per month, per pilot. The last news was a handicap to our training program. Nevertheless, the training schedules were so drawn up that the maximum of tactical training, consisting of aerial gunnery, photography, training for mosaic mapping, cross-country flying, formation flying and night flying, was completed. We only hope that the flying limitation will pass sooner than the end of the present fiscal year, as stated in War Department Orders.

During the period of April 8th to 14th, the 4th Squadron acted as host to Lieuts. Johnson, Wentworth, Bonner, Burge and Thompson, all of the Field Artillery, Hawaiian Division. These officers were attached to the 4th for training in the various branches of Observation Aviation. Daily talks were given by Lieut. Gilbert, and an extensive flight program was drawn up along the lines of aerial gunnery, formation flying, circumnavigating the Island of Oahu, landings on the various emergency fields and high altitude flights.

During the Sector-Navy Boxing Championship bouts at Ft. DeRussy on April 23d, when Sector won the championship, "Al" Story of the 4th, representing Luke Field, engaged the favorite, Del Rosa, of the Sub Base in the welterweight class. The bout was the entire spice of the card. Story was presented with the silver championship buckle, which reflects credit not only to himself but to his organization.

Selfridge Field, Mt. Clemens, Mich., April 30th:

While engaged in a power dive, going at an estimated speed of 250 miles per hour, the motor of a P-12C airplane, piloted by Lieut. William B. Clements, 27th Pursuit Squadron, suddenly ceased to function. Lieut. Clements had considerable altitude but was too far southwest of Selfridge Field to be able to get into it. He therefore attempted a landing in a field near a highway, but unfortunately came to grief between two trees which suddenly arose in his path. The landing gear, propeller and wings of the plane were considerably damaged, and Lieut. Clements, aside from a bump on the head, was uninjured.

The annual inspection of Selfridge Field was made between April 20th and 22nd, inclusive, by Col. William H. Burt and Maj. Ernest J. Carr, both of the Inspector General's Department, and Warrant Officer Charles R. Whiston. As a result of the thorough and comprehensive examination into the activities of the Post, Selfridge Field personnel feel that the inspection was most satisfactory in its results.

94th Pursuit Squadron, A.C.: Just recently three new officers reported to Squadron in the persons of Lieuts. R.L. Sansbury, A.E. Baker and Joe S. Anderson. It so happens that the latter is confined to the Station Hospital with a case of scarlet fever, but we hope that he will be out on duty again in just a short time.

17th Pursuit Squadron: During the past month, Lieuts. Hodgson, Coolidge, Maschmeyer and Strunk, Air Res., joined the organization from Dodd Field, Texas. The organization congratulates these officers on their assignment and welcomes them cordially.

Cross-country missions have been performed as follows: Capt. Hoyt to Bolling; Lieuts. Burns to Chanute; Heiman to Ft. Wayne; Van Auker to Hasbrouck Heights, N.J.; Hixson and Maschmeyer to Schoen; Morgan to Zanesville, Ohio and Slaght to San Antonio.

Lieut. M.W. Reed was selected to command the Selfridge detachment of seventy-five men at Dayton during the Maneuvers.

Lieut. Norman is the third member of our erstwhile all-bachelor organization to fall by the wayside within a very short period. The new married officers' quarters, about to be completed, must have an influence on our impressionable pilots. Anyway, with a sigh, we felicitate the bride and groom.

27th Pursuit Squadron: During April the officer personnel of the 27th Squadron was increased by six members. Lieuts. Swain and Todd, newly trained Pursuit pilots, reported on April 1st. Lieuts. French and Griswold, old timers of the Group and recent graduates of the Armament course at Chanute Field, reported on the 12th. Lieuts. Clements and Toulmin, graduates of Pursuit course class of July, 1930, reported for duty on the 22nd. These officers have been on active duty with the 22d Observation Squadron at Maxwell Field since their graduation.

36th Pursuit Squadron: The Squadron sleuth reports that Lieut. Elliott was seen in one of Detroit's leading outfitters trying on various bits of yachting apparel. This information, in addition to the salty expressions that have

crept into the Squadron Commander's conversations of late, leads us to believe that he has something afoot, or rather afloat.

The baseball squad has been out limbering up and, from the form shown in the work-outs so far, it looks as if the 36th will be well taken care of on the diamond.

The Squadron welcomes Lieuts. Donald L. Putt and Norman B. Sillin, recently graduates of the Armament course at Chanute Field, and Lieuts. Eldred L. Gann, Walter N. Pharr, Charles B. Harvin and Curtis E. Smith, Jr., newly assigned to the 36th.

Rockwell Field, Coronado, Calif., May 6th:

In a ceremony followed by an aerial review of Army Pursuit and Bombing planes at Rockwell Field on Apr. 16th, Major-Gen. Malin Craig, Corps Area Commander, presented the Army's Distinguished Flying Cross to 2nd Lieut. I.A. Woodring, A.C., of the 95th Pursuit Sqdn. Before the presentation, General Craig, accompanied by Lieut.-Col. B.K. Yount, Post Commander, inspected the personnel and planes of the field as well as the Rockwell Air Depot.

Col. O.R. Wolfe, Corps Area Recruiting Officer, visited the post on April 2nd to inspect Recruiting activities.

Capt. F.I. Gilbert, Assistant Corps Area Ordnance Officer, visited the post on April 14th, to make a detailed inspection of all Ordnance material.

Army Day, Apr. 6th, was celebrated at Rockwell Field with appropriate ceremonies. The shops of the Rockwell Air Depot, as well as the flying line, were open to visitors that day.

Work on all tactical airplanes in the Depot requiring major overhaul prior to the Maneuvers was completed, and the planes returned to their respective organizations. Sufficient engines were furnished in order that no engine changes will be required during the maneuvers due to excessive time, in accordance with the new overhaul policy.

Third Attack Group, Ft. Crockett, Texas, May 13th:

Prior to their departure on Maneuvers, the Group planes made two trips to Kelly Field, Texas, to fly formation with the 204th Provisional Attack Squadron, which later joined the Group for the duration of the field exercises.

The 13th Squadron won the first half of the Post League by defeating the 90th Squadron, 2 to 2. For the first time in years some team besides the 90th or 60th has shown enough strength and ability to be considered a good bet for the Post title.

The 60th Squadron is due to show up much better during the second half. For some reason, they failed to get organized and lost several games before a remedy was found. The 13th Squadron started the season with a bang, but were hit by a cyclone of injuries and became so weakened that it seemed almost impossible for them to continue. They haven't given up, however, and will be ready when the second half opens after maneuvers.

The 90th Squadron had high hopes that they might repeat their triumph of last year. At one time they were at the bottom of the list, but three straight wins placed them in a tie with the 13th for first place. It looked as if the "Pair o' Dice" men would repeat. Then they met the 13th.

The Ghost Outfit has been given the breaks all during the season and had profited by them. In their game with the 90th, they again made use of bad in-field errors that soon built up a safe margin for the winners.

The standing of the teams at the end of the first half is as follows:

<u>Team</u>	<u>Won</u>	<u>Lost</u>	<u>Pcts.</u>	<u>Team</u>	<u>Won</u>	<u>Lost</u>	<u>Pcts.</u>
13th Squadron	5	2	.714	60th Squadron	3	4	.428
90th Squadron	4	3	.571	8th Squadron	2	5	.286

Lieuts. Maurice M. Beach and Frank F. Stuart recently made a trip to Freeport, where they were the guests of Coast Guardsmen on a fishing trip. The affair was quite successful. The catch included a 160 pound June fish and about a hundred pounds of red snappers.

Mitchel Field, L.I., N.Y., May 15th:

Lieut. Forest G. Allen, of Mitchel Field, finally scored, in a big way at that. He is being featured in a syndicated comic strip known as "Scorchy Smith", a bit of ballyhoo about one of the Rover Boys turning aviator.

Mr. John C. Terry, originator and perpetrator of "Scorchy", recently made a tour of inspection of Mitchel Field as the guest of Lieut. John T. Murtha, Jr., and somewhere in his ramblings ran across Allen. He clicked. Allen had that necessary something which qualified him for a comic strip Air Corps lieutenant.

"Scorchy's" syndicated pal, Lieut. Allen, is one of us boys, so treat him with all due respect. When used as a word of farewell to Allen, some meaning is attached to the oft used expression: "I'll see you in the funny papers".

Such an assertion as "Mitchel Formations near Perfection", is exceedingly brave in the most elite flying circles, i.e., First Pursuit Group, Arizona National Guard, etc., and particularly staunch in view of the fact that formation flying at Mitchel, in lieu of observational work to be done is necessarily relegated to a place of lesser importance in the daily routine.

Notwithstanding this vocational handicap, the lads have dug in with a will, and at the present writing are "scheloning" in a sartorial manner. Competition between the three squadrons, the First with the rising sun; the Fifth with the Owl on the moon and the Ninety-ninth with the nickel's buffalo, has been intensely keen. They've been trying so hard to get ahead that in their enthusiasm have often beaten their leaders into the field. Such effort must be recognized.

It might be interesting to note that golf handicaps at adjoining Meadowbrook and Salisbury Clubs have gone up from one to ten strokes, and that we have received indignant letters about the inexcusable laxity on the part of the Government in muffling the noise of its airplane motors.

Col. and Mrs. Charles A. Lindbergh were the guests of Col. and Mrs. John H. Howard for luncheon on Wednesday, May 7th. Major and Mrs. Percy Moulton also attended.

The Colonel's visit was for the purpose of taking his semi-annual physical examination. Major Moulton officiated in this respect and, judging from the results, said that the Colonel was good for at least six months more.

A six-and-a-half-pound baby boy was born to Lieut. and Mrs. R.C. Wilson on Thursday, May 8th. Name: "Charles E." Father "Bim" walking on air.

Lieut. Prentiss' quarters recently went under the hammer - and crow-bar. Lieut. and Mrs. Prentiss were given two days to evacuate before the razing began. We believe this to be record time. Mrs. Prentiss, however, says she doesn't care to improve on the record just made.

San Antonio Air Depot, Duncan Field, Texas, May 18th:

Lieut.-Col. A.W. Robins, our Commanding Officer, left May 10th for Dayton, Ohio, to participate in the 1931 Air Corps Demonstrations, in which he will command the 31st Transport Group (Prov.), the first Transport Group ever to be employed in Army operations. Col. Robins made the trip in a new C-15 hospital ship intended for the Demonstrations, piloted by Capt. Earl H. DeFord of Kelly Field. With him also as passenger was Capt. Edwin R. Page, of the Air Corps Materiel Division, returning to Wright Field from a month's temporary duty at this Depot obtaining data on Y1C-14 airplanes and Wright R-540 engines.

Col. R.L. Dasher, Assistant to the Director of the Bureau of the Budget, on a recent visit to Government activities in this vicinity in connection with funds allocated for this fiscal year and requirements for the remainder of the year, visited this Depot on May 5th, 7th and 8th, obtaining data on these matters.

On May 12th Brig.-Gen. Louis A. Bash, Assistant to The Quartermaster General, visited this Depot to confer on matters pertaining to the Depot's projected new construction.

First Lieut. Lucas V. Beau, Jr., A.C. Instructor with the Colorado National Guard, Denver, accompanied by Capt. Charles W. France, 45th Division Aviation, Colorado National Guard, visited the Depot April 28th to May 2d, ferrying in an O-17 plane from Denver. They left on the return trip May 2nd, ferrying a BT-1 to the Colorado National Guard.

2nd Lieut. Leo W. DeRosier of Brooks Field, ferried a new Y1C-14 plane to this Depot on May 8th from the Fokker Aircraft Corp., this plane being intended for use in the Air Corps Demonstrations.

The following airplanes and engines were overhauled and repaired by the Engineering Department of the San Antonio Air Depot during April, 1931:-

Airplanes overhauled - 6 A-3; 1 A-3A; 5 A-3B; 5 O-2H; 4 O-11; 1 O-19C; 3 P-1B; 1 P-1D, 2 P-1E; 2 PW-9C; 1 C-1C; Total, 31. Airplanes repaired - 8 A-3B; 2 O-2H; 1 O-2J; 10 O-19B; 1 P-1B; 3 P-12D; 1 BT-2B; 1 YPT-10; 1 C-9; 2 Y1C-14; 1 NS, total, 31. Engines overhauled - 31 Curtiss D-12; 8 Wright J-5; 4 Wright J-6; 17 Wasp; Total, 60. Engines repaired - 14 Liberty; 2 Curtiss D-12; 3 Wright J-5; Total, 19.

March Field, Riverside, Calif., May 7th:

On April 18th, Major-Gen. Malin Craig arrived at March Field by automobile from Yuma, Ariz., to make an annual tactical inspection of the post. All activities were open for inspection, and approximately 150 airplanes were lined up on the flying line. The Flying Cadet Detachment presented a formal review and he was much impressed by the fine military bearing and the efficient execution of their drills. After the inspection, General Craig and party were entertained at a luncheon at the Officers' Club.

The newly-formed 9th and 31st Bombardment Squadrons at March Field were equipped with new O-38's in preparation for the Air Maneuvers in the east. These two squadrons, with the 11th Bombardment from Rockwell and the 208th Bombardment from Kelly Field, will constitute the 7th Bombardment Group. Major Joseph T. McNarney, Commandant of the Air Corps Primary Flying School, was designated as Ground Commander during the maneuvers. His staff consists of: 1st Lieuts. Warren Maxwell, Adjutant; Odas Moon, Operations; J.D Givens, Intelligence; Major Francis Poole, M.C., Flight Surgeon. Capt. L.F. Post, A.C., is commanding the 9th Bombardment, and Capt. Earle G. Harper, A.C., the 31st Bombardment Sq.

Crissy Field, Presidio of San Francisco, Calif., May, 1931.

For the past two weeks Capt. B.C. Hill, Engineer Corps, for the past four years on duty with the Air Corps at Dayton, assisting in the development of mapping cameras, has been at Crissy Field working with the 15th Photo Section with his new five lens camera, mapping different areas in California. Owing to the different kinds of terrain in this part of the country, it is an ideal location for the making of experiments of this kind. Upon completion of the work Capt. Hill will return to Dayton.

A flight of two ships, under the command of Capt. Walter F. Kraus, with Lieuts. H.B. Grow and B.Q. Van Cott, reported on April 20th to the Commanding Officer at Ft. Douglas, which is located near Salt Lake City, Utah, and spent four days in cooperative training with the different Infantry units at that point. There was also another mission at the Presidio of Monterey, Calif., which was accomplished with one ship, with Lieut. L.J. Miller as pilot and Lieut. J.K. Poole as observer.

Langley Field, Va., May 14th:

19th Airship Company: The greater part of the training schedule for this organization during the past month was devoted to Camera Obscura and routine practice flights, though a few special missions were also flown.

Following the final experimental flight on the Sub-Cloud Observation Car, preparations for returning the Car to the Materiel Division for recommended changes were made.

Observation missions with the C.A.C., Ft. Monroe, Va., were attempted on the 13th and 14th but were not very successful, as an almost continuous flow of traffic in the channels made firing very dangerous.

A cross-country flight to Washington was made on the 16th, by Lieuts. Paul and McCracken, Capt. William J. Flood, O.C.A.C., then assumed command of the ship and completed a photographic mission, over the various parks in Washington.

We hope to be able to commence bombing practice some time during the earlier part of May. All pilots of the organization have become quite proficient in Camera Obscura and an excellent bombing record is anticipated.

Our baseball squad this year is making a strong bid for all-peninsula honors and has hopes of bettering the record made by last year's squad. The team has won six and lost one to date, having divided honors with the strong Fox Hill team in a two game series. The two games played in the Post Intersquadron League,

so far resulted in easy wins over the 20th and A.C.T.S.

On Sunday, 3rd, the regulars took the Hampton "A's" into camp 17 to 11 on the Soldiers' Home Grounds, while the "B" squad, not to be outdone, licked the Franks Athletics 16 to 9.

In the Hampton game the 19th met and defeated a team composed of the very best baseball talent on the peninsula who were quite confident of taking us into camp, but the 19th started things off with a bang by gathering five runs in the first frame and were never headed. Collins and Spotts led the 19th stickmen with three out of four each, while Erhard and Tyrrell hurled a great brand of ball.

Kelly Field, San Antonio, Texas, May 21st:

Capt. Arthur Thomas, Secretary of the Air Corps Advanced Flying School for over a period of three years, was relieved from duty with the School and placed on temporary duty with the Air Corps Training Center as Adjutant during the absence of Capt. A.C. Kincaid, who accompanied the Pursuit Group on maneuvers.

Maj. Thomas J. Hanley, Jr., is Acting Commandant of the School while Maj. F.L. Martin is participating in the Air Corps Maneuvers.

Majs. R. Ducat and E.F. Harrison, Kelly Field Surgeons, accompanied the personnel participating in the Maneuvers.

1st Lieut. Orvil A. Anderson reported for duty with the School on May 4th, and was assigned to the Observation Section.

Fairfield Air Depot, Fairfield, Ohio, May 1st:

During April, major overhauls on equipment were made as follows: Airplanes: 7 O-19B, 1 PT-3A, 5 A-3, 2 A-3B, 1 PT-1, 1 C-9, 1 P-6A, 1 XP-6A, 4 O-25A, total 23. Engines: 9 R-1340, 10 SR-1340, 3 R-790, 4 R-975, 2 V-720, 12 V-1150, 3 V-1570, 5 G1V-1570, total 48. Minor overhauls - airplanes 26; engines, 29.

