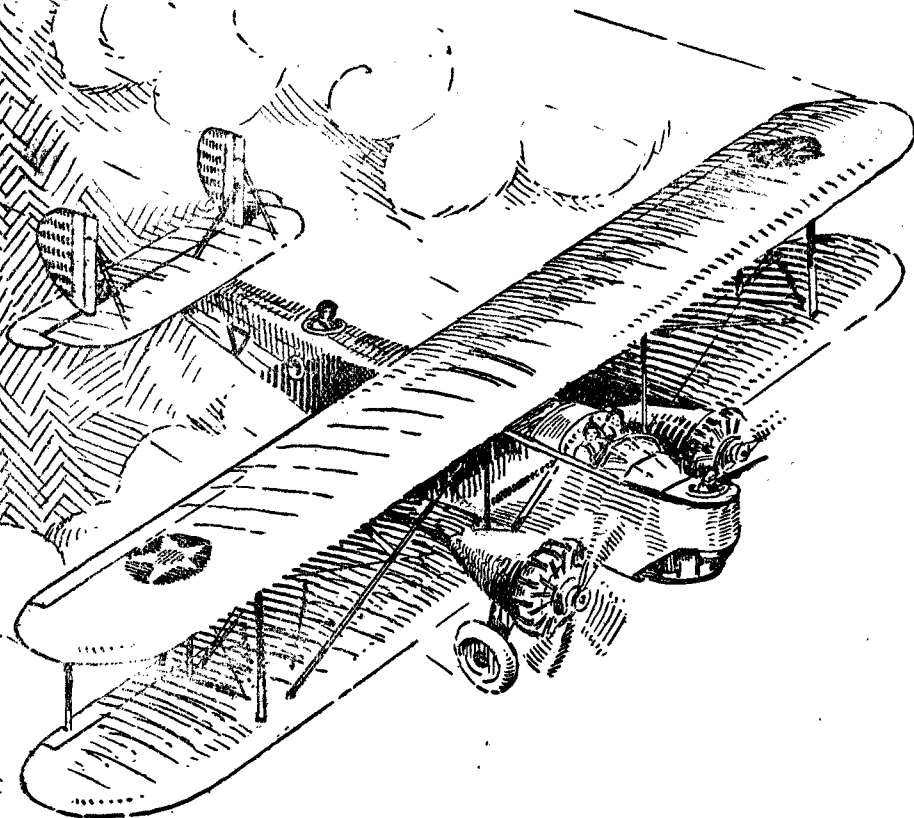


# AIR CORPS

# 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.

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### ADVANCED FLYING SCHOOL GRADUATES ITS LARGEST CLASS

The success of the Five-Year Program for the expansion of the Air Corps is becoming more and more in evidence. On Saturday, June 22nd, 101 student-pilots of Uncle Sam's Air Corps passed in an aerial review at Kelly Field, San Antonio, Texas, before high-ranking Air Corps and Corps Area officers.

With the approach of graduation day, the different senior instructors in the specialized sections of the Advanced Flying School made a special effort to complete their scheduled training. Night flying in all sections was completed, as well as cross-country flying. Elements of the entire Pursuit Section made an extended cross-country flight from Kelly Field to Dallas, Muskogee, and thence to Fort Sill, Oklahoma; San Angelo, Texas, and return. Lieut. J. K. Cannon reported a very successful trip. The Attack Section made a night flight from Dallas to Kelly Field, in formation, which was also highly successful.

Due to the unusually good weather encountered during the training of this class; little, if any, difficulty was experienced in giving the cadets their full allotted time. Because of the shortage of equipment in the Bombardment Section, it was necessary for the Bombardment students to undergo some of their training in other types of planes. With the cooperation of the senior instructors of the other sections, however, this was very readily accomplished.

In the reviewing stand on graduation day were Brig. General Frank P. Lahm, Air Corps, Commanding General of the Air Corps Training Center; Major James E. Chaney, Air Corps, Commandant of the Advanced Flying School; Major Shepler W. FitzGerald, Commandant of the Primary Flying School, Brooks Field, Texas; Major Clarence L. Tinker, A.C., Assistant Commandant of the Advanced Flying School; Major C. L. Beaven, Medical Corps, Flight Surgeon, Kelly Field; Captain A. B. McDaniel, Air Corps, Director of Flying, Air Corps Training Center; Captain Wm. B. Wright, Jr., A.C., Adjutant and Secretary, Advanced Flying School; 1st Lieut. Harvey Ogden, A.C., Adjutant of the Air Corps Training Center and aide to General Lahm, and Dr. Hugh Young of Baltimore, Md., whose son was a member of the graduating class.

Promptly at 9:00 a.m., the entire graduating class took off in the different types of ships. A total of 87 planes passed in review, being led by 12 Bombers, closely followed by 26 Observation, 9 Attack and 40 Pursuit ships. The review, which included an exhibition of acrobatic flying by three Pursuit students, lasted approximately one hour and was noticeably well handled.

At seven o'clock, the graduating class, dressed in their new uniforms as second lieutenants, appeared at the Aviation Club where the graduating exercises took place. The exercises consisted of an invocation and benediction by Captain Claude S. Harkey, who officiated as Chaplain; an introductory speech by General Frank P. Lahm, and an address by Brigadier-General Frank S. Cocheu, who presented the diplomas, Reserve commissions and wings, after which Major James E. Chaney complimented the class and closed the ceremonies.

The following is a list of the students comprising the largest class to graduate from the Advanced Flying School since the close of the War. Opposite the name of each graduate who has been placed on extended active duty under his reserve commission, the name of the Air Corps station to which he has been assigned is given.

<u>Name</u>	<u>Home Address</u>	<u>Station to which assigned</u>
George E. Percefull	Lonoke, Arkansas	Post Field, Fort Sill, Okla.
Elmer R. Miller	Berkeley, Calif.	2nd Div., Ft. Sam Houston, Tex.
Winthrop H. Towner	Claremont, Calif.	
William Ball	Los Angeles, Calif.	
William R. Casey	Los Angeles, Calif.	Rockwell Field, Calif.
Paul T. Cullen	Los Angeles, Calif.	Crissy Field, Calif.
John D. Graves	Los Angeles, Calif.	

<u>Name</u>	<u>Home Address</u>	<u>Station to which assigned</u>
George E. Price	Los Angeles, Calif.	Rockwell Field, Calif.
Owen Eugene Wilcox	Los Angeles, Calif.	Selfridge Field, Mich.
Henry D. Fisher	Monterey, Calif.	Crissy Field, Calif.
Frank M. Erickson	Oakland, Calif.	Crissy Field, Calif.
John F. Turner	Oakland, Calif.	
Talma M. Inlay	Salinas, Calif.	Fort Crockett, Galveston, Tex.
Richard H. Hoffman	San Diego, Calif.	
Kenneth A. Rogers	Sanford University, Calif.	Rockwell Field, Calif.
Karl H. Kalberer	San Francisco, Calif.	Fort Crockett, Galveston, Tex.
Willard J. Venon	San Pedro, Calif.	Langley Field, Va.
Harold W. Bowman	Vallejo, Calif.	Rockwell Field, Calif.
Thomas L. Thurlow	Venice, Calif.	Fort Crockett, Galveston, Tex.
Howard W. Yeomans	Hartford, Conn.	
Roger W. Batchelder	New Haven, Conn.	Langley Field, Va.
Everard M. Lester	Norwich, Conn.	
Hugh A. Parker	Athens, Georgia	Fort Crockett, Galveston, Texas
Philip D. Coates	Atlanta, Georgia	Maxwell Field, Ala.
Reuben C. Hood, Jr.	Atlanta, Ga.	Langley Field, Va.
Mills S. Savage	Atlanta, Ga.	Fort Crockett, Galveston, Texas
Fred S. Stocks	Hawaii - Honolulu	Wheeler Field, T. H.
Eugene H. Beebe	Moscow, Idaho	Marshall Field, Ft. Riley, Kans.
Irvin R. Selby	Moscow, Idaho	Selfridge Field, Mich.
James Harvey Gray	Champaign, Illinois	Selfridge Field, Mich.
Paul M. Norman	Champaign, Illinois	
Frank E. Quindry	Champaign, Illinois	
M. P. Exline, Jr.	Chicago, Illinois	Fort Crockett, Galveston, Tex.
Earl E. Myers	Chicago, Illinois	
Harold W. Grant	Evanston, Illinois	Selfridge Field, Mich.
Charles K. Moore	Harvey, Illinois	Post Field, Fort Sill, Okla.
James Templeton	La Grande, Illinois	
Lawrence W. Koons	Pontiac, Illinois	Selfridge Field, Mich.
Raymond F. Nicholson	Urbana, Illinois	
Bruce Davenport	West Lafayette, Ind.	Mitchel Field, L.I., New York
Dick R. Petty	Audubon, Iowa	Marshall Field, Ft. Riley, Kans.
Merlin I. Carter	Des Moines, Iowa	Marshall Field, Ft. Riley, Kans.
Myron T. Williams	Iowa City, Iowa	
Frank S. Reed	Owasa, Iowa	
Leslie O. Peterson	Salina, Kansas	Fort Crockett, Galveston, Texas
Roy H. Lynn	Holton, Kansas	2nd Div. Ft. Sam Houston, Tex.
Erling A. Strand	Destrehan, Louisiana	Rockwell Field, Coronado, Calif.
George F. Kehoe	Orono, Maine	Mitchel Field, L.I., New York.
Edward R. Fenimore	Baltimore, Md.	
F. Colston Young	Baltimore, Md.	
Charles F. Pugh	Chevy Chase, Md.	Mitchel Field, L.I., New York
William H. Moore	College Park, Md.	
John C. Schroeter	Cambridge, Mass.	
Gerard F. Milligan	Dorchester, Mass.	
Henry B. Harris	Winchester, Mass.	
Richard Upjohn Light	Ann Arbor, Mich.	
Bruce A. Tyndall	Ann Arbor, Mich.	
Clyde H. Mitchell	Detroit, Mich.	
Theodore M. Bolon	Fort Snelling, Minn.	Selfridge Field, Mich.
John Gordon Fowler	Minneapolis, Minn.	
Richard C. Lindsay	Minneapolis, Minn.	
Wm. I. Marsalis, Jr.	Centreville, Miss.	
H. F. Gregory	Shelby, Miss.	Maxwell Field, Montgomery, Ala.
William Basil Offutt	Fulton, Missouri	Marshall Field, Ft. Riley, Kans.
George G. Northrup	Kansas City, Mo.	Post Field, Ft. Sill, Okla.
Daniel Marra	Brooklyn, New York	
Richard R. Braggins	Cleveland Heights, Ohio	
Norman D. Sillin	Lima, Ohio	Selfridge Field, Mich.
Albert B. Duke	Oklahoma City, Okla.	
Howard G. Kurtz, Jr.	Ardmore, Penna.	
John L. M. Trunk	Chester, Pa.	
Merrill B. Burnside	Pittsburgh, Pa.	Langley Field, Va.