In addition to the above, the Engineering Department has been busy in preparing equipment, materials, etc., for the Maneuvers, packing parachutes, providing a reserve of motors, instruments, propellers, goggles and other accessories and equipment, in order to have them on hand and available for issue when needed.

Night flights were executed by officers of the Depot as follows: Maj. A.L. Sneed, time 3:05; Capts. Edward Laughlin, 1:40; Hugh A. Bivins, 1:35; Burton F. Lewis, 2:15; Lieuts. Melvin B. Asp, 1:00; F.W. Hopkins, Jr., 3:25; George V. McPike, 2:10 and John A. Austin, 2:00.

Maj. A.L. Sneed and Col. L.E. Goodier, Jr., attended the Air Show in Detroit.

The last party of the regular Wilbur Wright Officers' Club dance season was held at the Dayton Country Club on the evening of April 25th. Everyone attending the party had a very enjoyable evening.

Cross-country flights were made by Capts. Hugh A. Bivins, Burton F. Lewis, Edward Laughlin, Lieuts. Frederick M. Hopkins, Jr., John A. Austin and George V. McPike.

Numerous Air Corps officers stopped at the field during the past two weeks en route to various destinations.

Scott Field, Belleville, Ill., May 20th:

Scott Field's pigeon loft received many additions during the past two months and Staff Sgt. Max Bronkhurst is waxing enthusiastic regarding the fine appearance of the young birds. He believes the chances are excellent for making an even better showing this year than was made in 1930. The training of the birds is in full swing, and Sgt. Bronkhurst states the speed they have shown thus far indicates that some of the birds will be strong contenders for high honors in some of the big national races later in the season.

The new birds are certainly a promising lot of youngsters and show the result of the careful selection in breeding made by Sgt. Bronkhurst. He believes it will be hard to equal some of his young birds, either in the display pens or when they get to showing their speed in the air.

The loft was entirely remodeled and many necessary facilities added for the training of birds for flying and show purposes. These improvements have attracted many of the local homer fanciers to the field to inspect the new layout.

The pigeons received their first competitive workout of the season on May 17th, when 10 birds from the loft flew 122 miles from Dixon, Mo., in a race sponsored by the St. Louis Championship Club. While the results of the race were not received, the local birds made a showing which was very pleasing to Sgt. Bronkhurst. The first bird trapped showed a speed of 1201 yards per minute, and the other nine birds followed very closely. This speed was considered excellent, considering that they were flying the entire distance into a light advance wind.

Ten birds were entered in another race starting at Lebanon, Mo., a distance of 175 miles.

The Scott Field loft is provided with a motor-cycle, with a sidecar for carrying a large pigeon basket, which Sgt. Bronkhurst has been using considerably in the preliminary training of the birds. He has come to the conclusion that being carried in the motorcycle, adversely affects the pigeons. He states that birds released after a motorcycle ride seem to be confused and take considerably longer to get oriented than birds which have been carried in an automobile. He believes this adverse effect is caused by the action of the exhaust on the ears of the pigeons.

2nd Lieut. George R. Bienfang, 15th Observation Squadron, returned to duty after being at Walter Reed Hospital since last August. Lieut. Bienfang suddenly lost the use of one eye last summer, this being caused by a detached retina. While the sight of this eye has not returned to normal, Lieut. Bienfang appeared before an examining board at the Hospital, and was recommended to be returned to duty as an observer.

Wright Field, Dayton, Ohio, May 1st:

Thirty-one students of the Senior class in the Aeronautical Engineering Course of Purdue University, recently, made a three-day visit to Wright Field and Fairfield. They were quartered at Fairfield during their stay. Capt. Grandison Gardner welcomed them with an address, describing the functions of the Materiel Division, and they spent one of their days in making a tour of the Wright Field laboratories.

Capt. D.M. Reeves reported at Wright Field for duty on April 25th and was assigned as Chief of the Technical Data Branch. Lieut. H.R. Wells, whom Capt. Reeves replaces, served at Fairfield for the period of the Maneuvers.

Lieut. C.H. Caldwell made an extended flying journey early in May to New York City; Hartford, Conn.; Springfield, Mass. and Middletown, Pa., for conference with the Commanding Officers of fields situated in these cities on matters pertaining to the Air Corps Maneuvers.

Lieut. P.H. Kemmer ferried a Stearman YPT-9A to Brooks Field and flew back a YPT-9.

Several Wright Field Active and Reserve Officers attended the meeting of the Contact Camp of Reserve Officers at LaCarne, Ohio, May 2d. Lieut. G.F. Schulgen piloted Capts. Earle C. Alley, Spec. Res.; C.D. McLaughlin, Air Res.; A.F. Wentzel, Spec.-Res.; Lieuts. J.G. Spatz and W.A. Oswalt, Spec.-Res. Capt. A.J. Lyon piloted Capt. C.S. Buchanan, Spec.-Res. to the meeting.

Maj. O.P. Echols left Dayton by rail on May 3d for Buffalo, N.Y. to ferry in the first O-13 from the plant of the Curtiss Company.

Lieut. S.B. Prudhomme returned from Texas on May 1st, ferrying a YPT-10 airplane.

Lieut. W.G. Smith took off for Selfridge Field on May 5th, for conference regarding radio equipment for Pursuit airplanes.

Lieut. Clements McMullen left by plane on May 3d for Rockwell Field and from there flew to various other points in the West and Middle-West, transporting troops to bases in preparation for the Air Corps Maneuvers.

Lieut. H.P. Rush left for Langley Field on May 11th for assignment with 2nd Bombardment Group for the period of the Maneuvers.

Lieuts. C.B. McAllister, O.R. Cook and George F. Schulgen left for Middletown, Pa., to join the Repair Squadron for the period of the Maneuvers.

Capt. J.G. Taylor and A.W. Vanaman returned from Santa Monica, Calif., on May 9th, the former ferrying a YO-31 and the latter a BT-2C from the plant of the Douglas Company.

Serial No. 307. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
May 5th - May 29th Incl.

Available for loan to Air Corps Organizations only upon request to
The Air Corps Library, Munitions Building, Washington, D. C.

DOCUMENTS

- A 00.2/25 Convention between His Majesty and His Majesty the King of Iraq and the President of the United States of America regarding the Rights of the United States and of Its Nationals in Iraq with Protocol and Exchanges of Notes. London, January 9, 1930. Presented by the Secretary of State for Foreign Affairs. London H.M. Stationery Office, 1931. Treaty Series No. 19 (1931).
- A 00.2/53 Treaties, etc., with Foreign States Ratifications, Accessions, Withdrawals, etc. Presented by the Secretary of State for Foreign Affairs. London H.M. Stationery Office, 1931. Treaty Series #52 (1930).
- A 00.2/54 Agreement between His Majesty's Governments in the United Kingdom and New Zealand and the Government of India and the Government of Hungary in regard to the Liquidation of Hungarian Property with Exchange of Notes, London, July 1, 1930. Presented by Secretary of State for Foreign Affairs. London H.M. Stationery Office, 1931. Treaty Series No. 21 (1931).
- A 00.51/36 International Aerial Navigation by League of Nations Association of the U.S. Geneva, Kundig, Aug. 1930. (Series No. 5)
- A 10/192 No. 618 Relative Economy of Different Methods of Airplane Construction, by H. Herrman. National Advisory Committee for Aeronautics Tech. Memo. No. 618. Wash. N.A.C.A. April, 1931. From Z.F.M. Nov. 14 and 28, 1930.
- A 10/192 No. 619 Determination of Resistance and Trimming Moment of Planing Water Craft, by P. Schroeder. Nat. Advisory Committee for Aero. Tech. Memo. No. 619. Wash. N.A.C.A. May, 1931. From Z.F.M. Nov. 28, 1930.
- A 10/192 No. 620 Combined Pitching and Yawing Motion of Airplanes, by A.v. Baranoff and L. Hopf. Nat. Advisory Committee for Aero. Tech. Memo. No. 620. Wash. N.A.C.A. May, 1931. From Luftfahrtforschung, Vol. 3, No. 2, March 20, 1929.
- A 10/192 No. 621 The Take-off of Seaplanes, Based on a New Hydrodynamic Reduction Theory, by Paul Schroeder. Nat. Advisory Committee for Aero. Tech. Memo. #621. Wash. N.A.C.A. May 1931. From Z.F.M., Vol. 22, #1, 1/14/31
- A 10.01 U.S./24 Aids to Air Commerce, by Chamber of Commerce of the United States. Wash. Chamber of Commerce of the U.S. March, 1931.
- A 10.23/109 No. 374 Preliminary Study of Applied Load Factors in Bumpy Air, by Richard V. Rhode and Eugene E. Lundquist. Nat. Advisory Committee for Aero. Tech. Note #374. Wash. N.A.C.A. April, 1931.
- A 10.23/109 No. 375 Moments of Inertia of Several Airplanes by Marvel P. Miller and Hartley A. Soule. Nat. Advisory Committee for Aero. Tech. Note #375 Wash. N.A.C.A. May, 1931.
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The first part of the chapter discusses the early history of the United States, from the time of the first European settlers to the end of the American Revolution.

The second part of the chapter discusses the period of the American Revolution, from the beginning of the war in 1775 to the signing of the Constitution in 1787.

The third part of the chapter discusses the period of the early republic, from the signing of the Constitution in 1787 to the end of the War of 1812 in 1815.

The fourth part of the chapter discusses the period of the Jacksonian era, from the beginning of Andrew Jackson's presidency in 1829 to the end of his presidency in 1837.

The fifth part of the chapter discusses the period of the mid-19th century, from the beginning of the Civil War in 1861 to the end of the Reconstruction era in 1877.

The sixth part of the chapter discusses the period of the late 19th century, from the end of the Reconstruction era in 1877 to the beginning of the Progressive era in 1896.

The seventh part of the chapter discusses the period of the Progressive era, from the beginning of the Progressive era in 1896 to the end of the Progressive era in 1914.

The eighth part of the chapter discusses the period of the World War I era, from the beginning of World War I in 1914 to the end of World War I in 1918.

The ninth part of the chapter discusses the period of the interwar years, from the end of World War I in 1918 to the beginning of World War II in 1939.

The tenth part of the chapter discusses the period of World War II, from the beginning of World War II in 1939 to the end of World War II in 1945.

The eleventh part of the chapter discusses the period of the post-World War II era, from the end of World War II in 1945 to the present day.

The twelfth part of the chapter discusses the period of the Cold War, from the beginning of the Cold War in 1945 to the end of the Cold War in 1991.

The thirteenth part of the chapter discusses the period of the post-Cold War era, from the end of the Cold War in 1991 to the present day.

The fourteenth part of the chapter discusses the period of the 21st century, from the beginning of the 21st century in 2000 to the present day.

The fifteenth part of the chapter discusses the period of the future, from the end of the 21st century to the present day.

The sixteenth part of the chapter discusses the period of the past, from the beginning of the past in 1776 to the present day.

The seventeenth part of the chapter discusses the period of the present, from the beginning of the present in 1776 to the present day.

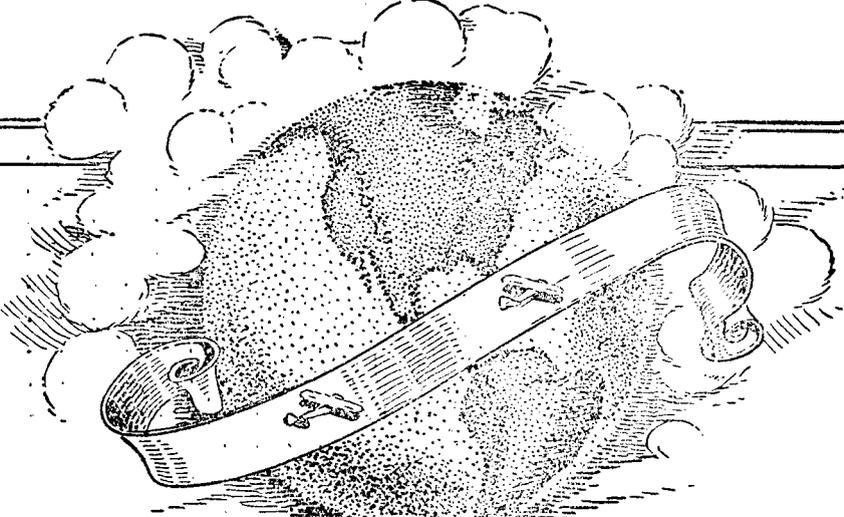
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The nineteenth part of the chapter discusses the period of the past, from the beginning of the past in 1776 to the present day.

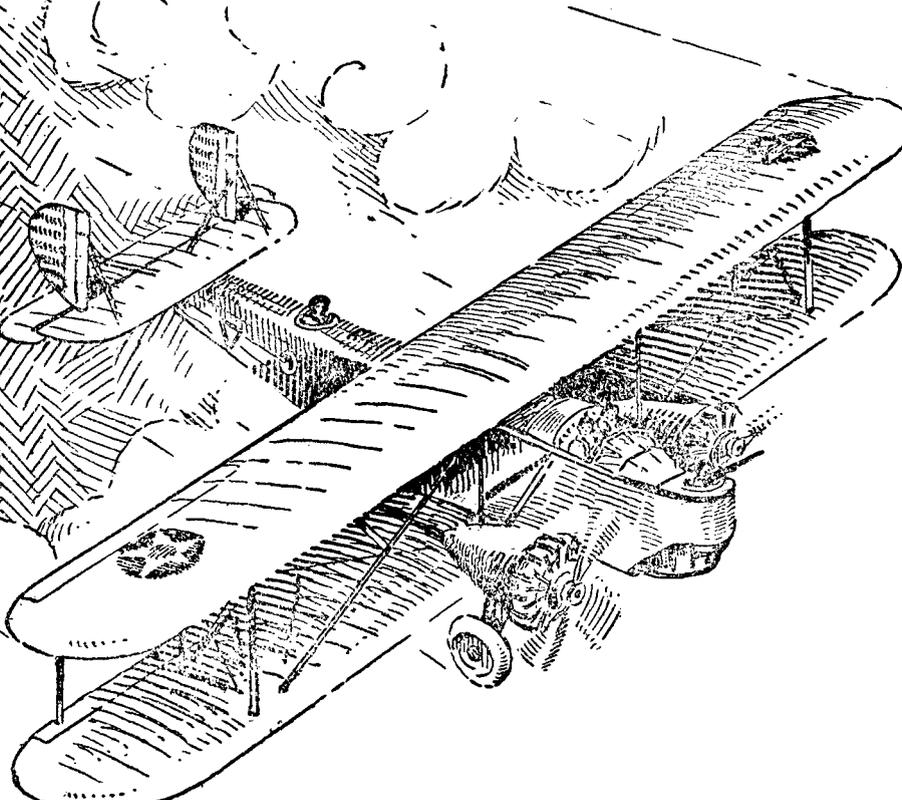
The twentieth part of the chapter discusses the period of the present, from the beginning of the present in 1776 to the present day.

The twenty-first part of the chapter discusses the period of the future, from the end of the present in 1776 to the present day.

The twenty-second part of the chapter discusses the period of the past, from the beginning of the past in 1776 to the present day.



AIR CORPS
NEWS LETTER



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

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Information Division
Air Corps

June 30, 1931.

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.

Publishers are authorized to reprint material appearing in this publication.

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THE FIRST PROVISIONAL AIR DIVISION, 1931
Concluded

The first few days after the concentration at Wright Field, Ohio, brought such poor weather as to effect a considerable curtailment of flying time. The first flight was for the purpose of training the squadrons not already in regular Groups to fly in such larger units, and the Groups to fly in the Wings of which they were a part. On Sunday, May 17th, the Division first flew as one unit, although hardly as one recognizable formation. With the low ceiling and poor visibility which prevailed on that day, the Wings were instructed to play safe and leave sufficient interval to avoid possible congestion.

The Composite Demonstration Group, consisting of one Pursuit, one Attack and one Bombardment squadron, was also organized. The 11th Bombardment Squadron and the 13th Attack Squadron had already been chosen as representatives of their respective branches, and at Fairfield, Ohio, the 95th and the 36th Pursuit Squadrons competed to see which one would be chosen to represent the Pursuit branch. The competition was won by the 95th Squadron, which went through a demonstration of aerial combat tactics. The 36th, with its aerial exhibition flying, however, was very close to winning. Following the choice of the 95th, the Composite Demonstration Group practiced flying as one unit in perfecting its exhibition of aerial tactics.

Monday, May 18th, was devoted to another review and a demonstration, while newspaper correspondents and other visitors of note were conducted through the Materiel Division at Wright Field.

Tuesday, May 19th, was the day scheduled for the movement to Chicago. Advance members of the Division, who had left Dayton very early that morning, were barely able to make the airports surrounding the city. A northeast wind was bringing in fog and rain from the lake, and by noon the weather was impassable. Had this been in time of war and a grave emergency existed demanding the move of the Division to Chicago, this would have been done, as the Division could have gone into other airports slightly more distant from the city. Peace-time operations, however, where safety to personnel is a big consideration, and expense another important one, prevented any such substitution. Gas and oil had been contracted for at the Chicago airports, and to have moved this supply to alternate fields would have increased the expense to a prohibitive degree.

All that day, until late in the afternoon, the Division was on the alert, ready to take off from Dayton, while the people of Chicago, just as eager to see us arrive, waited patiently for the weather to lift. At last, the order was reluctantly given to delay the move until the next day. The meteorologists on the Division's Special Staff had promised a break in the weather by the following morning.

Wednesday, May 20th. The promised break in the weather came. By Groups and Wings the move was made to Chicago. The National Guard Wing had previously moved from Dayton to Cleveland, and they also left Cleveland and joined the Division at Chicago. The bases at this place were as follows:

Municipal Airport - Division Staff.

Curtiss-Reynolds Airport - 1st Pursuit Wing and 3rd Attack Group.

Ford-Lansing Airport - 11th Bombardment Wing and 21st Observation Wing.

Pal-Waukeet Airport - 152nd Group, 22nd Observation Wing.

Sky Harbor - 151st Group, 22nd Observation Wing.

Only a few Transport airplanes went to Chicago for, owing to the short duration of our stay there, only one mechanic for every three airplanes was taken from Dayton.

Thursday, May 21st. A sixty-mile wind was blowing from the West and North-east at 3,000 feet, and even at 1,500 feet it was blowing as hard as forty miles an hour across the path of the Division on its review flight down the lake front.

The Division took off in the middle of the forenoon and rendezvoused west of Evanston, flying in column formation to Evanston, then turning and heading south along the water front. The bumpy air caused considerable trouble, especially over the end of the Municipal Pier, where it flung the planes up as if they were feathers. Poor visibility, caused by the smoke from the industrial centers, prevented a continuous formation, as each leader could not keep in touch with the rear element of the preceding formation. Nevertheless, it was an impressive spectacle of the size of the Air Division which, with only a few days of training as one unit, had moved to a new base from their original concentration area near Dayton.

After the review, the Demonstration Group put on their show, and the smoke screen airplanes laid their screens and curtain of titanium tetrachloride, or "F.M.," as it is called. Without landing, the main body pushed on to Dayton, except for the 2nd Bombardment Group, which was carrying local newspapermen and photographers, and which landed at the Ford-Lansing Airport, discharged their correspondent-passengers, and picked up their crews. The Group then followed the main body to Dayton. The 22nd Observation Wing, which had come the previous day from Cleveland, returned there instead of proceeding to Dayton.

Friday, May 22nd. This day had been originally scheduled as a maintenance day in New York. On account of the day's delay on the Chicago trip, this day was spent in moving from the bases at Dayton and Cleveland to the new York area. Except for the outfits which went by the northern route through upper New York State, the main body of the Division crossed the Alleghenies, some flying by the way of Pittsburgh, the others by way of Baltimore or Washington, where stops for servicing were made. Fortunately, good weather prevailed that day, and that night the components of the Division were bedded down at the following fields in Nassau County, Long Island:

Mitchel Field, Hempstead - Division Staff, 21st Observation Wing and 22nd Observation Wing.

Curtiss-Wright Airport, Valley Stream - 1st Pursuit Wing.

Roosevelt Field No. 1, Westbury - 11th Bombardment Wing.

Roosevelt Field No. 2, Mineola - 31st Transport Group.

Fairchild Airport, Farmingdale - 3rd Attack Group.

A night flight by the 2nd Bombardment Group, originally scheduled over New York, was cancelled and the pilots enjoyed an evening of unbroken rest after the trip from Dayton.

Saturday, May 23rd. New York's millions awaited this day eagerly, the day on which the greatest air organization was to fly over the greatest city. The weather was changing for the worse early in the morning. Over New York the weather was fair, although a few rain squalls would have given the pilots of a large formation something to think about. However, up near Peekskill, where the Division would rendezvous, the weather was dangerous. The New York flight was delayed three hours, the latest that it possibly could be held, while all awaited a break in the weather. This time it was kinder than it had been on the day the Division waited to fly to Chicago, for at about two o'clock it cleared enough to warrant the flight. Tactical units took off and flew about points over Westchester and Long Island's north shore until the proper time, when they cut across and met up the Hudson River at a rendezvous point, then turned and headed down the River, over the new recently dedicated George Washington Bridge and along Riverside Drive until the Battery was reached.

In the meantime, the Demonstration Group had been going through their demonstration over the Floyd Bennett Airport, the new Municipal Airport which was being dedicated upon the occasion of the Air Division's flight over the city. The demonstration flying was completed when the Division terminated their review by passing in review over the grandstand at the Airport upon which were seated the Mayor and his staff of officials. While the 21st Wing was landing at Mitchel Field, the 22nd Wing landed at the Municipal Airport to thus kill time on the ground and conserve gas and energy. When the 22nd Wing had landed and cleared the airdrome, the 21st flew over and landed in its turn.

Sunday, May 24th. With fine weather ahead of it, the Division moved its base to the New England area. This was a short move and was made without incident except for the 9th Observation Group (home station Mitchel Field), which based at the Municipal Airport at East Boston, the components of the Division established their bases at the following places:

Bowles-Agawam Airport, near Springfield - Division Headquarters, 21st Observation Wing minus 9th Group, 1st Pursuit Wing, 11th Bombardment Wing.

Springfield Municipal Airport - 31st Transport Group.

Rentschler Field, Pratt-Whitney Airport, East Hartford - 3rd Attack Group.

Brainard Field, Hartford - 22nd Observation Wing.

Rentschler Field at East Hartford was dedicated upon the arrival of the Third Attack Group there. Bowles Field accommodated the largest number of airplanes of any one airport during the entire operations of the Air Division, 411 planes of all types spending the night at that place.

Monday, May 25th. Again poor weather dogged our steps. Off to the East toward Boston, the weather looked fair, but to the westward there was every indication that the fog might shut down and close off the Division from returning to their bases after the Boston flight, scheduled for this day. Shortly before noon, however, the weather lifted and started to clear off, and the flight to Boston was held as scheduled.

The main review was flown off City Point, although several thousand people, who went to the Municipal Airport despite the instructions published in the newspapers that the point of vantage was off City Point, were disappointed and saw little of the flying except for the smoke screen plane which performed for their benefit.

The Demonstration Group also performed for Boston, then landed at the Airport where the personnel remained for several hours and had lunch. The 9th Group, which had rendezvoused with the Division and participated in the review, left the Division and continued to Portland, Maine. They were bound for an overnight stay at Albany. After lunching at Portland and following their take-off, bad weather cut off the squadrons of the Group. One Squadron landed at Fort Ethan Allen, Vt., and the other two at White River Junction, where they spent the night. After a few hours at Boston, the Demonstration Group returned to Springfield and, before landing, staged another demonstration of 45 minutes over the Springfield Airport.

Tuesday, May 26th. This day marked the return flight to New York, which was made via Albany and the Hudson River Valley. The Division's main body was joined by the 9th Group near Albany, and then proceeded down the Hudson, passing in review over West Point, where 1200 Cadets assembled to witness this great spectacle.

Upon reaching New York, the units repaired to the sites previously occupied by them on Long Island.

Wednesday, May 27th. This day's flight was made down the coast to Atlantic City, where the Demonstration Group landed. The main body of the Division then turned and flew to Trenton, then turned again and headed east for Long Island, passing over the populous section of New Jersey on their return home. The Demonstration Group flew in its usual demonstration of aerial battle tactics, then returned directly home. That night a dinner was tendered the officers of the Division by the City.

Thursday, May 28th. This was maintenance day, the first one the Division had during the entire progress of the exercises. It was a day spent in checking up equipment and airplanes very carefully and making the necessary repairs or adjustments. Most of the personnel enjoyed a good day's rest, well earned.

Friday, May 29th. On this day the Division moved from its Long Island bases along the air route to the Washington area. The Division column turned about Philadelphia, and the Demonstration Group units left the Division, landing at noon for a brief stay. After staging their usual demonstration, they continued on their way. The rest of the Division continued on its way, with component units detaching themselves as certain points were reached. The 22nd Observation Wing landed at its new base near Wilmington, Del. While passing over Baltimore, the Third Attack Group dropped out and landed near there. The Pursuit Wing landed at Bolling Field, and the Transports attached to this Wing unloaded their passengers and supplies there and then pulled out for another base. The bases of the various organizations while in the Washington area were as follows:

Bolling Field, D.C. -- Division Headquarters and 1st Pursuit Wing.

Langley Field, Va. - 11th Bombardment Wing, 21st Observation Wing.

Logan Field, Dundalk, Md. - 3rd Attack Group.

Bellanca Field, Newcastle-Wilmington, Del. - 22nd Observation Wing.

Middletown (Pa.) Air Depot - 31st Transport Group.

This was the longest "front" along which the Division had been based, being about 220 miles in length from Langley Field to Middletown on the Susquehanna River. The closest concentration was at Dayton, with Wright and Fairfield almost adjacent to each other, and the largest number of airplanes at any one field was, as before stated, at Bowles Field, near Springfield.

Saturday, May 30th, Decoration Day. On this day the final demonstration and review of the 1st Air Division was held. Fine weather prevailed. There was no trouble in communications from Division Headquarters to the outlying units, and the entire Division rendezvoused near Quantico, Va., the Marine Corps base. The column then flew up the Potomac to Leesburg, Va., turned and headed down the River, passing the reviewing stand on the Memorial Bridge by the Lincoln Memorial at noon, shortly after the Demonstration Group had completed their exhibition flight.

As the Division cleared the reviewing stand, the Pursuit Wing turned and made another flight past it, waiting for the air to clear of planes over Bolling Field, after which it landed there. The other Wings and Groups returned to their previous bases, with the exception of the 9th Group, which continued directly to its home station at Mitchel Field, as did several of the National Guard flights whose home stations were within a comparatively short distance of Washington.

So ended the activities of the 1st Air Division. Only the journey back to the home stations of the various components remained to be flown. Again bad weather intervened and prevented the return on schedule of some of the organizations headed over the Alleghenies. The 91st Squadron got only 100 miles from Bolling Field, bound for Crissy Field, San Francisco, when they were forced to land at Cumberland on account of rain and fog. A National Guard plane cracked up at Uniontown, being forced to land on account of weather on a golf course nearby. Finally, however, all the units of the Division reached their home stations without further incident. The final chapter was written, and the facts and figures could be summed up. Some of these were as follows:

Airplanes participating in Exercises - - - - -	667
Depot Transports not moving with Division - - - - -	8
Airplanes moving with Division - - - - -	659
Airplanes damaged beyond economical repair - - - - -	3
Pilots injured - - - - -	3
Passengers injured - - - - -	2
Fatalities - - - - -	0
Aircraft (or pilot) flying hours - approximately - - - - -	38,000
Miles flown at average cruising speed - - - - -	4,000,000
Personnel - Officers - - - - -	692
Flying Cadets - - - - -	69
Number of officers and cadets actively engaged as pilots - - - - -	720
Enlisted Men - - - - -	644
Civilians - - - - -	14
Squadrons - Pursuit - - - - -	10
Observation - - - - -	17
Bombardment - - - - -	7
Attack - - - - -	4
Transport - - - - -	4

The lessons learned from the Exercises cannot be stated as tritely as the above. Specific details are difficult to enumerate. Many of the problems encountered are undergoing study and recommendations of the sections concerned at the time this is being written. Suffice it to say, no radical changes will be effected as the result of these Exercises.

The inclusion of Flying Cadets and National Guardsmen in the Division spoke well for the character of their training. These Cadets had not yet completed their course of flying training and had not yet won their wings. To the majority of the National Guardsmen their military flying activities were in addition to those through which they earned their living. Nevertheless, the part they played in the Exercises demonstrated their ability to take their place in an active combat unit should a national emergency arise.

At the present time the Air Corps has no organization as large as a Wing in active operation, and the only opportunity for isolated squadrons and groups to take their part in a larger organization is during such exercises as these. Participation in large units necessitates the speeding up of all action with a minimum of lost motion and time. Toward the end of the Exercises the Wings were taking about one-third of the time originally spent in clearing the air-drome upon take-off or landing.

For years the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, has been working towards reliability and ease of maintenance of Army aircraft and aircraft engines. The close schedule demanded of our operations

could never have been carried out but for the successful result of this work of the past looking to the dependability of equipment. The few mechanics - and there were far less than the absolute minimum of one per engine on operations in the field - could never have kept the airplanes and their power plants in perfect trim unless they had been designed and constructed by practical engineers who understood the problems of the mechanic.

There was an overstock of spares left at various bases after the passage of the Division, due to this very fact of dependability and absence of breakage; far fewer replacement parts being used than it was anticipated would be needed and which were provided.

In general, the commercial airports used by units of the Division were adequate in size and in layout. It should be remembered that very large numbers of airplanes would never be based at any one airdrome in time of war near the front, or where such airdrome might be subjected to enemy bombardment. Hence the majority of airports are large enough, although in some localities, as in the Washington area for instance, there are hardly enough airports to fill the needs of a large air organization basing around that area.

Regularly installed servicing equipment, of course, was not sufficient for the number of airplanes dropping in at the various commercial airports but, sufficient notice having been given of expected arrivals, airport operators and the companies supplying gas and oil were able to add enough temporary personnel and equipment to take care of our needs. It could hardly be expected that an airport regularly handling five airplanes per hour would have the extra equipment, lying idle, to take care of five or ten times that number of airplanes per hour.

Until such time as a larger number of ambulance airplanes are in service, it will be necessary to convert troop and supply transports for ambulance purposes. This was done in six minutes' time, removing seats and replacing them with litters. While units were operating from one airdrome, one Transport airplane per airdrome was generally converted for that period and stood in readiness for any hospitalization flight it might be called upon to perform.

The question of Transports is an important one. Without them the Air Division could not operate satisfactorily, and this holds true for any mobile air unit. Mechanics and supplies cannot be carried in single-seater Pursuit planes; they cannot always be carried in two-seater Observation and Attack planes - at least not in the two-seaters in time of war, when the service type planes are manned by their regular flying crews. Hence the need of Transports in carrying mechanics and supplies along with the various units.

It was found expedient to transport half the mechanics of Pursuit units ahead of their squadrons to prepare the new base for the arrival of the tactical planes. The other half would remain behind to "mop up" after the departure of their outfits, then follow when the latter were well and safely on their way. It was also found absolutely necessary to rely on the good graces and the cooperation of the civilian population along the route. Chambers of Commerce paved the way for our coming in a handsome fashion. Representatives of the Division notified these commercial organizations of what they would need, and these needs were furnished. The Air Division was welcome wherever it went.

A great deal has been written in the past by members of the Services, who at one place or another found a hostile attitude on the part of the civilian population to the members of the armed services. The Air Division found no such attitude at any place where it stopped. If the civilian population was glad to have the Air Division, the Air Division was no less glad to show the people a bit of what training the Army Air Corps was undergoing in the interests of National Defense - the insurance of the people of this country against outside aggression.

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An aerial "Aloha" was extended to Prince and Princess Takamatsu of Japan upon their recent arrival at the Port of Honolulu. A total of 56 airplanes from Luke and Wheeler Fields circled over the liner "Chichibu Maru" as she appeared from the northeast. The planes were led by Lieut.-Colonel Gerald C. Brant, Wing Commander, and consisted of 15 Observation, 13 Attack, 8 Bombardment, 18 Pursuit and 2 Sikorsky planes. As the formation passed Ahua Point, they were joined by 18 Navy planes from Pearl Harbor, under command of Commander Wayne Tod. The total number of planes in the formation (74) made up the greatest display of air force seen in the Hawaiian Islands since the last Army-Navy Maneuvers of 1925, and awakened much comment from the civilian community.

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MAP CHECKING

COMPILATION of three more of the seven new Air Corps strip maps being published this year has been completed by the Army Engineers Reproduction Plant and turned over to Lieuts. Harold G. Peterson and Elvin F. Maughan for flight check.

These new maps diverge from Midland, Texas, to El Paso, Texas; Dallas, Texas, and Fort Sill, Oklahoma. The compilations, which are still in the form of blue line drawings, were made from available information, and the check will be carried out similar to that recently completed by the above named officers on the four strips in Southern California and Arizona, viz: Los Angeles-San Diego, Los Angeles-Yuma, San Diego-Phoenix and Phoenix-Nogales. The Los Angeles-Yuma map is one of the seven new strips.

On this first expedition, considerable aid was obtained from local information, such as county and auto club maps, it being considerably easier at times to check these than the strips themselves, particularly the old strips. The plane being used on this work is a Fairchild photographic type from Mitchel Field. At Wright Field it was fitted up with drafting boards, one for the pilot as well as for the observer, and other equipment.

Work was begun on the Los Angeles-San Diego strip on the first of February. The flying time on the four maps, covering approximately 46,000 square miles, was 134 hours and 45 minutes. With the cabin plane and supercharged engine it was found practicable to do most of the checking at an altitude of from 8,000 to 15,000 feet, both from the standpoint of plane performance and working conditions, including visibility, as weather conditions in that section were very good. Only five days were lost, due to weather, of the fifty spent in Arizona and California. The average flying time for each day flown was 3 hours and 58 minutes.

The bases of operations in California were at Rockwell Field, Coronado, Calif.; Griffith Park Airport, Los Angeles, the station of the 115th Observation Squadron of the California National Guard, and March Field, Riverside, Calif. In Arizona, stops were made at Yuma and at Phoenix, with the main base at Tucson. At all of these fields the Army airmen were given all consideration and assistance possible.

Since returning to Washington, Lieuts. Peterson and Maughan have been working with the Engineers Reproduction plant on the revision and publication of the maps checked, and on changes to be incorporated in future maps to be published. They are also cooperating with the Naval Hydrographic Office and the Department of Commerce with the object in view of attaining as much uniformity as possible in the three sets of maps published.