<u>Name</u>	<u>Home Address</u>	<u>Station to which assigned</u>
Donald E. Putt	Pittsburgh, Pa.	Selfridge Field, Mich.
Alfred Elliott Wilson	Oil City, Pa.	Langley Field, Hampton, Va.
Wycliffe E. Steele	Bingham, S. C.	Langley Field, Hampton, Va.
Thomas D. Ferguson	Charleston, S.C.	
Lorry N. Tindal	Clemson College, S.C.	Mitchel Field, L.I., New York.
John Hugh Fite	Jackson, Tenn.	Fort Crockett, Galveston, Texas
John W. Sessums, Jr.	Knoxville, Tenn.	Maxwell Field, Ala.
William G. Catron	Lebanon, Tenn.	Maxwell Field, Ala.
Carl R. Sterrie	College Station, Texas	Dodd Field, Texas.
Dudley E. Whitten	Dallas, Texas	Post Field, Fort Sill, Okla.
Floyd B. Wood	Richland Spring, Texas	2nd Div., Ft. Sam Houston, Tex.
Robert D. Cassell	Richmond, Va.	Mitchel Field, L.I., N.Y.
John L. Nedwed	Amber, Washington	Fort Crockett, Galveston, Tex.
Dan M. Medler	Seattle, Washington	Rockwell Field, Coronado, Calif.
Austin A. Straubel	Madison, Wisconsin	Selfridge Field, Mich.
Bayard B. Borden	Oshawa, Ontario, Canada.	
Mitchell P. Borden	Oshawa, Ontario, Canada.	

Officers of the Regular Army

Fred'k A. Bacher, Jr.	2nd Lieut. Field Artillery	Selfridge Field, Mich.
Guy B. Henderson	2nd Lieut., Infantry	Maxwell Field, Ala.
William A. Harbold	2nd Lieut., Infantry	Mitchel Field, L.I., New York
Mark K. Lewis, Jr.	2nd Lieut., Field Art.	Mitchel Field, L.I., New York
Samuel W. Van Meter	2nd Lieut., Cavalry	Marshall Field, Ft. Riley, Kans.
David J. Ellinger	1st Lieut., Infantry	Dodd Field, Texas.

Enlisted Men of the Regular Army

Lloyd H. Watnee	Pvt. 13th School Group	Rockwell Field, Calif.
Hudson Chadwick, Jr.	Pvt., Maxwell Field, Ala.	Post Field, Ft. Sill, Okla.
James L. Jackson	Pvt. Marshall Field, Kans.	Post Field, Ft. Sill, Okla.
Stoyte O. Ross	Pvt. 5th Field Artillery	Maxwell Field, Ala.
Paul Hinds	Pvt. 2nd Cavalry Brigade	
William L. Snowden	Master Sgt. Kelly Field	

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NEW CLASS STARTED AT THE NAVIGATION SCHOOL ✓

The second class of the Navigation School at Wright Field, Dayton, Ohio, started its curriculum under the direction of Captain Clyde V. Finter, Air Corps. The course of instruction at the Navigation School is of four months' duration, and the student body is limited to six advanced flying officers. Those selected for assignment to the present class are Lieutenants Uzal G. Ent, Lloyd C. Blackburn, Harry A. Halverson, Westside T. Larson, Odas Moon and Edgar T. Selzer, Air Corps.

Lieut. Ent was awarded the Distinguished Flying Cross and the Cheney Award for 1928 for performing an act of valor and self sacrifice worthy of the highest commendation. During the National Elimination Balloon Race which started from Pittsburgh, Pa., May 30, 1928, Lieut. Ent, aid to Lieut. Paul Evert, pilot of the Air Corps entry in this race, brought the balloon, which caught fire as the result of being struck by lightning, safely to earth instead of considering his personal safety by taking to his parachute. Lieut. Evert had been struck by this bolt of lightning and instantly killed, but Lieut. Ent, unaware of the fact that his companion was dead, exerted every possible effort to revive him. Finally reaching the conclusion that his efforts were in vain, he began throwing out of the balloon basket all the available ballast and in this way succeeded in checking the rapid descent of the burning balloon and making a landing on the bank of a stream with but little jar.

The other five officers attending the navigation course are veteran Army pilots, Lieut. Moon being well known in connection with his refueling work during the endurance flight of the "Question Mark," and Lieut. Halverson as one of the pilots of this plane during this memorable flight, and as one of the advance officers in connection with the Air Corps Around-the-World Flight.

Lieut. Larson, in company with Lieut. L.J. Carr, recently completed a flight from Kelly Field, San Antonio, Texas, to France Field, Panama Canal Zone.

## SAN ANTONIO TO SEATTLE DAWN TO DUSK FLIGHT

In an elapsed time of 18 hours and 58 minutes, Lieut. John S. Griffith, Air Corps, successfully completed a flight from his station, Kelly Field, San Antonio, Texas, to Seattle, Washington, the distance involved being approximately 2,200 miles.

Lieut. Griffith departed from Kelly Field at 2:45 a.m., Central Time, arriving at El Paso, Texas, at 5:35 a.m., Mountain Time; Tucson, Arizona, at 8:15 a.m., Mountain Time; Riverside, California, at 10:20 a.m., Pacific Time; San Francisco at 1:55 p.m., and Medford, Oregon, his last stop before reaching Seattle, at 4:50 p.m. He arrived at Boeing Field, Seattle, at 7:43 p.m., Pacific Time.

Lieut. Griffith's total elapsed time for servicing his plane was only 50 minutes. He flew a standard P-1B pursuit plane, and no special arrangements of any kind were made prior to his departure.

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## DEDICATION OF THE MEMPHIS, TENN., AIRPORT

Flights of different types of airplanes took off from Kelly Field to attend the opening of the municipal airport at Memphis, Tenn., on Friday, June 14th. In command of the flight was Major C.L. Tinker, leading a formation of A-3's, piloted by Captain Moore and Lieutenants Monahan, Kiel, Carr and McDuffie. Departing at the same time was a flight of O-2's led by Captain W.B. Wright. Captain Wright's flight was composed of the following pilots - 1st Lieut. Salisbury, 2nd Lieuts. Woyland, Eppright, Andrew and Pennington, and the following student pilots - 1st Lieut. Ellinger and 2nd Lieuts. Bacher, Harbold, Henderson, Lewis and Van Meter. In a flight of P-1's, led by 1st Lieut. A.B. Ballard, were Lieuts. Craw and Prudhomme.

All planes of the above mentioned flights arrived at Memphis either shortly before or shortly after noon on the day of their departure from Kelly Field.

A very interesting program of entertainment was successfully carried out by the officials of the Memphis Chamber of Commerce, and a demonstration flight was made Saturday afternoon by all the Army personnel visiting the airport opening.

Present at the dedication exercises, in addition to the airplanes from Kelly Field, were five planes from Brooks Field, San Antonio, Texas; nine from the 3rd Attack Group at Galveston, Texas; and a large number from all of the National Guard fields in Indiana, Kentucky, Tennessee, Arkansas, Oklahoma and northern Texas. In addition, a flight of Navy airplanes from Pensacola, Fla., made the trip.

It is estimated that with the large number of civilian planes attending the opening of the airport, there were approximately 125 planes of different military and civilian types present on the three days over which the dedication ceremonies were spread. All planes from Kelly Field departed from Memphis on Saturday morning and returned safely that night.

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## A CAMPING TRIP IN THE PHILIPPINE MOUNTAINS

Lieut. Dache M. Reeves, Air Corps, recently returned from a week's detached service in the mountains. In company with two officers from Stotsenburg, a trip was made in the mountains in the region about Mount Pinatuba. It was necessary to take along pack animals to carry supplies, and a camp was established in the heart of the mountains.

The people living in the mountains are the most primitive under the American flag. They are known as Balugas and are a negrito race. Adults do not exceed five feet in height. They are forbidden to carry fire-arms, and so are armed with bows and arrows.

Balugas wear very little clothing and, in addition to their bows and arrows, their total possessions consist of a few baskets and pots. They raise corn, beans and tobacco, which they plant in little clearings in the hills. Such little plantations are invariably on slopes of 45 degrees or more.

The whole region is of volcanic origin and is characterized by precipitous gorges, vertical cliffs, and dense forests. Consequently, the trails are steep

and winding, and in many places are difficult to traverse even on foot. The natives seem to have the constitution of a mountain goat and run up and down trails that leave a white man gasping for breath. The hard going is more than compensated for by the magnificent scenery. Each gorge contains a stream which boils over the rocky ground in a continuous succession of rapids.

During the week's stay in the mountains, many tiny Baluga settlements were visited and numerous specimens of bows, arrows and other native objects were acquired. Much information was gained about the customs and beliefs of the people. It is surprising that such a primitive tribe should exist within fifty miles of Manila, but such is the case, and they will probably survive there for a long period, as the region is unsuitable for any use. It is too mountainous for cultivation on any efficient scale, and no minerals have been discovered in quantities sufficient for mining.

Lieut. Reeves reports that he enjoyed the trip immensely, but desires to state that as a means of transportation the horse is overrated. This opinion may be due to the fact that he ate his meals standing up for several days after his return.

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#### PHOTOGRAPHING THE ECLIPSE OF THE SUN IN THE PHILIPPINES ✓

The big event of the month in the Philippines took place at Illoilo on May 9th, when the total eclipse took place. Technical Sergeant Raymond, "Top Kick" of the 6th Photo Section, Nichols Field, was ordered to make the trip with a Naval party for the purpose of taking photographs from the air. The party left Manila a few days previous to the eclipse on the airplane tender HERON.