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NIGHT FIRING IN HAWAII ✓

An interesting test of the effectiveness of night firing by batteries of 3-inch guns, 50-Cal. and 30-Cal. machine guns, and by Infantry platoons was held recently at Fort Kamehameha. The "enemy" was represented by stationary floating targets anchored at various ranges from the firing points and illuminated by searchlights of various types; star shells, airplane flares, and by automobile headlights, in an endeavor to ascertain what kind of illumination gave the best results from a target practice standpoint.

Several hundred officers and enlisted men watched the test with much interest, as it is quite possible that the same types of target and conditions of visibility might obtain in time of war. The flares dropped by the airplanes from Luke Field were the old type parachute landing flares, which had been in storage for some time. To everyone's surprise, they functioned very well, lighting up the surface of the sea for hundreds of yards in every direction. As a means of lighting up sea targets for shore gunnery, however, the airplane flare tests were not very satisfactory, as the brisk northeast trade winds carried the flares rapidly away from the stationary targets. However, as one Air Corps officer was heard to remark - "Well, a 2,000-pound bomb wouldn't drift away," whereupon conversation languished.

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The Commanding Officer of Luke Field, T.H., presented the Wheeler Trophy for track and field to the 72nd Bombardment Squadron after the Mother's Day services on May 10th. This marked the third consecutive year this organization has won the Trophy.

PURSUITERS VISIT CANADIAN CITIES

THE First Pursuit Group returned from the Air Corps Maneuvers along the Eastern Seaboard, via Kingston, Ontario, and the 94th Squadron stopped at Brantford after the completion of the visit of the Group to Kingston. The stop at Kingston was at the invitation of the Flying Club of that city, which for the past three years has invited flights from this Group to participate in the ceremonies incident to the celebration of the King's birthday on June 3rd.

Arriving at Kingston, the Group, flying in four-squadron formation and led by Major Brower, circled over the city for a few moments before landing. Captain Victor H. Strahm, who had arrived a few hours ahead, contacted the Group by means of radio and directed the landing.

As soon as the planes were staked down and covered, the officers and men were ushered into waiting busses and proceeded to town. That night the personnel experienced a pleasant relief after the long flight from Washington, D.C. Officers and men were quartered in the several hotels of the city, and as soon as the officers had donned their last remaining white shirts they were taken to a stag dinner at the Country Club. After dinner the ladies were waiting for a dance at the Yacht Club, while Mayor Wright of Kingston held open house for all of the officers.

The next evening at a dinner, two most attractive mementoes of the occasion were presented to the officers of the Group. One, a pure white miniature model of a DH Moth, was presented by the Flying Club, and the other, a very beautiful cup, was presented by Mayor Wright. Needless to say, when the time for take-off came on the morning of June 4th, all members of the Group hated to leave. Our Canadian friends had again demonstrated that they were perfect hosts.

The Group serviced at Buffalo, where the pilots were guests of the Curtiss Company and the Consolidated Company at an excellent luncheon served at the Buffalo Field and Gun Club. The Group then proceeded to Brantford, Ontario, where the 94th Squadron was detached and landed. This squadron had paid Brantford a visit last year, and before the pilots were out of the cockpits they were greeted by last year's friends, who made it known that everything was in readiness for a good time. From the time of landing until the take-off on June 7th, there was never a dull moment for the members of the squadron, and the pilots and men who were fortunate enough to be the guests of Brantford report that the visit will never be forgotten.

Not far off the straight course from Brantford, Ontario, to Selfridge Field lies London, Ontario. On June 4th, as the First Pursuit Group was returning from the celebration of the King's birthday at Kingston, and by way of Brantford to drop off the 94th Pursuit Squadron, Major Brower led the Group over London and saluted the city with a turn of the Group in close formation. The following letter resulted:

"Commander, U.S. Air Forces,
Selfridge Field, near Detroit, Mich.
Dear Sir:

Your courtesy in giving such a gracious greeting to the City of London, Canada, during your recent tour over this community is greatly appreciated, and we have been asked by citizens to convey to you our thanks.

Your thoughtfulness in this regard was an expression of the fact that aviation is a science that is creating good will between countries. Your flight over our city was beautiful, and is being commented on continually as a friendly gesture.

Assuring you we are deeply grateful to you for making possible the splendid exhibition by your aircraft and extending to you a cordial invitation to use the Airport at London, Canada, at any time it may be a convenience to you, I remain,

Yours faithfully,
THE LONDON CHAMBER OF COMMERCE,
W.H. Wood, Manager."

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On June 12th, a flight of three airplanes from the 1st Pursuit Group, Selfridge Field, Mich., proceeded to Racine, Wisconsin, and on the following day participated in the dedication of the new Airport at that city. The personnel of the flight consisted of Lieuts. C.F. Hegy, C.L. Brignall and Wm. R. Allemang, and the pilots report an enjoyable trip and stay at Racine.

CONSTRUCTION PROGRESS AT WHEELER FIELD

The building construction at Wheeler Field is progressing. The new quarters for officers and noncommissioned officers are also coming along favorably. These quarters are of Spanish type bungalow. The construction contract calls for 42 sets of officers' quarters, one bachelor officers' quarters, 42 sets of noncommissioned officers' quarters, one bachelor noncommissioned officers' quarters, two barracks for enlisted men with a capacity of 200 men each, and one barracks for enlisted men of 100-men capacity. The entire project is about 37% completed.

Upon the completion of this construction, all buildings will overlook the flying field on one side and the Waianae mountain range on the other. The entire construction is of cement and hollow tile and, in addition to many built-in features, includes fireplaces; in fact, everything to make an ideal home.

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GENERAL FECHET'S FLIGHT TO PANAMA

Major-General James E. Fechet, Chief of the Air Corps, piloted by Captain Ira C. Eaker, in their fast low-winged Lockheed-Altair monoplane, arrived at Duncan Field, San Antonio, Texas, on the evening of June 3rd, on their recent flight from Washington to Panama. General Fechet spent the night as the guest of Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center.

A special force of civilian mechanics of the San Antonio Air Depot worked all that night on the plane, tuning it up for the final long hop to Panama, enabling General Fechet and Captain Eaker to resume the journey at 6:30 a.m., June 4th. On their return flight from the Canal Zone, a new propeller for their plane was ferried down to Brownsville, Texas, from the Depot by Lieut. T.H. Chapman, accompanied by C.R. Gast, civilian airplane engine mechanic.

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FAIRFIELD AIR DEPOT A BEE HIVE OF INDUSTRY DURING MANEUVERS

Brigadier-General B.D. Foullois and members of his Staff arrived at the Fairfield, Ohio, Air Depot on May 12th, in connection with the Air Corps Maneuvers.

During the period May 15th to 22nd, inclusive, the Fairfield Air Depot and Wright Field were the scene of the most outstanding mobilization of air units in the history of the Air Corps. During this time the Pursuit, Bombardment, Transport, Attack and Observation Groups staged some very interesting formation and combat flying, there being 672 planes participating in the Air Corps Demonstrations. On May 16th, a "dog fight" demonstration was staged by Captains Hunter and Strahm, two war-birds.

While in this area, the different Groups staged demonstrations over nearby cities, such as Chicago, Cleveland, Cincinnati, Chillicothe, Lima, and small towns enroute. All planes departed from this station early on the morning of May 22nd for the purpose of defending the Eastern coast, after which time a large number returned to their home stations via this station.

Among the distinguished persons visiting this station during the Air Corps Demonstrations, the following were noted: Major-General James E. Fechet, Chief of the Air Corps; Assistant Secretary of the Navy, David G. Ingalls; Assistant Secretary of War F. Trubee Davison; General William Mitchell; General William G. Everson, Chief of the Militia Bureau; Congressman Guy D. Goff; Representative Copeland; Lieut.-Col. Oscar Westover and Lieut.-Col. Wm. C. McChord.

For the entertainment of the personnel on temporary duty at Fairfield in connection with the Air Corps Maneuvers, several social events were held by citizens of Dayton for the pleasure of the visitors, such as a press dinner on the evening of May 16th for the officers; a stag dinner at the Biltmore Hotel on May 18th for the officers; a military ball at the Biltmore Hotel on May 18th for the officers and ladies; a Smoker at the Memorial Hall on May 18th for the enlisted men.

The following organizations participating in the Maneuvers stopped over at this station en route from the East coast to their home stations: 20th Pursuit Group, 204th Attack, 208th Bombardment, 15th, 88th and 91st Observation Squadrons.

THE LAST OF THE AIRSHIP R.S. 1.

THE old R.S.1, the largest semi-rigid airship in the world, is no more. The mightiest of the Air Corps lighter-than-air fleet, which was dismantled in the Fall of 1928, was recently sold to a St. Louis junk dealer by the Salvage Officer at Scott Field, Belleville, Ill.

This airship was built for the Government by the Goodyear Tire and Rubber Company, Akron, Ohio, for experimental purposes, and after three years of flying was ordered dismantled because the bag had become too porous for further use.

The final flight of the ship was made in the Fall of 1928, with Major W.E. Kepner in command. It was on this flight that the R.S.1 encountered a terrific series of thunder and wind storms while over Arkansas and Tennessee. The force of the wind stove in the nose-cone of the ship, but luckily the damage was not enough to keep its crew from returning to Scott Field.

After the airship was dismantled, the parts were held in storage pending a decision as to the purchase of a new bag and the repair of the nose cone. Because of various faults in the airship, it was finally decided that it had served its purpose and that further expense and research along this line would be inadvisable.

The design of the craft was new, in that the "V" shaped keel was used in an inverted position. This keel, the control car, the motor gondolas and the control surfaces, after being wrecked for further use, brought the sum of \$900. to the United States Treasury.

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ANOTHER AIRSHIP LOST TO THE AIR CORPS

Much of the training of the 19th Airship Company, Langley Field, Va., for the month of May had to be postponed due to the loss of the TC-10-252 Airship on May 7th. The ship had flown to Winchester, Va., on May 6th, in connection with the Apple Blossom Festival and had made the trip there and return as far as Richmond, Va., without incident.

Upon arrival at Richmond, four members of the Staff of the Governor of Virginia left the ship, and four members of the ship's crew who had remained in that city during the day boarded the ship. At 7:40 p.m., Lieut. McCracken, in command of the airship, ordered "all aboard" and took off for Langley Field. When about 35 minutes out of Richmond, a heavy fog set in and it became quite apparent that everyone aboard was in for an uncomfortable flight. Fifteen minutes more and the ship was flying totally blind, the fog at this point becoming so dense that lights were no longer visible at 150 feet altitude. Despite the fog handicap, however, the ship flew directly over Langley Field, but there were still no lights and the ship proceeded on its way. Passing over Hampton, Va., at a very low altitude, Lieut. McCracken finally identified the city, and the entire crew whooped with joy. This reign of joy, however, lasted only a few minutes, for upon approaching the field for a landing the ship struck the ground and, though flying at reduced speed, the impact forced the right propeller through the forward ballonet. This made it impossible to trim the ship, and she rode 22 degrees nose up. As a result, the fuel pump would not function, the motors cut out and it was necessary to free-balloon the ship to a landing.

The flight came to an end at 12:10 a.m., Lieut. McCracken bringing her down in the water near the mouth of Cheesman's Creek, with no further damage to the ship or injury to personnel. The ship drifted ashore about 3:00 a.m., and was moored on the beach with the expectation of towing it to the field during the day.

During the salvaging operations, however, fate played a tragic hand, when Privates McDonald and Brabits, of the 96th Squadron, lost their lives in an attempt to save the airship. Two boats had been dispatched from the field to tow the ship in and had been making good progress when a strong wind came up. Under the increased load the motor on one of the towing boats failed and the remaining cable, not being equal to the strain, broke. The super-structure of the other boat was torn away by the sudden strain, carrying McDonald and Brabits with it into the water, and they perished before aid could reach them.

Both McDonald and Brabits were members of the Emergency Boat Crew, whose duty it is to be on the alert for planes or airships forced down in the water. The ship was a total wreck and was returned to Langley Field the following day by barge and trucks.

THE SPRINGFIELD REVOLVER CLUB DOCTRINE

By Lieut. J. L. Hitchings, Air Corps

(The Seventh Article of this Series)

To that famous, unbeaten and apparently unbeatable organization, the Springfield Revolver Club, belongs the credit for originating and propagating the theory which has become the accepted doctrine of modern American pistol shooting. The fundamental tenet of this doctrine is that the human body most nearly approaches a machine rest when the bones and muscles used in shooting are locked without strain. This principle gives rise to practically all the rules which will be discussed in detail in the succeeding articles. Readers are requested to bear it in mind when threading the labyrinth of detail that is involved in discussing technique; it is the key to the situation.

Leaving for later elaboration the finer details of the Springfield Doctrine, let us drop in on the Springfield Club and see how the Doctrine is spread. I quote from a letter from its Shooting Master, Colonel Roy D. Jones:

"When a man presents himself for membership, he is first investigated as to his business and general reputation in the community. No attention is given to his social standing, but he must be a man who is a good citizen, and when this is assured he is invited to come out for thirty days and get acquainted. If at the end of that period the Club wants him, he is invited to join and his shooting education begins.

The Club owns several 22 single shot target pistols of every make. He tries them all and when he finds the one which fits him he is then taken in hand and taught, right from the beginning, how to hold and squeeze the trigger, and his position is studied, stance is changed to eliminate body sway, hand position on the gun is corrected to offset any diverting tendency, and he is instructed to bring every practice target to the shooting master for analysis. Constant competition with others of his own experience keeps him intent on getting the best scores possible. While gambling is taboo, yet the battle to see who pays for a box of 22's being used in the little impromptu match lends zest to the test and provides the immunity to nerves which is needed in a match. No man is allowed to shoot any larger gun until he is able to keep practically all of his shots in the black of a 20-yard target.

In October, after the outdoor season closes, begins the intensive application to the 20-yard indoor range, and by November the eliminations for the teams begin in earnest. A weekly match is shot and all members enter in order to hold their places on some one of the seven teams in the Expert, Senior and Junior Leagues of the U.S.R.A. At the same time the flock of new men are being sifted out and when the teams are made up in December for the race which is to start on January 1st, the few who survive are the Novice Team for the season. This means that they are all in shape and ready to go with a good start.

To use the motto of the instructor, the .22 single shot is the foundation of ALL shooting, and he says more 'a man who can coordinate his eye and his trigger finger with a .22 can shoot anything which has a hole through it.' This has been borne out many times when these men have shot the .45 auto into places in the National Match when they have never fired one until the day before the match. It is further proven by the second revolver team which is composed of pistol shooters who are the reserve for the first team, which has won the League Revolver Championship every year since the League was started.

Learn to shoot the .22 single-shot pistol and you can shoot them all."

POSITION AND BREATHING IN PISTOL SHOOTING (The eighth article of this series).

In discussing this subject, permit me to remind my readers at the outset of the Springfield Revolver Club Doctrine: The human body most nearly approaches a machine rest when the bones and muscles used are locked without strain.

The feet are the two fundamental supports. They should be placed a comfortable distance apart, approximately 16 inches, and a line between the heels should form an angle of about 45 degrees with a line to the target. This is particularly important in outdoor shooting, where a position braced against either a front or a side wind is necessary to prevent body sway. The feet should be turned to form an angle of about 60 degrees with each other, thus locking the ankle muscles lightly.

The upper body should be very slightly rotated to the left, locking the vertebrae.

The right shoulder should be locked by rolling it. The roll of the shoulder is obtained as follows: Being in firing position, point the right arm out-stretched toward the target, palm up, bringing the shoulder to the left, until it is almost under the chin. Then rotate the hand AT THE WRIST counter clockwise, until the palm is vertical. Finally, drop both shoulders, which may inadvertently have been raised during this process.

Straightening the elbow will lock it; the chief danger here is that you may lock it too firmly, causing strain. On the other hand, do not try to shoot with a bent elbow and expect to get in the money.

A grip must be chosen which will cause the wrist to be drooped, yet horizontally in line with the arm. Drooping the wrist locks it without undue tension; but bending it either to the right or to the left of the arm line puts the muscle controlling the trigger-finger under strain, and makes a good trigger squeeze practically impossible. The correct grip will form the subject of the next article.

In applying these principles, seek for uniformity. Remember that even so slight a change as a variation in the angle between the feet will alter the nervous tension on all muscles of the body, and will absolutely change the position of your shot even with an apparently unchanged aim. Remember also that all you have to accomplish in pistol shooting is to secure uniform grouping. Changing your aiming point or your sights to center the group in the bullseye is then so easy it is child's play.

Seek also for relaxation. You will not find this easy or even possible at first, for the correct shooting position is no more comfortable to the embryo shooter than the position of "on guard" to the embryo fencer. Gradually, however, new muscles are developed, and after about a month's training, the position begins to feel comfortable, and you suddenly find it possible to relax. It is then that your scores take their first big jump. About that time, you will notice that every wild shot you throw is caused by an incorrect strained position of some part of the body, which increases your entire nervous tension. To secure relaxation, after getting the correct body position, consciously slump down a little with your whole body.

A prerequisite to relaxation is correct breathing. To accomplish this, just before aiming, take a somewhat deep breath, let out part of it, and hold the remainder. Hold it by contracting your stomach, not by contracting your throat.

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ATTACKERS BEGIN ANNUAL BOMBING MANEUVERS

Twelve Attack planes from the 8th Attack Squadron, 3rd Attack Group, under the direction of Captain Latha A. Smith, took off on June 14th for Kelly Field, Texas, which station will be used as a base during the annual bombing maneuvers at Camp Stanley, Texas. Each squadron will spend about four days on the range.