On May 9th, at 2:15 p.m., Lieut.-Commander Selby of the Navy, Sergeant Stockwell, and Aviation Pilot, 1st Class, Huntley, took off in a Douglas Seaplane and started to shoot pictures with a K-6 aerial camera from an altitude of 4,000 feet. After climbing to 5,500 feet, ~~six~~ pictures were taken at the time of the total eclipse. All of the photographs were excellent and appear to be of considerable value for scientific research.

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#### SOME "DOINGS" AT WRIGHT FIELD

Friday afternoon, June 21st, was set aside for the personnel of Wright Field, Dayton, Ohio, and that of the Fairfield, Ohio, Air Depot to participate in three particular marked occasions - Farewell to General Gillmore - Homecoming of the Flight Test Branch, which has been located at the Fairfield Air Depot for the past two years - and the annual Wright Field picnic. Appropriate addresses, outdoor athletics, lunches, conservative aerial demonstrations - formation flying, etc., - and an informal dance in the evening comprised the events.

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#### COLONEL FISHER COMPLETES TOUR OF DUTY IN PANAMA

A most spectacular aerial exhibition and review was held by the Sixth Composite Group, Air Corps, at France Field, Panama Canal Zone, on June 3rd, as a farewell send off to Lieut.-Colonel Arthur G. Fisher, who left that station the following day, which marked the expiration of his tour of foreign service. Guests of honor of the Commanding Officer who witnessed this review were Commander Maile of the U.S. Naval Station at Coco Solo, and Colonel Gohn, Infantry, Commanding Officer of Fort Davis.

A finishing touch was added to the review by the U.S. Naval Air Corps sending three flights of planes in formation past the reviewing stand, and as each flight passed the flight leader rendered a salute to the reviewing officer.

Colonel Fisher left the Panama Canal Department on a commercial liner for San Francisco, Calif., where he will enjoy two months' leave of absence prior to reporting for duty at the Army War College at Washington. His departure was certainly regretted by the numerous friends in the Army, Navy and among the civilians which he made during his tour in the Canal Zone.

Prior to Colonel Fisher's departure, the Commanding General of the Panama Canal Department, Major-General Malin Craig, U.S. Army, sent him the following

letter of commendation:

"1. Efficiency is the descriptive word, outstanding in my mind, as most fully characterizing the work of your command in the aerial review of Saturday morning. It was a pleasure to receive the salute rendered, and I congratulate you upon the excellence displayed in the appearance, organization and tactical handling of headquarters and the various squadrons of the 6th Composite Group.

2. May I add at this time, upon the eve of your departure, my personal gratification in your services, both upon my Staff and as Commanding Officer of one of the most important posts in my command. I can but lose these services with regret. However, I wish for you the further successes you well deserve and will continue to follow your career in interested and assured anticipation."

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#### THREE NEW "JOBS" FOR MAJOR LYON

Major Edwin B. Lyon, Air Corps, who until lately was in charge of the School Section, Training and Operations Division, Office of the Chief of the Air Corps, Washington, recently arrived at France Field, Panama Canal Zone, and assumed command of the 6th Composite Group and France Field, and also took over the duties of Department Air Officer.

Arriving in the Canal Zone at the same time were 1st Lieuts. Edmund C. Lynch, John M. Davies and Louis N. Eller. Lieut. Lynch was assigned to the 7th Observation Squadron, Lieut. Davies to the 25th Bombardment Squadron and Lieut. Eller to the 24th Pursuit Squadron.

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#### AERIAL MAPPING PROJECTS IN THE PHILIPPINES ✓

Two amphibian planes took off recently from Camp Nichols for the purpose of mapping the coast line of Luzon from Casiguran Sound to Palanan Bay for the United States Coast and Geodetic Survey. Lieut. Nowland piloted one plane with Lieut. McDonnell as photographer, and Lieut. Wells as pilot, with Tech. Sgt. Stockwell as photographer and Sergeant Dugger as mechanic were the personnel of the other plane. Bad weather for photography held up the work for the first two days, but on the morning of the third day the mission was flown and completed, and return to Camp Nichols made the next day. All of the photographs taken were excellent, and laboratory work on the project is now in progress.

A project was just completed for the War Department covering about 150 miles of the Barban River, Mount Pinatuba and Camp Stotsenburg area. After numerous attempts, occasioned by bad weather conditions, a flight was made with Lieut. Goodrich as pilot and Staff Sergeant Chestnutt as photographer, and the project was successfully completed.

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#### AERIAL REVIEW FOR PERUVIAN FLYERS ✓

Major Carlos Martinez de Pinillos and Lieut. Carlos Zegarra, Peruvian Good Will Flyers, arrived at France Field, Panama Canal Zone, from San Jose, Costa Rica, on June 18th in a Bellanca cabin monoplane. Upon their arrival they were welcomed by the Sixth Composite Group with an aerial review which they praised very highly.

Major Pinillos and Lieut. Zegarra were the guests of the Peruvian Colony for a few days prior to their departure for Guayaquil. Several receptions were given them by the dignitaries of the Army, Navy, Marine Corps of the Panama Department and the local Civil Government.

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#### ASSISTANT SECRETARY OF THE NAVY VISITS KELLY FIELD, TEXAS

Among recent arrivals at Kelly Field, San Antonio, Texas, were the Assistant Secretary of the Navy, the Hon. Ernest H. Jahncke, who arrived in a Ford tri-motor plane with a party of eleven people from New Orleans, La., enroute to El Paso, Texas. The plane was piloted by Lieut. Tomlinson and Lieut.-Commander Davidson, both of the Navy. The personnel making up the party, besides the pilots, were officials and officers of the Navy and mechanics. The party departed from Kelly Field on June 18th.



## GENERAL GILLMORE GOES TO WASHINGTON

By A. M. Jacobs

Many testimonials of friendship and good will marked the closing days of the regime of Brigadier-General Wm. E. Gillmore as Chief of the Materiel Division, Wright Field, Dayton, Ohio, over which he has successfully presided for the past three years. He left Dayton on June 22nd preparatory to taking up his new duties as Chief of the Training and Operations Division and as Assistant Chief of the Air Corps in Washington, D.C.

When General Gillmore came to Dayton, the Engineering Division was functioning at McCook Field as the research and experimental branch of the Air Corps. Shortly afterwards, a consolidation was effected, embracing the engineering, supply, procurement, repair and maintenance, industrial war plans, and field service activities, the new organization being known as the Materiel Division. This meant the providing of suitable quarters for a large number of Air Corps activities new to Dayton.

McCook Field had long been inadequate for the efficient operation of the Engineering Division. As a result, a move to the new Wright Field, as soon as the erection of laboratories and administration buildings could be effected, was accomplished. This merging of functions naturally related, and the housing of them at Wright Field under his direction, General Gillmore must always look back upon as one of the outstanding accomplishments of his career.

During the final days of his stay, General Gillmore repeatedly referred to these days in Dayton as the most interesting of his whole life. Nor did he fail to impress Dayton as a desirable citizen, his affability and willingness to cooperate in civic affairs winning his warm personal friends. As a token of the general esteem in which he was held, the Dayton Chamber of Commerce gave a farewell dinner in his honor on June 21st, at which General and Mrs. Gillmore were presented with a silver tea service as a parting gift. On the same day, the annual picnic of the field employees was held, with General Gillmore as the guest of honor. This formed the occasion also of the coming of the Flight Test Branch to take possession of the new Wright Field hangars. Pending the building of these hangars, the Division airplanes were housed at the Fairfield Air Depot.

The procession of airplanes was led by General Gillmore and Captain St. Clair Streett. After landing on the new field, General Gillmore delivered a dedication address to the assembled officers and civilian employees. In his talk he welcomed the test pilots to their new home, thanked the employees for their cooperation under his leadership, and expressed his own pleasure in the associations which work at the Division had brought about. He spoke in highest praise of the assistance he had received from his Executive Officer, Major Jacob E. Fickel, and the heads of the various sections and branches. Mr. Donnelly responded for the civilians and Captain Streett for the newly arrived test pilots. Mr. Orton was in charge of ceremonies.

A farewell dinner was given by the officers of Wright Field on June 22nd. It is hoped that General Gillmore's new duties will require frequent trips to his old home and workshop.

Godspeed to those departing almost always involves a welcome to newcomers, and this is most heartily extended to Brigadier-General Benjamin D. Foulois, who on July 1st took up his duties as Chief of the Materiel Division.

General Foulois has an air record extending back before the time of an Army Air Corps. He was a pupil of the Wrights and a participant with Orville Wright on the first cross-country flight ever made. Later he broke the world's cross-country record. He organized, equipped, trained and commanded the famous Aero Squadron of the Mexican Punitive Expedition in 1916, and was Chief of the Air Service of the A.E.F. from May to July, 1918. He was a representative at the Treaty of Versailles. And these are but a few of his accomplishments.

It is hoped General Foulois will find his duties at Wright Field both pleasant and interesting.

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## EXPERT PISTOL SHOTS IN CANAL ZONE

The small arms target practice with the .45 cal. automatic pistol at France Field, Panama Canal Zone, was completed recently, and the percentage was

much greater this year than last. By qualifying the organization 100%, the 6th Composite Group Headquarters Detachment won the Department Commander's Trophy, which is a nickled pistol mounted on a bronze plaque. Of the thirty-nine men in the organization, 23 qualified as experts, 8 as sharpshooters and 8 as marksmen. The highest individual scores on the post were made by Master Sergeants W.D. Lucy and S.L. Sorenson, who were tied with the score of 98.66.

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#### MEXICAN OFFICERS VISIT KELLY FIELD

Kelly Field, San Antonio, Texas, was recently visited by General Jose M. Tapia, Chief of Staff of the Mexican Army, and Consul-General Santibanez, Mexican Consul in San Antonio. These visitors were shown around the Air Corps Training Center and stated that they were very favorably impressed with our organization there.

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#### FRANCE FIELD PERSONNEL TO PARTICIPATE IN PISTOL MATCHES

Pursuant to recent authority from The Adjutant General, a team consisting of seven enlisted men of the 6th Composite Group, Air Corps, at France Field, Panama Canal Zone, will leave on the United States Army Transport on or about August 6th for the United States to represent the U.S. Army Air Corps at the National Pistol Matches to be held at Camp Perry, Ohio, during the month of September. The team consists of the following men: Master Sergeant W.D. Lucy, Team Captain; and Coach; Master Sergeants S.L. Sorenson, F. B. Haney, Staff Sgt. Leo Laquatra, Sergeant James Adams, Corporal Benjamin Kerner, Private 1st Cl. S.A. Sislock.

The team will report to the Commanding Officer, Mitchel Field, N.Y., upon arrival in the United States for aerial transportation from New York to Camp Perry, and upon the completion of the National Matches they will be flown back to New York in order that they can return to Panama by transport.

It will be remembered that this team won first place and the two gold medals in the Department Commander's Small Arms Competition held at Fort Clayton Canal Zone, during December, 1928.

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#### LIEUT. ZANE GOES BACK TO PANAMA

"Don't let anyone tell you that the 'lure of the tropics' does not affect some of the best of us," says the News Letter Correspondent from France Field, Panama Canal Zone. He then goes on to say - "To prove this we have just welcomed Lieut. 'Bob' Zane back to Panama for a second tour of foreign service. He is now, in addition to performing duty with the 6th Composite Group," the Air Corps representative on the Staff of the Governor of the Panama Canal and Officer in Charge of Civil Aviation in the Canal Zone. He has his office in the France Field Headquarters, but makes daily trips across the Isthmus to the Governor's office."

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#### MEXICAN FLYERS LAND AT KELLY FIELD

Two of a flight of three Vought Corsairs, piloted by well known Mexican aviators, enroute to Mexico City, arrived at Kelly Field June 18th. The flight leader, Colonel Rojas, who is the Military Attache at the Mexican Embassy, was forced down at Dallas, Texas. Majors Lazama and Borja continued their flight to Kelly Field and landed successfully.

Major Lazama has a great many friends in San Antonio, both in civilian and military circles, and will be remembered as having graduated in February, 1927, from the Attack Section of the Advanced Flying School.

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Scott Field, Ill., recently staged a night bombing attack on St. Louis, Mo., dropping three airways parachute flares over strategic points. The Airship TC-10-252 was used on this mission and its flight was of two hours' duration.

## STUDENTS GRADUATE FROM ENGINEERING SCHOOL ✓

By A. M. Jacobs

Members of the first class to graduate from the Air Corps Engineering School since its reestablishment at Wright Field, Dayton, Ohio, received their graduation certificates on June 30th at the hands of Brigadier-General William E. Gillmore, the retiring Commandant. The graduates were Major Adlai H. Gilkeson, Captain Hubert V. Hopkins, 1st Lieuts. Harold H. Carr, Muir S. Fairchild, Alfred A. Kessler, Clements McMullen, James G. Taylor, 2nd Lieuts. J. W. Bowman, Charles H. Caldwell and George F. Schulgen. Lieut. George P. Tourtellot, who joined the class later during the course will complete his work in August.

Almost ten years have passed since the Engineering School opened - November 1919 - with the assembling of six Majors as students at McCook Field. Colonel Thurman H. Banc was Commandant and Lieut. E.E. Aldrin, Officer in Charge of Instruction. The first graduates of the course were the six Majors who enrolled, Benedict, Dargue, McIntosh, Rader, Sneed and Frank. For the first six months of its existence, the school was known as the "Air School of Application," after which the title of Air Service Engineering School was adopted.

The school functioned steadily, with the exception of a gap from July, 1927, to July, 1928, when, because of a scarcity of Air Corps officers and the inconvenience occasioned by the change in quarters from McCook to Wright Field, there was a temporary shut-down. The present quarters of the school are on the second floor of the Administration Building at Wright Field and consist of a drafting and class room, a study where each man has his own desk, and an office. Eventually, it is hoped to house the school in a building of its own.

Captain Edgar P. Sorenson is Assistant Commandant and Officer in Charge of Instruction, the instructors being made up principally of engineers and specialists of the Materiel Division.

The course includes a year's work in general aeronautical engineering, especially those phases of it related to the functions of the Materiel Division, it being particularly desired to equip officers technically so that they may be of value in the experimental engineering and research, procurement, supply, and other phases of Air Corps work encompassed in the activity program of Wright Field. Of the officers of the 1928-29 class, five have been assigned to and will be directly connected with the work of the Division. Captain Hopkins and Lieut. Schulgen go to the Massachusetts Institute of Technology with the understanding that they will be returned to the Division. Lieut. Fairchild goes to the Douglas Company's plant at Santa Monica, Calif., to serve as District Manager of the Western Inspection District of the Air Corps.

The new 1929-30 class started work as scheduled on July 1st, the following officers reporting: 1st Lieuts. William N. Amis, Orval R. Cook, Eugene L. Eubank, Albert C. Foulk, Dudley W. Watkins, Paul H. Kommer, Charles D. McAllister, Harlan T. McCormick, Arthur W. Vanaman and 2nd Lieut. Frank D. Klein. Of these officers, Lieuts. Amis and Eubank are from the Flight Test Branch of the Materiel Division and Lieut. Foulk from the Equipment Branch.

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### AIR CORPS POPULAR WITH WEST POINTERS ✓

That aviation is popular among the cadets at the United States Military Academy, West Point, N.Y., is indicated by the fact that more than one-third of the June graduating class applied for detail to the Army Air Corps with a view to undergoing flying training.

Of the total of 297 West Point graduates, 115 chose the Air Corps as the branch of the service to which they desired assignment. In making assignments to the various branches of the Army, however, it is not the policy of the War Department to assign graduates to the Air Corps until they qualify as airplane pilots. It will, therefore, be necessary for those desiring Air Corps assignments to complete the courses at the Primary and Advanced Flying Schools.

Of the 115 who have applied for the Air Corps, 101 so far have passed the necessary physical examination required of candidates about to undergo flying training. It is probable that a fair percentage of the 14 remaining applicants will have their minor physical defects corrected so as to enable them to pass the rigid physical examination for flying.

In the 101 graduates so far accepted for flying training are included nine of the 26 graduates eligible for the Corps of Engineers; nineteen of the 62

graduates allotted to the Field Artillery; eleven of the 28 assigned to the Cavalry; nine of the 38 assigned to the Coast Artillery; forty-nine of the 133 assigned to the Infantry; four of the 10 assigned to the Quartermaster Corps and two of the 10 assigned to the Signal Corps.

These new second lieutenants will, upon the termination of their graduation leave, report to the Primary Flying School, Brooks Field, San Antonio, Texas, not later than November 1st next. Their names are given below, as follows:

<u>Rank</u>	<u>Name</u>	<u>Rank</u>	<u>Name</u>
<u>Corps of Engineers</u>		<u>Infantry</u>	
6	Don Zabriskie Zimmerman	33	Joseph Jennings Ladd
11	Frederick Rodgers Dent, Jr.	49	Thomas Ludwell Bryan, Jr.
12	Harold Huntley Bassett	126	William Lafayette Fagg
14	Howard Moore	137	Dexter Marvin Lowry, Jr.
17	James Lee Majors	152	Leroy William Krauthoff
18	Alvin Galt Viney	165	John Wesley Hammond
20	Bruce Douglas Rindlaub	166	Laurence Neville Buck
22	Ward Terry Abbott	168	Paul Wyatt Caraway
26	Frank Eugene Fries	173	Eugene Louis Moseley
<u>Field Artillery</u>		185	James Maurice Gavin
36	Warren Cecil McDermid	191	Dale Joel Kinnee
48	David Ferdinand Brown	192	John Drury Cone
51	Philip Henry Draper, Jr.	194	Lester Skene Bork
64	Carl Henry Jark	200	George Robert Evans
75	John Elliott Theimer	201	John William Stribling, Jr.
76	John Coleman Horton	208	Melie John Coutlee
81	Stanley Henry Ayre	209	Helm George Wilde
84	Robert Maurice Kraft	210	Thomas Jefferson DuBose
94	Sidney Andrew Ofsthan	214	James Joseph Mathews
96	William Evens Hall	215	Marshall Stubbs
100	Donald John Keirn	219	Charles Newton Hunter
101	Luster Azil Vickery	220	Jerald Worden McCoy
107	Dwight Bahney Schanep	222	Logan Clarke
112	Robert Moffat Losey	226	David Xavier Angluin
118	John Jackson O'Hara, Jr.	228	Donald Archibald Stevning
119	Charles Sherlock Vanderblue	230	Charles Guthrie Rau
124	Emery Scott Wetzel	232	Charles Glendon Williamson
125	Frank M. Steadman	238	George Putnam Moody
<u>Signal Corps</u>		246	William Lester Nave
69	Charles Sommers	248	William Edward Murphy, Jr.
172	William Gilmer Bowyer	260	Keene Watkins
<u>Cavalry</u>		261	James Joseph Fitzgibbons
32	Roger James Browne	263	Herbert John VanderHeide
52	George Ross Sutherland	268	Norris Slingluff Longaker, Jr.
55	Paul William Shumato	269	Cornelius Zane Byrd
66	Charles Blake McClelland, Jr.	271	Robert Fletcher Sadler
68	Edwin Hugh John Carns	273	Normando Antonio Costello
70	Joseph Milton Colby	274	John Nicholas Stone
103	Donald Wilbur Armagost	275	Phineas Kimball Morrill, Jr.
121	Milton Andre Acklen	276	Philip William Merrill
159	William Ernest Karnes	277	Thomas Richard Lynch
163	Donald Manzanato Schorr	285	Thomas Charles Dolan
180	Charles Clarke White Allan	287	Henry Lloyd Knight
<u>Coast Artillery Corps</u>		288	Clebert Leon Hail
73	Wayland Henry Parr	294	William Richard Parient
83	Rudolph Fink	295	Robert VanMeter Smith
87	Edwin George Griffith	296	George Van Millett, Jr.
145	Calvin Luther Partin	297	Lionel T.R. Trotten
155	Harland Holmes DeKaye	298	Edwin Michael VanLibber
193	Samuel Victor Stephenson	<u>Quartermaster Corps</u>	
196	Edward Auld Dodson	80	Marshall Stanley Roth
199	Charles Greene Calloway	93	Bert Crawford Muse
203	Thomas Benton McDonald	177	Ezekiel Wimberly Napier
		178	John Lyford Hornor, Jr.