Last year the Third Attack Group used obsolete planes as targets. The ships were arranged on the ground to simulate an enemy airdrome in time of war. When the Attackers finished operations on those old crates there wasn't one of them that would have been able to take off in pursuit had it been installed with a motor.

This year the target represents a battalion of Infantry deployed along a road. The figures are represented by silhouette targets and are in various positions representing troops in prone, kneeling and upright positions.

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AERIAL GUNNERY PRACTICE IN NORTHERN MICHIGAN

Plans for the annual aerial gunnery practice of the 15th Squadron, stationed at Scott Field, Belleville, Ill., have been completed. The Squadron will take its practice in conjunction with the First Pursuit Group at Camp Skeel, Oscoda, Mich. The practice season, starting about June 15th, is expected to be completed about August 1st. The personnel firing the course will be divided into three increments, and each increment will be at the camp about two weeks.

A detachment of about 30 enlisted men and five or six airplanes will be at the camp for the entire practice period, and the personnel performing the firing will be changed by transport.

IMPROVEMENTS AT FORT CROCKETT, TEXAS

MANY improvements were made at Fort Crockett, Texas, during the absence of the Third Attack Group on the recent Air Corps Maneuvers. A large detail of men, under the guidance of Master Sergeant Albert C. Granger, worked steadily to make such changes as were thought necessary.

A tar and gravel parking strip was laid down by the runway on the north side of the hangars. The road into the flying field was scraped, widened and then tarred. Grass was sown on the flying field; hangar floors were patched up and last, but not least, was the installation of a new flood light to replace the one wrecked some time ago.

All Attack planes at Fort Crockett have just been equipped with wheels in place of tail skids. This means that the grass will have a better chance on the flying field and that less dust will be raised in those spots where grass is having a hard time to get started. At the present time opinion is divided amongst the Group pilots as to the popularity of the new device. Most of them welcome the change.

Hardened old-timers, who seldom give way to any form of emotion, broke down the day the Group returned from the Maneuvers. The cause for the excitement was the speed with which the Group landed. No sooner were six planes down than six more were right behind them. There was a steady stream of taxiing planes after Headquarters Flight landed. Everything was timed perfectly.

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MAJOR HARMS BECOMES AIR OFFICER OF THE PHILIPPINES

On May 15th, Major Henry W. Harms, Air Corps, relinquished the command of Nichols Field, P.I., to assume the duties of Air Officer of the Philippine Department, with station at Manila. "We are sorry to lose Major Harms," says the Nichols Field Correspondent. "He has only been here one year, and it would take a blind man not to see what has happened to this post in the past twelve months. The many improvements are too numerous to list, but a few of the high lights will suffice. New Barracks and mess halls for the 2nd Observation and 66th Service Squadrons; new water tower; approximately 55 new airplanes and more coming; new motion picture sound equipment (the best in the Philippines); complete renovation of the officers' quarters; new hard-surfaced roads and the complete painting of all the buildings and shops. All we can say is that Major John B. Brooks, from Clark Field, who assumed command on May 15th, picked a soft spot to land."

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FIRST PURSUIT GROUP VISITS JACKSON, MICH.

A composite squadron of eighteen Pursuit planes and one Ford Transport from Selfridge Field, Mich., paid a visit to Jackson, Mich., on June 11th, at the invitation of the Exchange Club of that city. The Squadron, led by Major Gerald E. Brower, formed successively the letters "J", "N" and "A", and gave the citizens of Jackson a demonstration of formation flying prior to landing at the airport. The C-4 Transport, piloted by Lieut. Paul W. Wolf, carried in addition to mechanics, Mr. Ray Cooper, Manager of the National Air Shows at Detroit, and Lieut. Cluck, Air Corps, who were specially invited to be present. Another very special guest whom we were delighted to see again was our good friend, Jimmy Doolittle.

The pilots were guests of the Exchange Club of Jackson at a luncheon. This Club has been active in promoting and developing the marking of buildings and roads with signs as an aid to air travel. These markers have already proven invaluable to pilots, and the activities of the Club along this line of endeavor is very commendable. After a most enjoyable luncheon, the Squadron and the transport took off for Selfridge Field.

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Lieut.-Colonel John H. Jouett, Air Corps Reserve, who, while commanding the Third Attack Group resigned to return to civilian life, will once more take over the Attackers, although it will be for only a brief period of time. Col. Jouett has been ordered to active duty with the Group for a period of 14 days, July 5th to 18th.

ASSIGNMENT OF TECHNICAL SCHOOL GRADUATES

Under Special Orders of the War Department recently issued, the following-named officers, upon graduation from the Air Corps Technical School, Chanute Field, Rantoul, Ill., July 13th, will proceed to stations indicated for duty:

1st Lieut. Courtland M. Brown and 2nd Lieut. Walter A. Fenander to Scott Field, Belleville, Ill.; 2nd Lieuts. Philip D. Coates to Brooks Field, Texas; Paul T. Cullen and James F. Olive, Jr., to Mitchel Field, N.Y.; George W. Hansen to Air Corps Training Center, Duncan Field, Texas; Robert S. Macrum to the Air Corps Training Center, Duncan Field, Texas; Minton W. Kaye to March Field, Calif.; George G. Northrup to Crissy Field, Calif., and Willard R. Shephard to Mitchel Field, N.Y.

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DETAIL OF OFFICERS TO AIR CORPS TECHNICAL SCHOOL

The following-named 2nd Lieutenants of the Air Corps, under Special Orders of the War Department recently issued, are detailed as students at the Air Corps Technical School, Chanute Field, Rantoul, Ill., to take courses of instruction, as indicated, commencing October 1, 1931, viz:

Maintenance Engineering

Alva L. Harvey	Brooks Field, Texas.	Donald J. Keirn,	Rockwell Field, Calif.
Robert M. Kraft	Mather Field, Calif.	Chas. B. Stone, III,	Rockwell Field, Calif.
Harold L. Mace	Chanute Field, Ill.	Anthony Q. Mustoe	Chanute Field, Ill.
Albert L. Alexander, Jr.	Pope Field, N. C.	Arthur F. Merewether	Mitchel Field, N.Y.
Frederick A. Bacher, Jr.	Scott Field, Ill.	Charles K. Moore	Post Field, Okla.
Merrill D. Burnside	Langley Field, Va.	Thomas S. Power	Langley Field, Va.
Lawrence H. Douthit	Brooks Field, Texas	Samuel O. Redetzke,	Ft. Sam Houston, Texas
Robert L. Easton	Fort Crockett, Texas	Minthorne W. Reed,	Selfridge Field, Mich.
Karl G. E. Gimmler	Fort Crockett, Texas	Fred O. Tally	Fort Crockett, Texas
August W. Kissner	Mitchel Field, N.Y.	Herbert H. Tellman,	Selfridge Field, Mich.
Julius K. Lacey	Selfridge Field, Mich.	Lorry N. Tindal	Mitchel Field, N.Y.

Aircraft Armament

H. F. Gregory	Chanute Field, Ill.	1st Lt. J. A. Madarasz,	Chanute Field, Ill.
John E. Bodle	Long Beach, Calif.	Ivan M. Palmer	Duncan Field, Texas
Walter R. Agee	Kelly Field, Texas	John L. Nedwed	Fort Crockett, Texas
Frederick E. Calhoun,	Fort Crockett, Texas	Richard D. Reeve	Brooks Field, Texas
Wilbur Erickson	Ft. Leavenworth, Kans.	Morley F. Slight	Selfridge Field, Mich.
John H. Ives	Langley Field, Va.	Casper P. West	Langley Field, Va.
John J. Keough	Fort Sill, Okla.	Dudley E. Whitten	Fort Sill, Okla.
William R. Morgan,	Selfridge Field, Mich.		

Communications

Albert W. Shepherd	Chanute Field, Ill.	Ralph E. Holmes	Fort Sill, Okla.
Daniel C. Doubleday	Mather Field, Calif.	Roy H. Lynn	Fort Sam Houston, Texas
Forrest G. Allen	Mitchel Field, N.Y.	Lawrence C. Westley,	Fort Crockett, Texas
James K. DeArmond	Langley Field, Va.	Daniel B. White	Fort Crockett, Texas
Richard I. Dugan	Fort Sill, Okla.	Draper F. Henry	Mitchel Field, N.Y.

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SCOTT FIELD AIRSHIP TRANSFERRED TO LANGLEY

The Airship TG-11-271, transferred to Langley Field, Va., from Scott Field, Ill., with Lieut. Shively in command, Lieut. Paul and Tech. Sgt. Short, co-pilots, arrived on May 23rd. The ship was flown by way of Dayton in order to allow the lighter-than-air pilots on duty at Wright Field an opportunity of flying her but, due to weather conditions there, Lieut. Shively decided to push on to Langley Field. Although the flight from Dayton to Langley Field was made in slightly more than six hours, ice formations were encountered over the mountains which for more than an hour threatened the destruction of the ship. During this time it was necessary to run the engines at greatly reduced speed and still maintain altitude, as there was great danger of ice being thrown through the envelope by the propellers. At the same time it was necessary to maintain sufficient speed to prevent the ship from coming down in the mountains, as she was very heavy due to the ice. Upon several occasions particles of ice struck the side of the car. Fortunately, however, none entered the envelope. The remainder of the flight was just a joy ride compared to that hour through the ice clouds.

CRISSY FIELD RADIO ACTIVITIES

The Fiscal Year 1931 has been a busy one for the 91st Observation Squadron in its activities involving cooperation between the Air Corps and Ground troops. In most of these cooperative missions, two-way radio communication has been the most important feature of the mission, and the results have been more than satisfactory. For the instruction of ground troops the squadron has simulated Attack, Bombardment and Pursuit Aviation in many instances, providing additional interest for the Observation pilots and making for their versatility.

Liaison, contact, reconnaissance and artillery adjustment missions taxed the observers to their limits, oftentimes when the progress of the battle on the ground showed rapid and unexpected developments. Many officers of the 91st have found that the observer is just a little bit busier than the proverbial cat. Though the radio had functioned perfectly, the observer found even that too slow to convey all he had learned by his observation.

The 11th Cavalry, 6th and 63rd Coast Artillery, 10th and 76th Field Artillery, 5th Infantry Brigade Headquarters, 7th, 30th and 38th Infantry are among the units cooperated with. These missions took our airplanes to Vancouver Barracks, Washington; Fort Worden, Washington; Fort Lewis, Washington; Fort Missoula, Montana; Fort Douglas, Utah; Fort MacArthur, Calif., and in several instances our airplanes have gone to Rockwell Field to simulate Bombardment in cooperation with the Navy and Marine Corps. On one occasion five of our airplanes operated with ground units at Vancouver Barracks, Forts Worden, Lewis, Missoula and Douglas, being away from Crissy Field more than a month under Captain H.W. Prosser. Again, Captain Lynd had five airplanes at Fort Lewis for five days' operation with the Third Division.

Captain Prosser with a detachment of the 91st Squadron took the field at Salinas, Calif., to work with the troops from the Presidio of Monterey, operating in Gigling Reservation. On all these flights radio communication was paramount. Radio communication with Crissy Field was maintained to a distance of more than two hundred miles when our airplanes were departing on or returning from these missions.

During this time the local training featured radio communication, objectives being changed or added by the station commander, while the airplanes were already on previously assigned missions. Lieut. A.L. Smith, Communications Officer, and his assistants, Lieuts. Byron Cooper and J.K. Poole, by considerable effort, assured the success of these missions as to functioning of equipment and control of a number of observation teams over a great area, each on a separate mission. Pilots and observers were instructed on the ground by Lieut. Smith in the care, operation and maintenance of the radio sets, including considerable of the theory of radio. An examination, given by the Corps Area Signal Officer involving questions on radio theory and practical operation of the sets and a code test, found the 21 of the officers of the 91st Squadron, who were present at the time of the examination, proficient.

As a result of all this training, a better understanding and more perfect teamwork in operation with all arms of the service have been brought about. The BC-152 receivers with which the squadron is now equipped have contributed materially to the success that has followed our communications activities.

The Communications personnel were called upon to produce in but a few days a satisfactory ignition shielding job on a BT-2B airplane. Lieut. P.C. Wilkins, Engineering Officer, contributed largely to the dispatch with which this task was completed. This airplane was then equipped with transmitter and receiver. The three BT-2B airplanes having shielded ignition systems were equipped with BC-GN-152 receivers, operated by the pilot for the Flight Leaders on Air Corps Maneuvers. The Y1C-14 cargo airplane was then equipped with radio transmitter and receiver, and the 91st Observation Squadron departed for the Maneuvers.



BROOKS FIELD RADIOMEN TOUCH THE CORNERS OF THE WORLD

The amateur short wave radio station W5AUC, located in the Radio Laboratory of the Ground School, Brooks Field, Texas, went on the air May 4th with a continuous 24-hour operating period to test the reliability of the radio apparatus which constitutes the present 75 watt short wave transmitter operating on a frequency of 7250 Kcs. in the forty meter band. Two experienced operators were on duty, Carl W. Muller and Charles K. Smith, of the 46th and 52nd School Squadrons, respectively.

In the course of the 24-hour continuous operation, this station carried on two-way communication with the following countries: Cuba, China, Canada, Mexico, Nicaragua, Hawaii, Haiti, New Zealand, French Oceania (Island of Tahiti), as well as every State in the United States. The cards have already started to come in verifying the two-way communication with these various stations. During the test one operator was on duty four hours, while the other caught up with the sleep, and could be noticed sprawled either on the work bench or the floor of the Lab. During the day, Cadet classes had to be conducted, and the two instructors were seen with drooping lids.

The 24-hour test proved highly successful, and W5AUC announced to all Brooks Field that Mother's Day messages would be transmitted to any address in the world. Within two days after this announcement, exactly 280 were filed to be sent to addresses all over the world. The four radio instructors, Muller, Jones, Smith and Miller were set to work typing out the messages. This very busy scene reminded the Cadets of the City Room of some large newspaper. The messages were grouped according to the geographical locations of the addresses. The transmitter was on the air transmitting Mother's Day greetings from May 7th to the 11th. Brooks Field became known to the amateur radio world, and any station worked after the grand rush would say that he had handled some of its messages.

Station W5AUC is a member of the American Radio Relay League, which is composed of 20,000 transmitting amateurs all over the world, and most of these send and receive or relay messages free of charge to any address in the world. The station is still in the process of construction, and when completed will be the finest and the most powerful amateur radio station in the South. It will be a 500-watt crystal controlled transmitter (main transmitter) and will a rotating beam antenna which will enable W5UAC to communicate consistently with any station in the world, facilitating the handling of messages direct without relay. This station will be active in American Radio Relay League and Army Amateur activities.

Now that W5UAC is known to all of the amateurs of the U.S.A. and parts of the world, and the messages have dwindled down to normal again, Muller and Smith, the two operators, can catch up on some long lost sleep.

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NEW RADIO EQUIPMENT FOR FIRST PURSUIT GROUP

Lieuts. John S. Griffith and F.I. Jacobs ferried two P-12 planes to Camden, N.J., where two five or six meter RCA command sets were installed. The installation was made at the RCA factory. The Group is to receive six Western Electric Command sets, which will be placed in the group and squadron commanders' airplanes. This installation is now being completed at the Fairfield Air Depot.

With these new transmitters and receivers, improved results are expected in the radio control of group and squadron maneuvers and problems.

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The 28th Bombardment Squadron, stationed at Nichols Field, P.I., priding itself as a very versatile organization through having flown various types of service planes, now comes forth in a contribution to the News Letter, with the following statement:

"The Bombardiers are no longer sold on the idea that it requires quick thinking to fly Pursuit planes. We have found them very easy; so easy, in fact, that we only fly them when we want a rest. However, we prefer the dignity and stateliness of a somber, menacing bomber to the harmless buzzing of a gadfly."

It is to be presumed, of course, that the above will be greeted with shouts of derision, Harlem Huzzahs or Bronx cheers when it catches the eyes of the Pursuiters. However, the statement is not quoted with the idea of precipitating a riot, but merely because it tickles the funny bone.

The CATERPILLAR CLUB

It is gratifying to note that so far this year there has been a terrific slump in Caterpillar Club, Common,

The records disclose that during the period from January 1 to July 1, 1930, a total of 65 emergency jumps were made, as against 34 for the same period this year, a drop of 31 points.

At this time no figures are available as to the total flying time for this year, as compared to last year, so that other comparisons may be made and, incidentally, arrive at some sort of conclusion as to the cause for the much wished for slump. However, as far as military aviation is concerned, it may be safely assumed that just as much, if not more, flying time was accumulated the first half of this year as the year before. Touching on the Air Corps alone, it may be said that considerably more flying time was accumulated so far this year, since the Maneuvers alone accounted for approximately 38,000 hours. Despite this increase in flying time, the records disclose that, taking only into consideration emergency jumps made by Air Corps Regular and Reserve personnel, five more emergency jumps were made during the first six months last year than this year, the figures being 23 against 18.

In the last compilation of the roster of the Caterpillar Club, which appeared in the News Letter of March 19th, the figures then given were 350 lives saved and 363 emergency jumps made. At this writing, a total of 371 lives have been saved by the parachute in this country, and 386 jumps made, 15 being repeaters. The latest members of the Caterpillar Club to be honored with Second Degrees are Major James H. Doolittle and 2nd Lieut. Arthur R. Kingham, both of the Air Corps Reserve. Major Doolittle, whose first jump occurred during the Air Races at Cleveland, Ohio, September 1, 1929, received his second initiation on June 23rd at East St. Louis, Ill., when the fabric tore loose from the wings of his plane while traveling at an indicated speed of 235 miles an hour. Lieut. Kingham, who became a "Silk Sailor" on December 6, 1930, near Waco, Texas, while a Flying Cadet undergoing training, "rode the goat" again on June 9th last when, flying near Sacramento, Calif., his Pursuit plane went out of control at 1500 feet altitude.