PRIMARY FLYING SCHOOL STUDENTS GRADUATE ✓

Of the total of 225 students who, on November 1, 1928, started training at the two Primary Flying Schools of the Air Corps at Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif., 122, or 54%, graduated on June 28th and were sent to the Flying School at Kelly Field, San Antonio, Texas, for advanced training.

Exactly 50% of the students matriculating at March Field last November successfully completed the course, the class comprising 110 new students and four left over from the preceding class, all of whom took training under Flying Cadet status.

At the Primary Flying School at Brooks Field, a total of 111 students started the course on November 1st, comprising 85 officers from other branches of the Regular Army detailed to the Air Corps for flying training, 24 Flying Cadets and one noncommissioned officer of the Air Corps. Among the 65 students who graduated and were sent to the Advanced Flying School were 50 officers, 14 Flying Cadets and one noncommissioned officer. Included in the above mentioned 85 officers were 76 members of the June, 1928, graduating class of the United States Military Academy, West Point, New York. The West Pointers who successfully completed the primary course numbered 60.

The Primary Flying School graduates who were sent to the Advanced Flying School for further training are listed below, as follows:

From Brooks Field School

2nd Lieut. Albert L. Alexander, C.E.	2nd Lieut. James F. Olive, Jr., Infantry
Forrest G. Allen, Infantry	Roger M. Ramey, Infantry
Alvord V.P. Anderson, Jr., Cavalry	Allen W. Reed, Infantry
Frederick L. Anderson, Cavalry	John A. Samford, Field Artillery
Samuel E. Anderson, Coast Art.	LaVerne G. Saunders, Infantry
George R. Bienfang, Field Art.	Edgar A. Sirmyer, Jr., Infantry
Bryant L. Boatner, Field Art.	Frank L. Skeldon, Infantry
Samuel R. Brentnall, Field Art.	George F. Smith, Infantry
Harold Brown, Infantry	Thomas W. Steed, Infantry
James W. Brown, Jr., Infantry	Robert F. Tate, Infantry
Joseph A. Bulger, Coast Artillery	Robert K. Taylor, Infantry
Howard G. Bunker, Coast Artillery	Robert F. Travis, Field Artillery
Frank J. Coleman, Signal Corps	William H. Tunner, Field Art.
Robert J. Dwyer, Field Artillery	Robert W. Warren, Infantry
Frank F. Everest, Jr., Field Art.	Harry E. Wilson, Infantry
Nathan B. Forrest, Jr., Cavalry	Roscoe C. Wilson, Field Artillery
Karl G.E. Gimmler, Field Art.	Emmett F. Yost, Infantry
Charles G. Goodrich, Field Art.	Flying Cadet Jesse Auton
Norris B. Harbold, Field Art.	Joseph W. Baylor
Robert S. Israel, Field Art.	Homer I. Henderson
Paul H. Johnston, Coast Art.	Harry W. Howze
August W. Kissner, Infantry	William L. Kennedy
Ralph E. Koon, Cavalry	William R. Morgan
Samuel H. Lane, Infantry	James P. Newberry
Stuart G. McLennan, Field Art.	John P. Ryan
Alfred R. Maxwell, Coast Art.	Desmond S. Shipley
Oren R. Meacham, Coast Art.	Robert K. Urban
Arthur W. Meehan, Infantry	Hanlon H. Van Auken
John S. Mills, Field Artillery	Casper P. West
John J. Morrow, Coast Artillery	Herman C. West
George W. Mundy, Field Artillery	Daniel B. White
John T. Martha, Jr., Infantry	Master Sergeant John L. Waugh, A.C.
Thayer S. Olds, Coast Artillery	

From March Field School

Flying Cadet Edward L. Anderson	Flying Cadet Cyril Chappellet
Edward W. Anderson	William J. Clinch, Jr.
Norman L. Barr	Robert O. Cork
Donald H. Baxter	John C. Covington
Alfred L. Beatie	Kenneth R. Crosher
Robert W. Burns	William C. Dolan
Robert S. Butler	Philip T. Durfee
William W. Caldwell	John W. Egan

Flying Cadet Ivan L. Farman  
Richard J. French  
William J. Fry  
John K. Gerhart  
Robert W. Goetz  
Francis H. Griswold  
William Groen, Jr.  
Clarence F. Hegy  
Lawrence S. Heral  
Daniel W. Jenkins  
Maurice W. Judd  
Curtis E. LeMay  
Earle T. MacArthur, Jr.  
Harold L. Mace  
Robert S. Macrum  
Louis E. Massie  
Philo Meisenholder  
William C. Mills  
Clarence C. Mitchell  
Winslow C. Morse  
Charles E. Munroe, Jr.

Flying Cadet George B. McLellan  
Sidney J. Nelson  
Watson B. O'Connor, Jr.,  
Norman B. Olsen  
Elder Patteson  
William M. Prince  
Louis M. Rawlins, Jr.  
Samuel O. Redetzke  
James H. Roe  
Llewellyn O. Ryan  
William A. Schulgen  
Leroy B. Shidler  
Herbert H. Tellman  
Louis A. Vaupre  
Peirce E. Warrington  
Clyde F. West  
Clark M. Whitcomb  
Willard R. Whitmore  
Arthur G. Woodley  
Roy T. Wright

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#### FIRST PURSUITERS TRAIN AT OSCODA, MICHIGAN

Since the return of the planes of the First Pursuit Group, Selfridge Field, Mich., from the maneuvers at Columbus, Ohio, the summer season scheduled was put into effect. This schedule calls for one of the pursuit squadrons to be firing at Camp Skeel, Oscoda, Michigan, each month; one squadron to conduct the reserve officers' camp and one squadron to be used for miscellaneous duties, such as dedication of airports, military demonstrations, etc.

The 15th Observation Squadron is busy with its many demonstrations and tow target missions, and will spend the month of September at Camp Skeel. In accordance with that program, the 94th Squadron, under the command of Lieut. Harry Johnson, spent the month of June on the shores of Van Etten Lake. This is the first time that the officers had fired who did not have the gunnery course at the Air Corps Training Center, and they were given a thorough course at the camp. The camp was highly successful, and all of the flyers qualified. Also, a great many of the enlisted men qualified in the pistol shooting. During this camp the buildings were put in first class shape and the mess hall extended so that it will accommodate all the men.

All the enlisted men and supplies were transported to and from Oscoda by transport,-- the Fokker C-2 and Douglas C-1 from Selfridge Field and another one borrowed from Dayton being used to effect the transportation.

The landing field at Oscoda was enlarged, and two long runways were completed. This was done simply by attaching a truck to the pine trees and pulling them out of the loose sandy soil and leveling off the ground afterwards.

The 94th Squadron returned on July 1st, and the 17th Squadron, under the command of Lieut. Paul Wolf, is now occupying the camp. The work of improving the camp will be carried on by that squadron, the main effort being made to provide suitable shower baths for the entire camp. In carrying on the work in this manner, it is hoped to even complete barracks for one entire squadron before the summer is completed. This work is being done with the salvage material from the old buildings torn down at Selfridge Field.

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#### AIR CORPS ACTS AS ITS OWN TRANSPORTING AGENCY

As has been pointed out many times before, the Army Air Corps has very little to worry about insofar as transporting airplanes is concerned. For some time it has been the general practice to fly new airplanes from the factory to the Air Corps field or station to which assigned. Distance presents no bar, for not so long ago a bombing plane was ferried from a factory in the United States to the Panama Canal Zone.

Personnel at Selfridge Field, Mt. Clemens, Mich., recently demonstrated how

to mobilize at a summer reserve camp airplanes located at various localities where reserve activities are carried on. The airplanes at Selfridge Field were recently augmented by the delivery of a Ford Transport plane equipped with J-6 motors. This plane was flown from the factory to Selfridge Field by Major Ralph Royce, Executive Officer of that field. The next day the Transport departed on a long cross-country trip with the object in view of collecting PT planes for use in the reserve camp.

Captain Victor H. Strahm piloted the Ford and took with him ten officers and a mechanic. The first stop made was at Columbus, Ohio, where Lieuts. Richards, Moor and Harrington stepped out, secured three PT's and flew them to Selfridge Field the same afternoon. Cincinnati, Ohio, was the next stopping place of the Transport, and here Lieuts. Crawford and Gehlbach got out for the purpose of ferrying two PT's to Selfridge Field. Proceeding to Bowman Field, Louisville, Ky., Captain Reynolds took leave of the Transport and returned to his home station via a PT plane.

Scott Field was the last stop of the Transport for that day. The next morning Lieuts. Harding and Uythegrove further lightened the load of the Transport and proceeded on their way home in PT's. The next and last stop of the Transport was at Schoen Field, Indianapolis, Ind., where Captain Lotha Smith and Lieut. Rhudy collected the last two PT's. All of the planes arrived at Selfridge Field in fine shape, and on the following day three PT's were brought in by Lieuts. Warren, Smith and Towle of Chamte Field. Additional PT's, with those already at this station, give Selfridge Field 17 of these planes for use in connection with the reserve officers' camps.

Over eighty reserve officers were ordered to Selfridge Field for training for the period of July 7th to 21st, and of these 66 reported. The 27th Squadron is now conducting the camp and, in addition to the 17 PT's, two O2's and three P-1's are in use for officers' training.

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#### GENERAL PARKER INSPECTS SELFRIDGE FIELD

General Parker, Commanding General of the Sixth Corps Area, made his tactical inspection of Selfridge Field, Mt. Clemens, Mich., on June 26th. He arrived at the field the evening before and spent the night at the Officers' Club. General Parker was accompanied on his inspection by Lieut.-Colonel Riley, Majors Ditto and Wildrick.

Following his inspection of the planes on the line, an aerial review was staged, which was participated in by 25 planes of the First Pursuit Group and five planes of the 15th Observation Squadron. Colonel Danforth led the review in his P-10, followed by the 15th Observation Squadron, commanded by Captain Reynolds, and the Pursuit Group commanded by Major Royce. Following the actual review, the planes maneuvered for about half an hour before the General, after which he proceeded with the inspection of the barracks. At noon, luncheon for all the officers and visitors was served at the Officers' Club, and the General spent the afternoon visiting the various departments of the field.

Before taking off to catch the train for Detroit, General Parker very graciously stopped at the hospital and chatted a few minutes with Lieut. Theisen. Except for a few minor details concerning the ground organization, the General expressed himself as very well pleased and was especially gratified to note the proficient manner in which the flying was performed. He talked to all the officers and told them that he expected to visit the field informally a great many times.

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#### PURSUITERS FLY TO CANADA TO PARTICIPATE IN AIRPORT DEDICATION

An international visit to assist in the opening of the new municipal airport at Kingston, Ontario, Canada, was made by members of the First Pursuit Group, Selfridge Field, Mich. A flight of three P-1's, piloted by Major Royce, Lieuts. Robinson and Warren, left on the afternoon of June 3rd and returned on the 5th. At Kingston the three officers were royally entertained by General Anderson, in command of the military district, and his staff; the members of the artillery garrison at that point and the officers on duty at the Royal Military College, as well as by the Mayor, the American Consul and the officials of the Kingston Flying Club.

## SAN ANTONIO TO SEATTLE FLIGHT

Elsewhere in this issue of the News Letter mention is made of the fast flight of Lieut. John S. Griffith from Kelly Field, San Antonio, Texas, to Seattle, Washington.

Lieut. Griffith recently submitted his report covering this flight, and it is quoted below, as follows:

"Departed Kelly Field 2:45 a.m., Central Standard Time, June 18th, flying course 282 degrees west through clouds and picked up lights of Rock Springs, 110 miles out as first check. Checked self at daylight at Van Horn, Texas, on course. Landed El Paso 5:55 a.m., Mountain Time. Took off from El Paso 6:05 a.m., course 264 degrees with slight head wind. Many fields noticed on the way. Landed Tucson 8:10 a.m., Mountain Time. Departed Tucson, 8:20 a.m., flying straight line course for March Field, winds variable, slight head winds. Arrived March Field 10:30 a.m., Pacific Time. Very few landing fields on straight line course. Would advise going by railroad in future. Departed March Field 10:40 a.m., flying straight course for Crissy Field, slight head winds. Landing fields plentiful on way except when crossing mountains. Landed Crissy Field 2:05 p.m., Pacific Time. Departed Crissy Field 2:15 p.m., straight course for Medford, Oregon, variable winds. Arrived Medford 4:45 p.m. Departed Medford 4:55 p.m., between Eugene and Portland, encountered rain. Between Portland and Seattle encountered heavy rain and fog. Landed Boeing Field, Seattle, at 7:43 p.m., Pacific Time.

Total flying time for day eighteen hours and eight minutes. Total elapsed time of eighteen hours and fifty-eight minutes. Distance flown 2,230 miles.

The only advance arrangements made for this flight were to wire each of the five stops requesting immediate service, which was excellent at each stop. I believe that large flights of planes could be moved to any point in the country within 24 hours, provided personnel is properly trained and ground organization is efficient. I was no more tired after this trip than I have been after a four or five hour trip.

Departed Seattle 7:00 a.m., Pacific Time, June 21st. Arrived Medford, Oregon, 8:55 a.m. Weather excellent, slight tail wind. Departed Medford 10:20 a.m., arrived Crissy Field 1:20 p.m. Weather excellent, with variable winds. Delayed taking off from Crissy Field until 9:00 a.m., Pacific Time, June 22nd, in order to check motor at Crissy Field. Arrived Rockwell Field at 12:40 p.m., weather excellent, tail winds.

Departed Rockwell 7:00 a.m., Pacific Time, June 23rd, arrived Tucson 11:10 a.m., Mountain Time. Arrived El Paso 1:25 p.m. Arrived Kelly Field 7:00 p.m., Central Standard Time. Weather excellent, straight head winds.

Total flying time for trip thirty six hours and fifty minutes. The only mechanical trouble encountered over the entire trip was low grade gasoline at Medford, causing rough motor and slight water pump leak at El Paso on return trip.

Gas consumption was 21 gallons per hour and oil one-half pint per hour."

Major James E. Chaney, Commandant of the Air Corps Advanced Flying School, Kelly Field, Texas, addressed a letter of commendation to Lieut. Griffith, reading as follows:

"1. It gives me great pleasure to commend you for your excellent performance on your recent successful solo flight from Kelly Field, Texas, to Seattle, Washington, - a total of 2230 miles in 18 hours and 8 minutes flying time; total time, including stops, of 18 hours and 58 minutes - on June 18, 1929.

2. Constant diligence, high esprit, and superior ability as a pilot and navigator made it possible for you to complete this mission.

3. In that you selected a P-1B airplane that had been used constantly for training on this field, and that this particular P-1B had 116 hours motor time since last overhaul, and that no advance arrangements had been made, to you alone belongs the credit for this flight.

4. Your exploit brings honor to the United States Army as well as to the Air Corps. As evidence of my high regard for your achievement, I am forwarding a copy of this communication to be filed with your official records with the Chief of Air Corps and with The Adjutant General of the Army."



## AIRPORTS CONSTANTLY INCREASING IN NUMBER

Since the return of the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., from the Air Corps Maneuvers in Ohio, personnel from that organization participated in no less than 12 airport dedications.

Six P-1's and three Observation planes were flown to Sioux City, Iowa, for the purpose of participating in the dedication of the Rickenbacker Airport at that point.

The same planes mentioned above were then flown to Rochester, Minnesota, where the pilots assisted in dedicating the Mayo Clinic Airport. While there, all the members of the flight were royally entertained and were afforded an opportunity to visit the beautiful Mayo Clinic.

On the return of the flight from Rochester, Major Royce left the formation at Chamute Field, Rantoul, Ill., and proceeded to Memphis, Tenn., to attend the opening of the new Memphis Field at that point.

Three planes were flown from Selfridge Field to Moline, Illinois, to assist in the election to put over the Municipal Bond Issue for the purpose of providing a municipal flying field at that point.

Three planes were also flown to Bradford, Penna., to assist in the opening of an airport at that locality. Lieut. Upthegrove, of the 15th Squadron, was attached to a pursuit squadron for that flight in order to be able to be present at his own home town.

Under the leadership of Captain Lotha Smith, of the 27th Squadron, six planes were flown to Niagara Falls, N.Y., in order to assist in the dedication of the new airport there.

Sault Ste. Marie and Ste. Ignace, Michigan, being in the northern part of the State, the 94th Squadron from Oscoda, Michigan, dispatched three planes to each of these cities on consecutive days under the leadership of Lieut. Harry Johnson to assist in airport dedications at these places.

Three pursuit planes were flown to Erie, Penna., for the purpose of assisting in the dedication of the airport at that point. Lieut. Grover, being an Erie product, was in command of this flight.

Three planes, under the command of Lieut. Wolf of the 17th Squadron, were flown to Chicago to assist in the dedication of Sky Harbor. The Army airmen reported this field as something new in the way of airports, inasmuch as the buildings were designed by a Russian architect, and one of the buildings on the field is occupied by one of the best night clubs in Chicago, all following out the Russian decoration scheme.

Following the flight of three planes from Selfridge Field, under the command of Lieut. Keillor, to DeKalb, Indiana, to assist in the dedication of a new airport there, the Army airmen then proceeded to LaSalle-Peru airdrome for a similar purpose.

In addition to the above mentioned flights, three pursuit planes, under the command of Lieut. Richards, were flown to Mitchel Field. Operating from that field as a base, the airmen assisted in the demonstration during the Garden Party at Governors Island, N.Y.

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## A FLIGHT FROM NEW YORK TO NOME AND RETURN ✓

As this issue of the News Letter goes to press, Captain Ross G. Hoyt, Air Corps, is practically "all set" to make a flight from New York to Nome, Alaska, and return. One of the objects of the flight is to connect the United States with a foreign possession by air, and another is to test the plane, motor and equipment.

At this writing the date of Captain Hoyt's take-off from New York is indefinite, as weather conditions, number of hours of daylight, etc., will be governing factors. The round trip will involve a total distance of 8600 miles - 4300 miles each way, and Captain Hoyt anticipates completing same within the space of four days.

The Army pilot who flew one of the refueling planes during the duration flight of the Question Mark and who not long ago made a dawn to dusk flight from Washington to San Antonio, Texas, and another one on the return journey to Washington the following day, will, upon leaving Mitchel Field, N.Y., make his first stop at Minneapolis, Minn., a distance of 1030 miles. The hour of his

take off from New York has not been definitely determined thus far. One plan is to take off at such time as to reach Minneapolis an hour before darkness, while another contemplates a take off so as to arrive at Minneapolis at dawn.

The next "hop" is to Edmonton, Alberta, Canada, a distance from Minneapolis of 1100 miles. Immediately after refueling his plane at Edmonton, Captain Hoyt will take off for White Horse, Yukon, Alaska, another 1100-mile stretch. His next stopping point will be Fairbanks, Alaska, 500 miles distant, and a similar distance will take him to the terminus of his flight - Nome. It is possible that Captain Hoyt may decide to fly straight through from White Horse to Nome. His decision in this matter will hinge upon weather conditions and landing facilities at Fairbanks.

Captain Hoyt's "Air Chariot" will be a P-1-C Pursuit plane, otherwise known as the Curtiss "Hawk". It is powered with the new V-1570 "Conqueror" engine, 600 h.p. This flight to Alaska will afford a real service test of this new engine. While it has already passed its fifty-hour ground test, this direct drive engine has not been put through strenuous testing in actual flight.

Structurally, the fuselage, wings, controls, tail surface and running gear of Captain Hoyt's plane are standard. The plane has been modified for the purpose of the flight to carry 250 gallons of gas and 14 gallons of oil, where the standard Hawk carries but 100 gallons of fuel. For this purpose, the ship has been streamlined to accommodate the extra gasoline tanks, the disposition of same being as follows:

One center section wing tank of 25 gallons, gravity.

One main tank, sixty gallons capacity, outside the longerons, around the fuselage.

One sixty-gallon tank above the main tank, outside the longerons, around the fuselage.

One bottom tank, 63 gallons capacity, below main tank outside the longerons, around the fuselage.

Two side tanks, one 24½ gallons, the other 26 gallons capacity, opposite main fuel tank, outside the longerons, around the fuselage.