Colonel Charles A. Lindbergh is still "Monarch" of the Caterpillars with four jumps. There are no Third Degree members, so far as known, but Second Degree Members, in addition to Doolittle and Kingham, are: Captain Frank O'D. Hunter, Lieuts. Eugene H. Barksdale (deceased), James T. Hutchison and Sergeant Miller, Air Corps, Ernest E. Dryer, James Rutledge, Al. Wilson, Samuel J. Samson, Harry Sievers and Verne E. Treat, civilian pilots.

Candidates initiated into the Caterpillar Club since the last tabulation are listed below, as follows:

No.	Date	Name	Rank	Place of Jump
1930				
339	Dec. 22	J.W. Ludington	Private, Air Corps	Fort Riley, Kansas.
340	Dec. 22	L.E. Massie	2nd Lt., Air Corps	Fort Riley, Kansas.
1931				
353	March 23	R.C.W. Blessley	Capt., Air Corps	Selfridge Field, Mich.
354	March 24	J.C. Torrien	Pharmacists Mate, USN	Condega, Nicaragua.
355	March 24	J.P. Grando	Private, U.S. Marines	Condega, Nicaragua.
356	March 24	J.J. Vlack	Private, U.S. Marines	Condega, Nicaragua.
357	April 5	Justin C. Ford	Private, Air Corps	Bakersfield, Calif.
358	April 5	James T. Cumberpatch	1st Lt., Air Corps	Bakersfield, Calif.
359	April 6	Joseph A. Brier	Flying Cadet, A.C.	Kelly Field, Texas.
360	April 8	Edward L. Pugh	Lieut., U.S. Marines	Managua, Nicaragua.
361	April 8	Conradi	Private, U.S. Marines	Managua, Nicaragua.
362	April 13	Charles G. Breene	Captain, Air Corps	Langley Field, Va.
363	April 13	Charles A. French	Major, Coast Artillery	Langley Field, Va.
364	April 15	Paul Hovgard	Civilian	Washington, D.C.
365	April 25	Anthony Sieklecki	Civilian	Long Island, N.Y.
366	April 28	Peter T. Hubert	National Guard	Chicago, Ill.
367	April 28	James C. Richardson	Sgt., Air Corps	Fort Benning, Ga.

368	April	29	Ernest K. Warburton	2nd Lieut., Air Corps	Selfridge Field, Mch.
369	May	27	F.N. Kivette	Lieut. U.S. Navy	Ream Field, Calif.
370	May	27	F.S. Golding	A.M.M., U.S. Navy	Ream Field, Calif.
371	June	6	Harold R. Osborne	Private, Air Corps	Chamute Field, Ill.
332	June	9	Arthur R. Kingham	2nd Lt. A.C. Reserve	Sacramento, Calif.
166	June	23	James H. Doolittle	Major, A.C. Reserve	East St. Louis, Ill.

Due to the lack of space in this issue of the News Letter, the details covering the emergency jumps above enumerated cannot now be given but, because of the unusual character of Private Osborne's initiation, the report covering same is quoted below, as follows:

At 9:45 a.m., Friday, June 5th, while making a live parachute jump from an O-25A Observation airplane, at an altitude of 2,000 feet, Private Harold R. Osborne, 27th Pursuit Squadron, Selfridge Field, a student in the Parachute Riggers Course at Chamute Field, Ill., spoke intimately with his Maker in an experience which happens once in a man's life. As the only Transport plane at Chamute Field, a C-3, was out of commission awaiting a new tank, arrangements were made to take up five parachute riggers at a time in the rear cockpits of five O-25 Observation planes flying in open formation to afford them an opportunity to make voluntary parachute jumps prior to their graduation. Jumps were made by four of the men over Chamute Field without incident, but the fifth man, Private Osborne, met with a mishap.

Private Osborne jumped at 9:45 a.m., when about 2,000 feet over the flying field, but had pulled his rip cord before he left the plane. While he himself cleared the empennage, the already opened 'chute fouled the counterbalance of the right elevator. Immediately the parachute tore from the skirt to center reinforcement, leaving him suspended by a pair of shroud lines. The main part of the parachute with the rest of the shroud lines alternately hung slack, then partly filled with air, and went slack again, whipping Private Osborne's face and causing him to swing violently fore and aft in pendulum fashion. Still the pair of shroud lines that suspended him would not cut or fray enough to part.

In the meantime the pilot of this plane, 2nd Lieut. Charles H. Deerwester, was having no easy time. The moment the parachute fouled his flipper, the plane was suddenly checked and then lost about 20 miles in air speed, showing an insatiate desire to climb to the moon. Fortunately, the "Conqueror" engine was equal to the task. Still, to keep the plane level, even after full stabilizer correction had been made, required a strong arm. Lieut. Deerwester managed it for almost an hour until he was finally relieved of his unusual load. Private Osborne, in excellent physical condition, kept his head and preserved his strength for what appeared to be his only chance to eat again at Chamute Field's General Mess.

As soon as it became evident that Private Osborne could not release himself, and that his emergency 'chute was still unopened, steps were taken to cut him loose. Among the numerous volunteers, one armed with a sickle, another with a butcher knife and others with all sorts of cutlery, 1st Lieut. Howard E. Engler, pilot, and 2nd Lieut. Austin A. Straubel, passenger, were chosen. Taking off in a second O-25, these officers overtook the other plane, their plane bearing the inscription "Follow Me" chalked on its side. They succeeded in lowering a pocket knife in a shot bag suspended by a light cord to Private Osborne. The delivery was by no means easy, due to the violent swinging of the hapless man, but it was finally effected. As he grasped the swinging knife, his entire outlook toward life changed immediately. He cut the shroud lines, fell free, opened his emergency 'chute and made a safe and slow descent into a soft field about five miles north of the Champaign, Ill. city limits. Both planes landed nearby, found him uninjured, save for some shock caused by his novel ride, and a few bruises on his face from the whipping of the shroud lines. The return of the two planes to Chamute Field was the occasion of an enthusiastic demonstration. Private Osborne was thoroughly congratulated upon his thrilling escape, and the officers concerned carry the warmest feeling of commendation of the entire command for their initiative, quick thinking, and unusual ability demonstrated in freeing the helpless soldier from his impossible predicament; Lieut. Deerwester for maintaining steady flight with his worse than crippled airplane; Lieut. Engler for his careful flying and excellent judgment, and Lieut. Straubel for accomplishing the almost impossible feat of placing a knife from one airplane in the hands of a man suspended from another at the end of a torn parachute.

Private Osborne, in the best of spirits, proceeded to an interview with the Flight Surgeon, and upon lying down to rest was found still to be holding the rings of both rip cords, to be preserved in his collection for all time.

PURSUITERS LEAVE TOLEDO SOMETHING TO REMEMBER THEM BY

WHEN the 1st Pursuit Group descended on Toledo, Ohio, after a pre-Maneuvers problem on May 12th, the gaming populace of that city benefited to the extent of more than \$10,000 actual cash as a result.

It seems that policy game players correlated the appearance of the planes on that date with a certain "dream book" explanation and crashed through in a big way to win a 600 to 1 shot. One policy game operator alone admitted he lost \$9,500. This operator explained that certain "dream books" which policy game players follow faithfully for hunches, gave 615 as the number in a dream in which airplanes appear. Then it so happened that 615 was the winning number in the game on May 12th, and hundreds of players had picked it, with a tremendous loss to the operators.

Another result of the trip was to stir within the breast of a rural youth near Toledo an intense desire to "git into the aviation" so he could "show the women folks". His letter to the Commanding Officer of the 1st Pursuit Group follows:

"Dear Sirs:

I saw the hell cats when you came in toledo to attack the city tuesday morning at 10:30 a.m. I watch you for 20 minutes and it was very nice, but when you flew right over our house i said to my mother that i would not mind being up there with you. She said that I could join the army if i wanted to and I want to join the Hell-Cats. THAT is in the army isn't it? Well, I suppose you want my age & height? Well here it is. I'm 19 years old and I'm 6 feet 3 $\frac{1}{2}$ inches tall. I have tried to get in the AVIATION but some fliers say that I can't git in be-cause I'm deaf in one ear and I have been that way all my 19 years.

Do you think I could get in the army and be a flier so my mother would be proud of me. I have a sweetheart and she does not give a --- for me any more because I have no money to take her any place. Will you give me a trial? just once?

Yours truly,
YOUR Friend."

The name "Hell-Cats" had been given the Group by a Toledo newspaper which waxed enthusiastic on the occasion of a preceding flight over their city.

The visit to Toledo which resulted in the above article and letter took place on May 12th, when 75 Pursuit planes performed Group Maneuvers, radio-controlled, for a few moments over Toledo and practiced landing, parking and taking off from the Toledo Airport as a preliminary exercise for the pending Air Corps Maneuvers. The pilots were guests of the Toledo Commerce Club at luncheon, after which the Group returned to Selfridge Field.

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EXPLORING THE WILDS OF THE PHILIPPINE ISLANDS

During the course of a recent cross-country trip in the Philippines, which was made in a B-3A Bomber, piloted by 2nd Lieut. A.J.K. Malone, who was accompanied by Major-General Paul B. Malone; his aide, Captain O.S. Robles, Infantry; and Staff Sergeant S.B. Young, Crew Chief, a landing was made on the bank of a river in the heart of the mountains of Nueva Vizcaya Province in Northern Luzon, where no plane had ever landed before. In fact, few planes ever fly over this section.

Incidentally, this country is the home of the Ilongots, the most primitive mountain natives in the Islands, who still engage in head-hunting. There being no roads, and the nearest civilized settlement - Echague - being two days distant by foot and banca, few white men ever visit this section. The so called landing field was the side of a hill covered with cogon grass. Aside from being rough, it was good enough for a B-3A to get in and out of.

The Ilongots were terribly afraid of the plane at first and thought it was a big bird that made much noise because it was very wroth. In time, however, they overcame their fears and became very curious.

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Prince Takamatsu, returning to Japan with his bride, after an extended honeymoon in America, was escorted out of the Golden Gate by a six-ship formation from Crissy Field, Presidio of San Francisco, Calif., the flight leader being Captain Harvey W. Prosser, Air Corps.

SECRETARY OF WAR VISITS CHANUTE FIELD

The Secretary of War, Hon. Patrick J. Hurley, arrived at Chanute Field on the evening of June 15th, by air, in his flying office - a specially equipped Ford C-4 Transport - piloted by Lieut. Cousland, from Peoria, Ill., departing from Chanute Field for eastern points at 11:00 o'clock the following morning.

While at Chanute Field, Mr. Hurley inspected the station with the Commanding Officer, Captain Samuel C. Skemp, A.C., and on the forenoon of June 16th met at Headquarters a delegation of civilian officials and business men from Urbana, Champaign, Rantoul and other nearby communities, headed by Congressman Adkins, of Illinois. A conference ensued during which Mr. Hurley was urged to retain Chanute Field as an active Army post on its present status. Mr. Hurley stated frankly and emphatically that, due to the policy of economy and maintaining present efficiency, it was his intention and that of the War Department to move Chanute Field to a location near Wright Field, Dayton, Ohio, and that this would be done unless a direct order to the contrary were issued by Congress. Mr. Hurley further stated that it would be possible to have moved Chanute Field piecemeal, so gradually that the move would be completed before the action were known, but that he would rather tell the representatives of this district frankly that the move is fully intended. He further stated that the move would not be made at once because of the economic pressure of the present business depression which might seriously affect the surrounding district.

Upon taking off from Peoria, damage caused the tail surfaces of the Transport through swinging into a visiting car which had rushed up, required repairs at Chanute Field. These repairs were accomplished during the night hours at Chanute Field by the Department of Mechanics of the Air Corps Technical School, with the result that the airplane was ready for Mr. Hurley at his scheduled time of departure.

During his visit at the field, Mr. Hurley was the house guest of Lieut. and Mrs. Wm. C. Farnum, A.C., at their residence in Rantoul. Lieut. Cousland was the guest of Capt. and Mrs. Samuel Connell, A.C., at their quarters at Chanute Field.

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WORK OF TRANSPORT GROUP PLEASES ITS COMMANDER

Returning to the San Antonio Air Depot by air, via Fort Bragg, N.C.; Montgomery, Ala., and Shreveport, La., from his participation as Commanding Officer of the 31st Transport Group (Provisional) in the recent Air Corps Maneuvers, Lieut.-Colonel A.W. Robins expressed himself as greatly delighted at the success with which the Demonstrations were attended and stated his belief that the experience gained therein will be most salutary in connection with the problems of national defense.

As the 31st Transport Group was the first organization of its kind to be employed in Army tactics, he stated that he was particularly pleased with the excellence of the work performed by it, the efficiency of the personnel composing it, and the manner in which it fulfilled its functions as a part of the Division in the rapid and effective air transportation of personnel and materiel.

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SCOTT FIELD PIGEONS SHOW THEIR SPEED

Scott Field's pigeon loft carried away the premier honors in the last race of the St. Louis pigeon club. The Army birds took first, second and sixth places in this 207-mile race for yearlings, thus vindicating the judgment of Staff Sgt. Max Bronkhurst, pigeonier, who had predicted fine performance for his young birds. In winning the race, the Scott Field birds averaged a speed of nearly 1400 yards per minute.

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During a recent night flight of six ships at Selfridge Field, Lieut. Morgan, flight leader, had his stabilizer and flippers hit with enough force to bend them at a considerable angle, locking his elevator control. Overcoming his initial impulse, which was to jump, he brought the ship in safely by the ticklish stabilizer and gun method, executing the maneuver skilfully under exceptionally difficult circumstances. On the following day, Lieut. Estes had a similar experience. Both officers were commended by the Commander of the First Pursuit Group for their exhibitions of skill.

A UNIQUE AIRPLANE MISHAP

AN exceedingly rare instance of an airplane pilot being overcome by monoxide poisoning during flight culminated in a rather trying experience for his companion in his endeavor to take over the control of the airplane to avert a serious disaster.

Two student officers of the Aerial Photography Class of the Air Corps Technical School, Chamute Field, Rantoul, Ill., were engaged in taking photographs at an altitude of 12,000 feet over Chicago for the purpose of making a mosaic of that city, when the photographer sensed that the plane suddenly went into a steep dive, an unusual maneuver for work of this character. The officers, 2nd Lieuts. Philip D. Coates, pilot, and James S. Olive, Jr., photographer, had completed about three hours' work at their high elevation over the mid-western metropolis, when things began to happen, and Lieut. Olive became involved in the most thrilling flight of his career in the Army Air Corps.

Upon going forward to confer with the pilot regarding the most unusual behavior of the plane, Lieut. Olive found Lieut. Coates in an unconscious condition. He had fallen forward in his seat, his shoulders pressing the control stick forward, with the result that the airplane was diving at a speed of approximately 170 miles an hour. Vigorously shaking the pilot in an endeavor to arouse him from his stupor and finding this in vain, Lieut. Olive grasped Lieut. Coates and held his unconscious form back into the seat, reaching forward with his right hand while standing behind the seat. Straining on the control stick, he brought the airplane back to fairly normal condition of flight, but in doing so lost about 3,000 feet of altitude over Chicago and was heading toward Lake Michigan.

It was impossible for him to reach the rudder bar to effect a change in the direction of the plane. He attempted to remove Lieut. Coates from the seat, but the latter's feet were extended and hooked over the rudder bar and effectually prevented Lieut. Olive reaching it. Every time Lieut. Olive released his hold on the pilot, the latter would slump forward against the control stick, and each time he hauled the pilot back and released his own hold on the stick, the airplane would go into a sharp zoom. Finally, through almost superhuman efforts, Lieut. Olive was able to pull back the back of the pilot's seat and place Lieut. Coates in a prone position. Even then being unable to reach the rudder, he straddled Lieut. Coates' prostrate form, turning and flying the plane towards Chamute Field at 6,000 feet with the stick only, standing in this awkward position and, in addition, holding Lieut. Coates' head in his other hand near an open vent. This continued for about 45 minutes, when Lieut. Coates showed signs of reviving.

After Lieut. Coates became fairly rational, he attempted to fly the airplane but could not regain full consciousness or sense of coordination. Lieut. Olive removed him from the pilot's seat as soon as enough strength had returned to enable him to accomplish this, and placed him in the rear compartment of the photographic plane, where he suffered acute nausea.

With the controls at his command, Lieut. Olive flew the airplane to Chamute Field and landed. At this time Lieut. Coates has regained his normal faculties to some degree and, while still suffering tremors and nausea, was able to talk and walk to the hospital, where he was cared for by the Flight Surgeon.

Upon investigation it was found that Lieut. Coates had suffered a serious attack of monoxide poisoning, due to an unusual break in the exhaust line leading through a heater jacket, allowing exhaust gases to fill the interior of the airplane immediately around the pilot. The photographer was not affected by the fumes, since he had been taking vertical photographs through an opening in the floor of the plane and had been breathing only fresh air.

This incident so happily ended goes down in the history of Chamute Field and the School as one of the most unique experiences which had befallen airmen at that station, and Lieut. Olive was heartily congratulated upon his resourcefulness in bringing both Lieut. Coates and himself out of a most dangerous and hazardous aerial situation.

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The 55th Pursuit Squadron, now stationed at Mather Field, Sacramento, Calif. has been ordered transferred to Wheeler Field, Hawaii, effective July 15, 1931. The Squadron was organized this Spring, presumably as one of the three Pursuit squadrons intended for station outside of the continental limits of the U.S.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

CHANGES OF STATION: To Maxwell Field, Ala.: Major Robert C. Candee, Capt. David S. Seaton, 1st Lieuts. James T. Curry, Jr., Charles McK. Robinson and John DeF. Barker, Langley Field, for duty on Staff and Faculty of A.C. Tactical School; Major John F. Curry, Langley Field, as C.O. and Commandant of Tactical School; 2nd Lt. Haywood Hansell, Jr., from Langley Field; 1st Lieut. George C. McDonald, Langley Field, for duty on Staff and Faculty of Tactical School; Major George E. Lovell, Langley Field, for duty as student at Tactical School; Captains Claire L. Chennault and Donald Wilson, Langley Field, for duty on Staff and Faculty of Tactical School; 1st Lieut. Ernest E. Moon from Chamute Field, Ill.

To Langley Field, Va.: 1st Lieut. Reginald R. Gillespie, March Field; 1st Lieut. Marion L. Elliott, Selfridge Field; Capt. Eugene L. Eubank, upon completion course of instruction at Tactical School; 1st Lieut. Lloyd E. Hunting, upon completion tour of duty in Panama; Capt. Wm. D. Wheeler, upon completion course of instruction at Tactical School.

To Materiel Division, Wright Field, Ohio: Capt. Romeyn B. Hough, upon completion of course of instruction at Harvard School of Business Administration; 1st Lieut. Albert B. Pitts, upon completion course of instruction, Sheffield Scientific School, Yale University; Major Robert LeG. Walsh, Assistant Military Attache for Air, Paris, France.

To Panama Canal Department: 1st Lieut. Robert D. Knapp, Brooks Field, sailing from N.Y. Aug. 28th; 1st Lieut. Jasper K. McDuffie, Kelly Field, sailing Oct. 22; Capt. Alvan C. Kincaid, from Air Corps Training Center, Duncan Field, Texas.

To Hawaiian Department: Capt. Carl F. Greene, Wright Field, sailing about Aug. 28th; 1st Lt. Demas T. Crow, Kelly Field, sailing about Oct. 2nd.

To Philippine Department: 2nd Lieut. Frederic E. Glantzberg, upon completion course of instruction at Air Corps Engineering School, sailing about Nov. 4th.

To March Field, Calif.: 1st Lieut. Howard Z. Bogert, upon completion course of instruction at Massachusetts Institute of Technology; 2nd Lieut. Tom W. Scott, Rockwell Field; 1st Lts. Harold W. Beaton and Westside T. Larson, upon completion course of instruction at Air Corps Tactical School; 1st Lieut. Harold F. Rouse, upon completion tour of duty in Hawaii; 1st Lieut. Harold D. Smith, upon completion tour of duty in Panama.

To Bolling Field, D.C.: 1st Lieut. Thomas D. White, March Field; Capt. Wm. V. Andrews, upon completion course of instruction at Tactical School.

To Crissy Field, Calif.: Major Michael F. Davis, Office Chief Air Corps.

To Office of Assistant Secretary of War, Washington: Major Walter G. Kilner, Office Chief of Air Corps; Capt. Idwal H. Edwards, Tactical School, Langley Field.

To Massachusetts Institute of Technology, Cambridge, Mass.: 1st Lt. Alfred A. Kessler, Jr. Wright Field, 2nd Lt. Carl F. Theisen, Selfridge, duty as students.

To Cleveland, Ohio: 1st Lieut. Charles Beckes, Philippines, for duty with 37th Division Aviation, Ohio National Guard.

To Air Corps Training Center, Duncan Field, Texas: Capt. U.G. Jones, Hawaiian Department; 1st Lieuts. Odas Moon and George A. McHenry, Tactical School, Langley.

To Brooks Field, Texas: Capt. Harry H. Young, Tactical School, Langley Field; 1st Lieut. John P. Kirkendall, March Field, for training, July 1.

To Scott Field, Ill.: Capt. John P. Temple, from Hawaiian Department.

To Washington, D.C. 1st Lieut. Edward E. Hildreth, University of Illinois, Urbana, for duty in Office Chief of the Air Corps.

Upon completion course of instruction at Air Corps Tactical School, Langley Field, Capt. Wm. S. Gravely to Fort Sam Houston, Texas; Lester T. Miller to Air Corps Training Center, Duncan Field, Texas; Charles A. Pursley to Mitchel Field, N.Y.; Emnis C. Whitehead to Selfridge Field, Mich.; 1st Lieut. Charles C. Chauncey to Fort Crockett, Texas.

PROMOTIONS: To Captain - 1st Lieuts. Leonidas L. Koontz and Edward D. Jones, rank from June 6th; to 1st Lieutenant - 2nd Lieuts. Walter L. Wheeler, rank June 6th; Norme D. Frost, rank June 9th; Edgar T. Noyes, James K. DeArmond, Harvey L. Boyden, rank June 1st; Linus D. Frederick, rank June 13th.

RELIEVED FROM DETAIL TO THE AIR CORPS: 2nd Lieuts. Aubrey E. Strode, Jr., to 34th Infantry, Fort Eustis, Va.; Stuart F. Crawford to 18th Field Artillery, Fort Sill, Oklahoma; Richard M. Bristol to 25th Inf., Douglas, Arizona.

DETAILED TO THE AIR CORPS, and to Brooks Field, Texas, for Primary flying TRAINING: 2nd Lieut. Barney A. Daughtry, Infantry.

RETIREMENT: 2nd Lieut. Alfred L. Beatie to proceed to his home to await retirement.

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The West Point Cadets arrived at Langley Field, Va., on June 14th. The 49th Bombardment Squadron is charged with the responsibility of training the Cadets this year. Most of the time of the West Pointers in the air this year will be in Bombing planes. In former years the primary training types of planes were utilized during the brief training period of the Cadets.

NOTES FROM AIR CORPS FIELDS

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Langley Field, Va., June 15th:

2d Bombardment Group: The three squadrons of the 2nd Bombardment Group are through a rejuvenating process to recover from the shock of running their motors almost wide open all the time in order to keep in front of the Pursuiters. Flying has been practically called off for three days in order to give the planes a thorough check.

Six pilots of the 2nd Bombardment Group are starting out on a very interesting trip to Panama. It has fallen to their lot to ferry three B-3A Bombers to France Field. The trip will be made in easy stages and should prove interesting and also very instructive to Lieuts. J.E. Adams, T.S. Power, S.T. Spivey, J.J. Ladd, L.G. Saunders and R.G. Cuno, the pilots chosen.

The training period of the 2nd Bombardment Group was resumed. The 20th and 96th Bombardment squadrons are preparing to run off their record bombing. They have a big advantage in doing it at this time of the year as against the winter time, when it gets so cold at high altitudes that it is very difficult to operate the bomb sight with great accuracy. The gunnery training was stopped early in the practice stage to enable the Group to prepare for the maneuvers. It is contemplated to finish this also during the summer.

Curtiss "Condor" Bombers came home to their old roost during the big maneuvers. The nine Condors of the 11th Bombardment squadron came to Langley Field as the last stopping place on the Maneuvers and, by an odd coincidence, they were lined up in front of the 96th squadron hangar, which was their original roosting place. A lot of the pilots who flew these ships on the maneuvers a year ago looked at them with longing eyes, because they still have a soft spot in their hearts for them.

19th Airship Company: The 19th furnished one airship and an Observation balloon for the Coast Defense during the recent Army-Navy joint Exercises, May 26th to 29th. Observation was furnished by the airship TC-11-271 for the territory outside the entrance to the Chesapeake, while the mission of the balloon was to furnish observation for the territory inside the entrance to the bay. During two of the phases, the airship was brought down by the attacking forces, but not before the ship had given valuable information as to the location of the enemy fleet. The balloon was also shot down on the last day of the Exercises but her work had already been accomplished. The observation furnished by these two craft aided materially in the final repulse of the attacking forces.

The 19th Company Baseball Team finally awoke to the fact that there is some strong competition for the Baseball Trophy in the various squadrons of the Post, especially the 49th, who are hanging doggedly on our heels. Already the 19th has dropped games to the 96th and 49th and is virtually tied with the 49th for first place. Both the 49th and 96th caught the 19th during a hitting slump and squeezed over victories by a one-run margin. Since then, the 19th has come back to beat both teams, principally through the splendid pitching of "Red" Tyrrell. As it looks at the present time, it will be necessary to play off a tie between the 49th and 19th to determine the Champions.

Fort Sill, Oklahoma, June 3rd:

On the morning of May 13th, Major L.H. Brereton, leading a flight of thirteen planes, departed for the Air Corps Maneuvers. Six of the pilots were officers of the 88th Observation Squadron, viz, Capt. L.P. Hickey, Lieuts. C.E. Shankle, R.I. Dugan, C.K. Moore, J.M. Joplin and H.C. Fleming. The remaining six pilots, from Kelly Field were Capt. B.F. Giles, Lieuts. J.K. McDuffie, Max Schneider, O.A. Anderson, H.A. Moore and A.L. Jewett. One mechanic accompanied each plane. Of the thirteen enlisted men, seven were from the 88th (Mr. Sgt. W.A. Wilson, Sgt. W.A. Carter, St. Sgt. I. Griffis, Sgt. P. Leonberger, Tech. Sgt. W.B. Townsend, Cpl. E.A. Brown and Pvt. D.B. Crouse), the remaining six being from the 43rd School Squadron, Kelly Field, - St. Sgt. L.B. Carr, St. Sgt. Emory Washburn, Cpl. E.W. Russell, Pvts. R.K. Hartman, Otto Buero and H.L. Simonson.

On May 15th, the 101st Provisional Pursuit Squadron, under command of Capt. J.K. Cannon, and the 102nd Provisional Observation Squadron, under command of Major F.L. Martin, arrived at this station for an overnight stop on their way to the Air Corps Maneuvers.

Tech.Sgt. John B. Von Euw reported at this station for duty from France Field, Panama Canal Zone. He is to replace Tech.Sgt. Harold E. Silliman, ordered to Panama Canal Zone.

Senator Elmer H. Thomas was ferried to Tulsa, Okla., by 2nd Lieut. James M. Roe.

40th Division Aviation, Los Angeles, Calif., June 10th:

Major Eldo A. Peterman, A.C., California National Guard, recently assigned to command the 40th Division Aviation, this station, is revealed by the archives as: Born July 25th, 1900, at Indianapolis, Ind. Graduated from University of California at Berkeley in 1925, with B.S. degree in Engineering and Aeronautics. During the year 1925-26 stationed at Brooks Field, Texas, graduating from the Army Air Corps Primary Flying School as Junior Airplane Pilot. Assigned to 40th Division Aviation, California National Guard on May 21, 1926. Promoted to 1st Lieutenant, March 21, 1927; to Captain on August 11, 1928, as Operations Officer; to Major on April 6th, 1931, and to Command of Squadron. "Pete" is free, popular and unwed, and smokes a vile meerschaum pipe. In civilian life he is chief of the engineering section in the Southern California offices of the Aeronautics Branch of the Department of Commerce.

The past month was rather quiet at Griffith Park Airport, with 5 ships and pilots with mechanics away on Air Corps Field Exercises. Drills were interesting and instructive, however, and have made up for the slack in flying hours. The shortage of gas is a critical situation. Pilots have been cut down on flying time to a bare few hours per month, - enough to draw pay but not enough to keep in flying trim. All pilots feel the lack of time in the air, and operations and missions have suffered, but we hope this condition will be cleared up this quarter.

Our 5 planes returned from the East on June 3rd, both pilots and ships war-torn, and weary. The men were full of enthusiasm over the results and experiences of the Field Exercises. The personnel of the expedition follows: Capt. George Sherwood, Commanding; Lieut. James Carroll, A.C., Unit Instructor; and Lieuts. John Sewall, Paul Whittier, Richard Hoffman; passengers were - Sgts. Lee Ellmaker, Rudolph Lemcke, Frank Chestnutwood, Frank Byerley and Adam Windberg. Each plane flew approximately 100 hours, including time to and from Griffith Park to Dayton. Approximately 6500 miles were flown during the trip, covering the area Los Angeles to Boston, to Washington, to El Paso, and return to Los Angeles. The route to Dayton via Abilene, Texas, and Louisville, covered 3 days. From Dayton the route covered Cleveland, Chicago, New York, Hartford, Boston, Albany, Atlantic City, Trenton, Philadelphia, Wilmington and Washington. From Washington, our planes returned to their home station via Fort Bragg, N.C., Birmingham, Dallas, El Paso and Tucson, in 4 days.

Congratulations are extended to 1st Lieut. Paul Whittier on his promotion to that grade, effective June 6th.

The final camp schedule of this squadron, covering active duty at Camp San Luis Obispo with the 40th Division, Calif. National Guard, July 19 - August 2, has been approved. We all look forward to an interesting two weeks in the field with other units of the Division, and hope we may take part in the night demonstration scheduled during our camp.

Crissy Field, Presidio of San Francisco, Calif., May 29th:

Although the majority of the officers of the 91st Observation Squadron were away at the Air Corps Maneuvers since May 10th, local activities were curtailed only slightly, as all of our Douglas O-25A planes were left at this station, BT-2's from March Field being loaned the 91st for the purpose of going on the Maneuvers.

Twelve officers, under the command of Capt. Walter F. Kraus, remained behind and have been performing intensive work on the 1931 training program, consisting of aerial gunnery, formation practice, cross-country flights and cooperative missions with the 30th Infantry.

On May 14th, Capt. H.W. Prosser, 2nd Lieuts. Allen Chapman, Arthur K. Morrison and Douglas F. Woolley, ferried two PT-3's which were due for overhaul, to Rockwell Field, and brought back with them four of our YPT-6 training planes from March Field. This journey required many hours of tedious flying and frequent stops for fuel replenishment.

Having enjoyed excellent sunny California weather for the past few weeks, a number of delayed photographic missions were completed by the 15th Photo Section, among them a 250-mile mapping project near Merced, Calif.

The absence of visiting airplanes this month was very noticeable, since the majority of the Pacific Coast Air Corps officers were sent East for the Maneuvers.

Headquarters, 4th Composite Group, Nichols Field, P.I., May 9th:

Group Headquarters: Organization Day was celebrated on April 11th with a picnic at the Calamba Sugar Central. Baseball games, swimming, horse-shoe pitching and golf were the minor features of the day, soft drinks and sandwiches being the high lights. We had as guest announcer for the occasion, 1st Lieut. I.D. Van Meter, Q.M.C. An interesting feature of the day was the sight-seeing trip through the cane fields and the coconut groves.

Mr. Sgt. Garber and St. Sgt. Tomlinson are spending the hot season at the Mountain Capital. They are reporting an enjoyable time.

2nd Observation Squadron: During the past month, personnel of this organization continued piling up hours on cross-country with the new Sikorsky Amphibians. Several trips were made to the Southern Islands.

On April 10th, a flight of O2's went to Leyte and returned the next day.

The two O-19's recently received are receiving quite a lot of attention.

Capt. Easterbrook, Squadron Commander, returned from Baguio March 30th, and Lieut. Ent is up there now.

Our Engineering Officer, Lieut. Everett S. Davis, is being transferred to Zamboanga, where he will supervise the establishment and development of Army airways in the south.

28th Bombardment Squadron: At the time of writing, several pilots of the 28th are ready to start firing record in the attack gunnery course and several others are nearly through the preliminary and practice firing.

On April 6th and 7th we participated in minor joint Army and Navy maneuvers. The object of the fleet was to force an entrance into Manila Bay, our part being to aid this attempt by attacks on Corregidor. This was carried out by simulated bombing from high altitudes by a five-ship formation on certain batteries, both on Corregidor proper and on Fort Hughes. At the same time, two attack flights from our squadron were ground-strafting the machine guns, anti-aircraft batteries and the battery control stations.

A little later we again assumed our dual role of attack and bombardment in sending out flights of each to welcome Governor-General Dwight Davis.

On the 10th and 11th, the squadron participated in a training flight to Legaspi, Albay and Tacloban, Leyte. The ships, five in all, were commanded by Capt. Edward C. Black, and manned by Lieuts. White, Stowell, Malone, McCormick, Wolfenbarger, Fisher and Huggins; Sgt. Young, Martini, Kirby, Norich, Bullock and Olson; and Pvt. Kiernan, radio operator. The trip was made in poor weather conditions and rain was encountered between Capul and Samar that was nobody's business. The old man said that the flying performed through the rain was one of the best examples of air discipline he had ever seen. The only other time in which as fine a degree of discipline was demonstrated was between Scott Field and Springfield, Mo., but, to spoil the effect, the squadron was turned back for a flight of Pursuit the bombers were dog-robbing for. They couldn't get through so the bombers were turned back also. The time down to Tacloban was five hours, and coming back, direct, the trip required four. Our host for the night, Mr. Price, made absolutely certain that none of us might suffer from hunger or thirst though he warned us that the water and milk of that country were contaminated.

Some of the most interesting country to fly over is here in the Islands, as proven by the trip, and one training flight per month is planned for the future, the next being to Jolo and Iloilo. On April 17th, Lieut. Malone, accompanied by Maj.-General Paul B. Malone, Capt. O.S. Robles, Inf., his Aide, and St. Sgt. S.B. Young, Crew Chief, departed in a B-3A bomber loaded down with hunting and camping equipment for a big game hunt of four days.