With the exception of the wing tank, which feeds by gravity, all other tanks are force feed by a pump to the carburetor. Three of the tanks feed through one three-way valve, two are on a two-way and the gravity tank on a separate valve.

Captain Hoyt estimates that the total weight of the plane loaded will be approximately 4,500 pounds, which is 2½ tons. While the running gear is sufficiently strong for this weight, he has had over-size tires, 32 by 6 placed on the standard wheels instead of the regular size, 30 by 5.

For this flight a special instrument board was installed, designed by the Pioneer Instrument Company, to accommodate all the instruments which Captain Hoyt felt necessary to use, all dials of a small round type, slightly smaller than standard on account of space. They include - a Standard Compass, Bank and Turn Indicator, Rate of Climb Indicator, Tachometer, Altimeter, Oil Pressure Gauge, Gas Pressure Gauge, Oil Temperature Gauge, Water Temperature Gauge, Jaeger Clock, Navigation light switch for semi-indirect lighting of instrument board, and a Gasoline Gauge - a U-shaped hydrostatic instrument, giving the capacity of the tank in use.

In addition to the instruments listed, there is the engine switch. Another compass is suspended in the trailing edge of the upper wing, with a glass window, through which the pilot makes his readings from the cockpit. The purpose of this compass in this position is to avoid the vibration and magnetic influence imparted by virtue of its location in the fuselage. Captain Hoyt will at all times be able to check the readings on two similar instruments.

The maximum speed of the "Hawk" is 184 miles per hour, but Captain Hoyt expects to maintain a cruising speed of between 140 and 150 miles per hour. He contemplates stopping at Nome for a period of six hours.

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#### RESERVE OFFICERS TRAINING CAMP IN MINNESOTA

This summer the War Department established the first training camp for Air Corps Reserve Officers in the vicinity of Minneapolis, Minn. The camp is being held at the Wold-Chamberlain Flying Field, and is being conducted by Regular Army officers with regular Air Corps equipment. In use at the camp are nine

PT-1 airplanes, the regular army primary training type used in the Flying Schools at Brooks and March fields. These planes were brought to Minneapolis for the training period from Richards Field, Kansas City, Mo., and Marshall Field, Fort Riley, Kansas. The training at the camp consists, first, of check flights to ascertain the ability of Reserve Officers to handle the airplane by themselves. Those requiring additional instruction are given same by the Regular officers, and it is hoped to be able to allow everyone to solo before the camp is over.

As soon as an officer has soloed and had some practice, he is given training in acrobatics, landings, cross-country flying, formation flying and the performance of minor tactical missions, such as cooperation with ground troops, military sketching from the air, location of targets, etc.

The officers are quartered on the Fort Snelling Reservation, but their entire training activities are at the flying field where the day starts for them at 7:15 in the morning, flying being continued until noon. The first period in the afternoon consists of lectures on Air Corps subjects by the Regular officers, followed by intensive athletics for all.

According to the News Letter Correspondent, Minneapolis is to be congratulated on this first training camp and with the success which is expected it is pretty sure to have these camps every year with larger attendance and greater participation by Army aircraft. While Minneapolis is having only one camp this year, Kansas City is having four, this number being necessary to take care of the great number of active Reserve officers in that locality. The Army contemplates placing a hangar and equipping the Reserves with army airplanes for their use, and as soon as this is done the Wold-Chamberlain Airport will then be designated as an Army Reserve Airport, which will give it a definite military status which is considered very desirable by all cities.

The Staff of the Training Camp consists of the following Regular Army officers: Major Robert E. M. Goolrick, A.C., Commanding Officer of Marshall Field, Fort Riley, Kansas, who is the Commanding Officer of the Training Camp; 1st Lieut. W.C. Farmum, in charge of Air Corps Reserves in Minneapolis, Adjutant and Commanding Officer of the Reserve Squadron; 1st Lieut. M.R. Robinson, of Marshall Field, Operations Officer; and 2nd Lieut. R. R. Walker, of Marshall Field, Supply Officer. The Flight Surgeon of the Training Camp, whose duty it is to check the physical condition of every Reserve Officer before he is permitted to fly and look after his physical well being while engaged in flying, is Major John P. Beeson, of Richards Field. Assisting him in this work is a Minneapolis doctor, Captain A.J. Herbolsheimer, of the Medical Reserve Corps, who is also a qualified flight surgeon.

A total of 23 Reserve officers were assigned to various duties with the 313th Provisional Observation Squadron.

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#### KELLY FIELD AIRMEN MAKE A NOTABLE FLIGHT

Flying from France Field, Panama Canal Zone, to Kelly Field, San Antonio, Texas, in 21 hours and 20 minutes is the latest notable achievement of two Army flyers - 1st Lieuts. Westside T. Larson and Lawrence J. Carr, who are regularly stationed at Kelly Field. These two officers, flying a standard A-3 Attack plane, equipped with an auxiliary gasoline tank, took off from France Field at 3:30 a.m., Eastern Standard Time, July 11th, and arrived at their home station at 11:50 p.m., Central Standard Time.

Managua, Nicaragua, was their first stopping point after their take-off from France Field, arriving there at 9:30 a.m., and departing fifteen minutes later for Minititlan, Mexico, where they arrived at 4:30 p.m. An hour later they took off for Brownsville, Texas, where they arrived at 10:30 p.m., Central Standard Time. Twenty minutes later they departed for Kelly Field.

Deducting time consumed during their three intermediate stops for the purpose of servicing their plane - one hour and 35 minutes - it will be noted that their actual flying time for the entire journey, involving a distance of approximately 2,100 miles, was 19 hours and 45 minutes, which means that their average speed for the trip was approximately 107 miles per hour.

In applying for permission to make this flight from Kelly Field to France Field and return, Lieuts. Larson and Carr stated that the purpose of same was to gain more experience in cross-country flying and navigation and to demonstrate the ability of Air Corps planes being able to make this flight without special equipment. Their official report is awaited with interest.

## WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major Adlai H. Gilkeson relieved from duty as student at Air Corps Engineering School and assigned to Materiel Division, Wright Field.

1st Lieut. Don L. Hutchins from Bolling Field to Office Chief of the Air Corps, Washington.

1st Lieut. James M. Gillespie from Havana, Cuba, to Langley Field, Va.

2nd Lieut. Howard H. Couch, Scott Field, to Wright Field, Dayton, O., for duty as student, Air Corps Engineering School.

Captain Donald Wilson, upon completion tour of duty in Philippines, to Langley Field, Va., reporting to Commandant, Air Corps Tactical School.

1st Lieut. Burton F. Lewis, upon expiration of tour of foreign service, to Air Depot, Fairfield, Ohio.

Detailed to Air Corps, and to Brooks Field, Texas, not later than October 15, 1929, for primary flying training: 2nd Lieut. George McCoy, Jr., Infantry; 2nd Lieut. Mark E. Smith, Jr., Infantry; 2nd Lieut. Harrison W. Davison, Cavalry.

Relieved from Detail to the Air Corps: 1st Lieut. Edward M. Edmonson to Field Artillery, 2nd Division, Fort Sam Houston, Texas.

Reserve Officers assigned to extended active duty: 2nd Lieut. Arthur J. Reinhart to Post Field, Fort Sill, Okla., August 1, 1929 to June 30, 1930.

2nd Lieut. John Newton Koontz to Maxwell Field, Ala., July 3, 1929, to June 30, 1930.

2nd Lieut. William J. Hahnel to Langley Field, Va. 7-3-29 to 6-30-30.

2nd Lieut. Arthur K. Morrison to Crissy Field, Calif., 8-1-29 to 6-30-30.

2nd Lieut. Charles Brandon Short to Scott Field, Ill., 7-21-29 to 6-30-30.

2nd Lieut. Thomas D. Ferguson to Langley Field, Va., 7-21-29 to 7-20-30.

2nd Lieut. Otis B. Crawford to Crissy Field, Calif., 7-12-29 to 6-30-30.

2nd Lieut. John Sanford Blanchard to France Field, Panama, July 15, 1929, to June 30, 1930.

Promotions: 1st Lieut. Ralph B. Walker to Captain, rank from June 7, 1929.

1st Lieut. Clarence B. Leber to Captain, rank from June 25, 1929.

2nd Lieut. Joe L. Loutzenheiser to 1st Lieut., rank from June 2, 1929.

2nd Lieut. John P. Kirkendall to 1st Lieut., rank from July 2, 1929.

Resignation: Major Harold Smith Martin.

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## VETERAN ARMY AVIATORS LOSE THEIR LIVES

The Army Air Corps lost two of its veteran flyers as a result of an unfortunate airplane accident at Fort Clayton, Panama Canal Zone, on July 8th last. First Lieut. Henry F. Sessions piloted the plane and was accompanied by 1st Lieut. William H. Bleakley.

Lieut. Sessions was born at Cuthbert, Ga., June 24, 1895. He attended Mercer University and, for a short time, the University of Georgia. Entering the military service during the war, he joined the Aviation Section, Signal Corps, and upon the completion of his ground school and flying training was commissioned a 2nd Lieutenant on July 15, 1918. He was assigned to active duty at Taliaferro Field, Hicks, Texas, where he served for several months prior to being ordered to duty in France.

Upon his return to the United States, he was honorably discharged from the military service on February 24, 1919. Appointed a 2nd Lieutenant in the Air Corps, Regular Army, July 1, 1920, he was ordered to the Primary Flying School at Carlstrom Field, Arcadia, Fla., for further flying training. Upon the completion of his course, he was assigned to the Advanced Flying School, Kelly Field, Texas, for advanced training. Upon graduation from the Advanced School he was assigned to Kelly Field for duty.

Lieut. Session's next assignment was Langley Field, Va., where he served until July, 1926, when he was ordered to the Panama Canal Department for duty. His tour of duty in Panama was to have expired on July 10, 1929, and he was under orders to proceed to Post Field, Fort Sill, Okla., for duty.