The flight returned on April 22nd and reported a very interesting and successful trip. They shot eleven deer in all and carried four bucks with them. They said they could have shot more, but only got those that could be consumed. Wild pigs and crocodiles were seen. No shots were gotten in on the pigs, but one large crocodile was shot. Two days before the hunting trip, Lieut. Malone, accompanied by Lieut. B. Turner, Inf.; Sgt. S.B. Young, Crew Chief; Cpl. O.J.

Brinick, Engr. Clerk; and Pvt. 1st Cl. R.D. Picard, Operations Clerk, made a flight in a B-3A bomber to the same place to see if a landing could be made. They landed, had venison for lunch and returned the same day. A good time was had by all and they returned with very interesting photos of the head-hunters. One more bomber is here now and five more are due in this month, which will bring our strength up to twelve ships. The gunnery season will be over by then, and from results so far it appears that there will be many experts.

Primary Flying School, Brooks Field, Texas, June 1st:

Flying Cadet Frederick L. Gunter can speak with authority concerning "that funny feeling" incident to the engine of one's plane developing trouble while blissfully flying along, necessitating a quick and effective landing. Cadet Gunter was flying about three miles from Brooks Field on May 19th, when his PT-3 developed engine trouble, with the result that the Cadet effectively demonstrated the efficacy of his flying training by landing without injury to himself or damage to his plane. He confesses to being a little breathless until he has accomplished the perfect landing.

Capt. E.W. Raley, 1st Lieut. Albert F. Glenn and 2nd Lieut. C.D. Wheeler journeyed to Buffalo, N.Y., to ferry here three Y1PT-11 planes, procured from the Consolidated Aircraft Corporation. These planes will be given service tests at Brooks Field to determine their adaptability for primary training.

The 46th School Squadron announced the following promotions, effective June 1st: Cpls. Eugene W. Lathan, Jr.; Porter W. Ferguson and Riley H. May to be Sergeants, and Pvts. Richard E. Deaton, Charles H. Shellito, Andy L. Adams, Jesse A. Heaton and Raymond C. Holt to be Corporals.

Tech. Sgt. Thomas C. Thompson, genial "postmaster" of Brooks Field, returned May 20th from 30 days' furlough spent at his residence at San Antonio. He possesses one of the most interesting homes in the city, valuable antiques and beautiful foreign handiwork forming many of the furnishings.

St. Sgt. Kramberg and Sgt. Hinkle, 58th Service Squadron, departed for foreign service, the former to Hawaii and the latter to the Philippines, for two-year tours. These non-commissioned officers made many friends while at Brooks Field, both among the commissioned and non-commissioned enlisted personnel, who are wishing them successful tours of duty.

1st Lieut. W.E. Baker, Personnel Adjutant; 2nd Lieuts. R.E. Cobb, Supply Officer, 52nd School Squadron; B.A. Bridget and J.F. Guillett, Flying Instructors, were placed on detached service at Kelly Field in order to participate in the maneuvers. 1st Lieut. C.B. McDaniel, Engineering Officer, 46th School Squadron, flying the C-9 Transport, with Sgt. Harry W. Pine, 11th School Group Hdqrs., flew the mechanics to designated fields during the course of the maneuvers.

The struggle for supremacy in the Brooks Field Baseball League, comprising the 11th School Group Hdqrs., the 51st and 52nd School Squadrons, the 62nd Service Squadron, the 58th Service and the 46th School Squadron, furnished plenty of excitement for the lovers of the grand old American game. On May 26th, the first four teams, above named, were tied for first place, each having won 8 and lost 6 games. In the games played up to May 26th, the 46th School Squadron scored a 5 to 2 decision over the 51st School Squadron. Croswaite, hurler for the 46th, fanned nine. The 11th School Group Hdqrs. won an uphill battle from the 58th Service Squadron, score 4 to 3. The 62nd Service Squadron, with Wood on the mound, trimmed the 52nd School Squadron, score 3 to 1. Denver Wood, who won all the three games he pitched for his team during the season, ran up his grand total of strike-outs to 21.

The closing day of the Brooks Field Baseball League witnessed a triple tie for first honors. Never before had the fight for baseball supremacy been so closely contested and hard-fought as the 1931 season revealed. The 11th School Group and the 51st and 52nd School Squadrons finished with nine wins and six losses in their 15-game schedule.

All through the season, the 52nd School Squadron had proven a rather easy mark for the Headquarters Squadron, losing all their three games. When the crucial series came, however, and these same two Squadrons clashed, the 52nd massacred Headquarters 13 to 0. Squadron 51 had it out with Headquarters and won a close contest, thus eliminating the Headquarters team from further competition. In the 3-game play-off between the 51st and 52nd Squadrons, the 52nd won the opener 5 to 4, after staging rallies in the 8th and 9th frames. The 51st eyed

up matters in the second contest, winning 9 to 8 after the game went into extra innings. The 51st came back in the deciding game and won 10 to 3. Not only did the 51st cop the usual trophy awarded to the champions each year, but also a cash prize of \$150, which was donated by the Brooks Field Officers' Club, the Consolidated Aircraft Corporation of Buffalo, N.Y., and the Lincoln Insurance Co., of Ft. Wayne, Ind., each donating \$50.00 to the Brooks Field Champs.

In the opening game of the San Antonio Baseball Loop, the Brooks Field team captured a thriller from the 23rd Infantry, after a ten-inning struggle, score 3 to 2. In their second game, the Brooks Field aviators, as the Sports Writer puts it, staged a track meet at the expense of the 2nd Medical Regiment of Ft. Sam Houston, running up 19 scores to 6 by the losers.

Fort Crockett, Galveston, Texas, June 16th:

Word was just received from Washington of the promotion of Lieut. Walter L. Wheeler, 13th Attack Squadron, to the rank of 1st Lieutenant. Lieut. Wheeler first entered the military service of the United States in March, 1917, enlisting in the Field Artillery as a private. By 1923 he had risen to the rank of Master Sergeant. In that year he entered the Primary Flying School, and, after graduating therefrom and from the Advanced Flying School in 1924, he received his commission in the Regular Army as a 2nd Lieutenant on September 7, 1925.

The second half of the inter-squadron baseball league has gotten under way. All of the teams are apparently much stronger. The 8th Squadron feels the presence of Bill Winniger, who was away at Chamute Field during the first period this season. Although his team lost their initial game in the second half to the 13th Squadron, the score was only 2 to 0. The Ghost Outfit collected only two bingles off Big Bill. A last inning rally by the losers, when they garnered three hits off Pulliam, was almost successful, but beautiful pitching finally saved the day after the bases had been filled.

The 13th won the first half of the season by dint of hard work and ability to make the most of opponents' errors. All the time they were improving their game till now they have a nice club. If they win the second half they will be undisputed champs for 1931. However, if one of the other teams wins this half then the winners of each half will meet for a three-game series to decide the matter. The team winning the Post title will be entered in the News-Tribune race for city stakes.

The 90th and 60th had to play an extra inning in their opening game after the "Pair O' Dice" men made three tallies in the last of the seventh to tie the score 4 and 4. Erratic hurling in the initial stanza enabled the Service men to run up a nice lead which the losers were later to overcome. Pickering's high fly to center field was muffed by Perkins and allowed Sanders to beat the throw giving the 60th Squadron the game 5 to 4.

Errors have been costly to both of these teams. Both were favored at the beginning of the season to have the race to themselves.

Selfridge Field, Mt. Clemens, Mich., June 15th:

Selfridge Field is called upon for many flights during the year, and quite a few of these are for missions outside the tactical flights incident to training. Situated as we are on Lake St. Clair, we are often called upon to look for fishermen and other folk who have ventured on to the water during the summer and have not returned or have trusted the ice too much in the winter.

On Monday, June 8th, the civil authorities of Mt. Clemens requested that a search be made for a lost fisherman who was last seen entering the lake in his small power boat some 24 hours before. Two planes were immediately dispatched and the pilots diligently searched all areas where they were informed the man was likely to go for the best fishing. Their efforts met with no success, so they returned to the field and were conferring with the civil authorities in preparation for another flight when a report came in that the man had been picked up on the Canadian side. His motor had failed, and his boat drifted helplessly through a cold and stormy night.

Major-General Frank Parker, Commanding General of the 6th Corps Area, made an informal inspection of Selfridge Field on June 11th. Arriving late in the morning, after an inspection of Fort Wayne, Detroit, the General, conducted by Major Brett, inspected the new construction on the post, being especially interested in the new officers' quarters.

On June 12th General Parker was ferried to Springfield, Mass., by Major Brower in the Selfridge Field "Fleetster".

Several minor accidents occurred to airplanes from this station, and, although they resulted in some damage to the planes, the personnel concerned very fortunately suffered no injury.

On June 6th, Lieut. Horace J. Reid, Air-Res., was piloting a Y1C-14 transport from Wright Field to Selfridge Field. He was ferrying the last of the Selfridge Field enlisted men, who had been detailed to Wright Field for the period of the Air Corps maneuvers, and was accompanied by Lieut. Thayer S. Olds, Air Corps, in another Y1C-14. Approaching Toledo, these pilots ran into rain and a very black-appearing storm, so they hurried to the Transcontinental Airport and landed there. Lieut. Reid had taxied his Fokker on to the apron between the hangars, stopped the motor and was preparing to have the plane wheeled into a hangar, when the wind assumed a tremendous velocity (reported as 70 miles an hour), lifted the transport bodily from the ground and let it down none too easily on its side, damaging a wing and empennage.

Lieut. F.I. Jacobs, Air-Res., was on his way to Camden, N.J., on June 8th, to ferry a P-12-C airplane to the R.C.A. factory for the installation of a new six meter command set. Near Altonna, Lieut. Jacobs suddenly discovered that he could get no pressure in his fuel system and was forced to land on top of a mountain amidst trees and brush. Lieut. Jacobs reports that it was a simple forced landing - that he had no difficulty in getting into a field because there wasn't any.

The Commanding Officer of the Middletown Air Depot was notified and the plane was removed to the depot by personnel from Middletown.

Another slight mishap occurred on June 10th when Lieut. Robert C. Merrill, Air-Res., was ferrying to Selfridge Field a plane, which had been left at Kingston, Ontario, due to the sickness of a pilot. As Lieut. Merrill rounded the corner of Lake Erie, the ceiling began to drop and very soon he saw that he was running into a ground fog. Turning back, and when near Hannibal, New York, he picked out a field and landed. He had almost completed his roll when his wheel struck a soft spot in the field and the plane nosed over. This airplane was also shipped to the Middletown Air Depot.

The 1st Pursuit Group conducts some of its tactical missions, so that the local area and towns in the immediate vicinity of Selfridge Field have the opportunity of watching the Group, or its integral parts, in their daily work. On June 13th, the tactical flight from the 36th Pursuit Squadron was arranged for the vicinity of St. Clair, Mich., at the time of the opening of the new Buhl Airport. Formation flying was practiced in the vicinity, and at 3:20 the flight landed at the airport, where Buhl Company officials, notable representatives of aeronautical activities, and a large crowd of spectators were gathered for the dedication.

On that same morning a flight of twelve airplanes from the 94th Pursuit Squadron conducted its tactical mission, so as to be over the Detroit River in the vicinity of the City Hall when Detroit gave its official welcome to Tommy Armour, the new British Open Golf Champion. This welcome was a municipal affair, conducted by Mayor Murphy of Detroit, and the presence of Selfridge Field aircraft in the near vicinity was a marked addition to the ceremonies.

Fairfield, Ohio, Air Depot, June 4th:

Despite the added duties required of the personnel of this command in connection with the Air Corps Maneuvers, major overhauls were given to 20 airplanes and 48 engines, and minor overhauls to 27 planes and 15 engines.

The activity report of the Supply Department for one month shows: Incoming tonnage of freight, 309.4 tons; express, 2.7 tons; parcel post, 785 lbs.; outgoing freight 151.5 tons; express, 2.7 tons, parcel post, 3,078 lbs.; Materiel received by other means 110,936 lbs.; shipped, 198,200 lbs.; incoming shipments 725; outgoing, 1,733; requisitions received, 399.

Capt. Edward Laughlin and Lieuts. Melvin B. Asp and George V. McPike, returned to the depot from detached service in connection with the Maneuvers.

Lieut. John A. Austin returned from Ft. Benning, ferrying an O-25A to be overhauled at the Depot.

The Staff and Faculty of the Cooks and Bakers School arrived from Fort Benjamin Harrison, Ind., on May 8th, and departed on May 23rd. Capt. D.L. Knoll, Q.M.C., was in command of the Detachment while on temporary duty here during the Maneuvers.

Capt. Chas. M. Ankcorn, 10th Inf., and Company "I" of that regiment, arrived from Ft. Hayes, Columbus, Ohio, May 11th for temporary duty as guards during the Maneuvers, departing for their home station May 22nd.

Lieut.-Colonel Ira Longanecker arrived May 11th from the Office Chief of the Air Corps for temporary duty during the Maneuvers.

A TC-11 airship arrived here from Scott Field early on the morning of May 23rd, and after being refueled departed for Langley Field, Va.

Commander Merino, Capt. Mujich and Lieut. Latorie, of Chile, made an inspection of this Depot on May 27th.

Representatives of the Mexican Government in the persons of Carlos Castillo B. Barrero, Capt. DeNavio Aviator and Colonel Francisco J. Aguilar, Cavalry, Military Attache, visited this station.

San Antonio Air Depot, Duncan Field, June 11th:

Major-General John L. DeWitt, The Quartermaster General, visited this Depot, among other stations, on May 28th, during a two-day visit to this vicinity in connection with his recent inspection tour of Quartermaster Corps activities from Washington to the West Coast.

Capt. S.M. Connell, of Chanute Field, Ill., landed at Duncan Field on the afternoon of June 5th, having with him as passenger Col. Carlos Castillo-Breton, of the Mexican Army Air Corps, who came for a visit to the Air Corps Training Center, returning from Washington to Mexico City.

1st Lieut. Donald F. Fritch, of this Depot, ferried an XPT-6A plane to Rockwell Field, Calif., leaving here on May 28th, and returning on June 4th, ferrying a PT-3 plane from the Rockwell Air Depot to Brooks Field.

2nd Lieut. Thayer S. Olds, of Selfridge Field, Mich., was a visitor at this Depot on May 19th to ferry back to his home station an XP-1B plane for use in wing-gun tests.

The Engineering Department of the Depot overhauled and repaired the following airplanes and engines during May: Airplanes overhauled - 1 A-3, 3 A-3B, 1 O-2H, 2 P-1B, 1 P-1D, 1 PW-9D, 1 BT-1, 8 PT-3, 7 PT-3A, Total, 25. Airplanes repaired - 2 A-3, 2 A-3B, 2 O-2H, 4 O-11, 7 O-19B, 1 O-38, 1 XO-14, 1 DH-4M-2T, 1 PW-9D, 1 BT-2B, 3 YPT-6, 1 XPT-6, 1 C-7, 2 C-9, 1 Y1C-14, 1 Y1C-15, 1 NR, 1 PW9C total, 33. Engines overhauled - 28 Curtiss D-12, 16 Wright J-5, 4 Wright J-6, 8 Wasp, 1 Kinner, total, 57. Engines repaired - 5 Liberty, 1 Curtiss D-12, 1 Wright J-6, total, 7.

Scott Field, Belleville, Ill., June 3rd:

Scott Field's first real fire in a period of three years occurred recently, when three of the newest automobiles, owned by officers of the Post, were damaged in an early morning fire.

The fire was discovered in the officers garage at 1:30 A.M., by a sentinel, and, before being extinguished, resulted in damage to three automobiles, amounting to about \$3,000. The fire started in the 5-day old car of Capt. Ira R. Koenig and entirely gutted the body, resulting in an almost total loss. Capt. Roger S. McCullough's brand new car and another car belonging to Capt. H.W. Holden were badly damaged. The cause of the fire though not definitely determined, is believed to have started from a short circuit in Capt. Koenig's car. All of the cars were fully insured.

Personnel and airplanes of the 15th Observation Squadron returned from the Air Corps Maneuvers on June 2nd and 3rd. Lt-Col. John A. Paegelow, Post Commander, a special observer on the Maneuvers, was the first arrival in an O-25 piloted by 2nd Lieut. H.F. Woolard, followed by 11 planes of the 15th Squadron under command of Capt. Wolcott P. Hayes, the 12th plane of the formation, piloted by 2nd Lieut. I.R. Selby, having gone back to Wright Field with motor trouble. Lieut. Selby arrived about an hour later. All the above planes made the flight from Washington to Scott during the day.

The 15th Squadron transport, which was attached to the 1st Pursuit Group during the Maneuvers, returned on June 3rd, piloted by 2nd Lieut. Stuart G. McLennan.

Other organizations passing through Scott Field on these two days were: 208th Bombardment Squadron, 204th Attack Squadron, 7th Bombardment Group, 91st Observation Squadron and the flight of the Colorado National Guard.

Serial No. 308. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES
June 1st - June 28th Incl.

Available for loan to Air Corps Organizations only upon request to
The Air Corps Library, Munitions Building, Washington, D. C.

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- D 00.12/103/#119 Catapulting Weights of Airplanes, by Navy Dept. Bureau of Aero. Tech. Order #119. Wash. Navy Dept. May 19, 1931.
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