Lieut. Bleakley, who had been in the flying game for over 19 years, was born at Arvagh, Ireland, March 22, 1891. He started flying at the Benoist Aviation School at St. Louis, Mo., February 6, 1910. Later he was employed at this school as flying instructor. He participated in various exhibition flights and

was later employed as airplane pilot with the Pathe Motion Picture Co., and as airplane inspector with the Curtiss Aeroplane Company. During the War Lieut. Bleakley served as a civilian flying instructor with the Aviation Section, Signal Corps, U.S. Army, at Mineola, N.Y.; Selfridge Field, Mt. Clemens, Mich.; Ellington Field, Houston, Texas; Gerstner Field, Lake Charles, La., and Brooks Field, San Antonio, Texas. He was commissioned a 1st Lieutenant in the Air Corps on October 26, 1913. At that time he had approximately 8,000 hours of flying to his credit in various types of airplanes.

Lieut. Bleakley served at Barron Field, Fort Worth, Texas, and was later transferred to the 6th Aero Squadron at Luke Field, Hawaii. He was discharged from the military service on September 3, 1919, and until his appointment as 1st Lieutenant in the Air Corps, Regular Army, September 11, 1920, he was employed by the Information Division of the Air Corps as Aeronautical Mechanical Engineer. His first assignment under his permanent commission was at March Field, Riverside, Calif., as flying instructor. He was subsequently transferred to the Primary Flying School at Carlstrom Field, Arcadia, Fla., and then to Aberdeen Proving Grounds, Md.

Last Spring Lieut. Bleakley was temporarily stationed at Wright Field, Dayton, Ohio, for the purpose of conducting tests with supercharged aircraft at that station. During these tests he attempted to break the World's altitude record, but being under orders for foreign service he was unable to remain at that field to realize his ambition. In a flight on May 31st, 1923, he had reached an altitude of approximately 34,000 feet under adverse weather conditions, when he found that his oxygen supply was practically exhausted. Realizing that this supply would last but a minute longer, he prepared for impending unconsciousness by placing himself in position for automatic control of his plane during his expected lapse of conscious control. He placed his elbow against his body, his hand on the control stick, leaned forward and dropped his head on his chest. The wisdom of this action was subsequently demonstrated, for as the plane dived to lower altitudes he regained consciousness and sufficient control of his faculties to enable him to effect a safe landing, although after landing he was too weak to climb out of his plane.

The loss of these two officers is greatly regretted and condolences are extended to their bereaved families.

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#### CAPTAIN HOYT STARTS ALASKAN FLIGHT

Captain Ross G. Hoyt, Air Corps, started on his flight from New York to Nome, Alaska, two days sooner than he had originally planned. Leaving Mitchel Field, N.Y., July 18th, at 1:40 p.m., E.S.T., he reached Minneapolis, Minn., at 8:00 p.m., C.T.S., and Edmonton, Canada, at 5:45 a.m., E.S.T., the following day. Latest information on hand now is that he took off for White Horse, Alaska, an hour later.

It may be of interest to know that the ground work entailed in flights of this kind are quite extensive. Flights across the United States present no greater problem than to send telegrams to Air Corps stations on the route to prepare for the flight, and the usual facilities of the station are available.

Flights which go beyond the borders of the United States, however, present quite a different problem and involve a considerable amount of work. The first step is to secure proper diplomatic clearances. The countries through which the pilot expects to pass must give their consent, and with same is usually an invitation to make use of whatever facilities they have on hand. This gesture is generally exceedingly polite but not always effective. Consequently, the matter of arranging for gasoline, oil, a few spare parts and service must be handled by the G-4 of the flight. Relieved of all details in connection with these ground arrangements, he need only be assured that the route is set and all he has to do is to navigate his course.

In two flights recently made which passed beyond the borders of the United States, the officer in charge of ground arrangements was fortunate in making contact with a former Air Corps officer, Capt. E.E. Aldrin, who is in charge of aviation oil development for the Standard Oil Co. It was possible to make a contract to furnish aviation gasoline and oil at each one of the stops in Central America, Canada and Alaska. The signing of the contract, however, does not end the matter, as it is absolutely essential that the supplies be laid down at the airdrome with a working crew ready to service the ship upon landing. This means, as a rule, 4 or 5 men awaiting the arrival of the pilot at each stop. It is also highly desirable to have some mechanical representative at each stop. This can either be arranged with Air Corps enlisted personnel or with the nearest manufacturer's representative. When all these things are assured and telegraphic notice is received from each station that arrangements are complete, the signal is given the pilot, and he may proceed with full assurance that his ground arrangements are ready. It is this phase of the work in connection with these special projects that is invariably overlooked by the outsider both before and after the flight.

## NOTES FROM AIR CORPS FIELDS

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### Camp Nichols, Rizal, P.I.:

On May 1st, three O2-H's from Camp Nichols and three Pursuit planes from Clark Field made a trip to Aparri. The route up was over land direct and on the return trip the northern and western coast line of Luzon was followed.

On May 3rd, the 4th Composite Group had their annual tactical inspection, which consisted of a simulated attack on the island of Corregidor. The Bombers made their attack from the west and were assisted by the Pursuit, who made attacks upon the island just prior to the arrival of the Bombers. This problem was very successfully worked out and after completion the usual critique was held at Camp Nichols.

The transport, "MEIGS", on its last trip brought with it 1100 tons of freight for the Air Corps. This freight consisted of four Amphibians, four O2's and one PW-9, together with many motors and other accessories.

On May 7th and 8th, the three planes of the 38th Bombardment Squadron were engaged in bombing a tow target out in the China Sea off Corregidor. The first day was devoted to preliminary practice and bombing for record was performed the following day. The target was about 25 feet square and towed by tug with a cable of about 1500 feet. The speed of the target was about 10 knots per hour. Bombing was done across the direction of the target and, as it happened, also cross-wind at an altitude of 5000 feet. The results, considering the amount of practice and the method of bombing, can be considered fairly satisfactory. However, it is hoped that this kind of bombing will be indulged in frequently.

After a rather long period of a tropical hot season, Manila found itself on the outskirts of a baby typhoon during the week end of May 25th, and with it quite a bit of rain. This, of course, was a welcome relief to all concerned, for one thing the grass is beginning to grow which will give us a chance for some more good golf.

2nd Observation Squadron: During the month of May the routine cross-country, test and miscellaneous flights were made and, in addition, flights were made to points of interest in the Islands for various purposes.

Capt. Wilson, Lieuts. Johnson and Nowland participated in a flight to Aparri at the extreme northern edge of Luzon during the early part of the month.

Lieut. McDonnell made several trips to the vicinity of Clark Field for the purpose of making photographs of some of the surrounding country, but so far the clouds seem to get there just a few moments ahead of the photo ship.

Flights of a tactical nature were made to Carranglan, Caramba and San Miguel.

Lieuts. Shea, Stearley, Steinmetz, Yeager, Kennedy and Chapman made flights to San Jose during the month.

Lieuts. Wells and Nowland, piloting Amphibians, with Lieut. McDonnell and Tech. Sgt. Stockwell, photographers, and Sgt. Duggar, mechanic, spent four days in the vicinity of Casigaran Bay, photographing the surrounding country for the Coast and Geodetic Survey, with most gratifying results.

66th Service Squadron: Capt. Benjamin F. Giles, Air Corps, Commanding Officer of the Squadron, left on detached service for Camp John Hay, Mountain Province, P.I. During his temporary absence 1st Lieut. Earl S. Hoag assumed command of the Squadron.

The supplementary pistol target range season is now completed. The men who arrived on the April transport were given a chance to qualify. Several good scores were turned in.

Pvt. 1st class Domini K. Gosser, who has been on the Military Police force for the past eighteen months, had a motorcycle crackup, on May 21st, and is now in Sternberg General Hospital, Manila, P.I. Latest reports from the hospital state that he is doing as well as could be expected. The members of the Squadron wish him a speedy recovery.

The Squadron is planning on the annual Organization Day, which will be held on June 1st, and from all indications it will be the best one held so far.

6th Photo Section, A.C.: A number of photographic missions were completed during the month by the section. Lieut. McDonnell started the month off by completing a shore-line project for the Corps of Engineers covering about 250 miles along Tayabas, Batangas and Balayas Bays.

Headquarters, 4th Composite Group, A.C.: Headquarters discontinued operations of its mess April 9th, after "A" Flight, 2nd Observation Squadron, moved to Camp Nichols from Kindley Field, Corregidor Island. The 2nd Squadron took over the mess hall, and Headquarters joined the 66th Service Squadron mess. The change lifted a great responsibility from this small organization of only thirty-five men, releasing grades and specialist ratings for duties truly intended for them.

Pvt. 1st Class Ames and Pvt. Barker, having completed their two years of foreign service, are returning to the "Good Old U.S.A." on the June transport.

Pvt. Porter L. Tompkins transferred to this organization from the 31st Infantry on May 10th. Pvt. Tompkins held a commission as 1st Lieutenant in the infantry during the late war. This is Tompkins' first "hitch" in the Air Corps, and from his attitude during and since his first airplane flight it appears that he is going to make a good airman.

Many men of Headquarters have been escaping the rays of Old Sol during the hot season by enjoying fifteen days of detached service at Baguio, where at five thousand feet altitude among the "Whispering Pines" the air is quite different. But the place is "All Wet" now, as the rainy season is just beginning.

Major and Mrs. Kilner just returned from fifteen days' detached service in Baguio and report a very delightful trip. The mountains of these Islands are full of cool and very beautiful spots, but about the only way one can reach them is by the parachute route, as there are few passable roads in the mountains.

E. & R. Office, Camp Nichols: The Camp Nichols baseball team played four games during the month of May, winning one and losing three. The following are the results of the games:

Camp Nichols	7	-	Fort McKinley	8	
"	"	1	-	Fort Mills	6
"	"	9	-	"	8
"	"	3	-	Post of Manila	6.

The Nichols Tennis Team played the Navy Team from Cavite on our home courts on May 12th, winning both singles and doubles. A week later, May 19th, they journeyed to Clark Field and defeated the Clark Field Team both in singles and doubles.

Lieut. Lester M. Rouch, A.C., was appointed Assistant Recreation Officer and took charge of the basketball squad.

Pvt. John J. Stibal copped sixth place in the Philippine Bowling Association Singles in the Duck Pin Tournament with a high triple of 316.

28th Bombardment Squadron, A.C.: Capt. A.W. Brock, Jr., returned on April 30th, after spending a leave of absence visiting points of interest in China and Japan.

1st Lieuts. James L. Grisham and Paul E. Burrows are spending a month's detached service at Camp John Hay, Baguio.

The June transport will take two officers of the Squadron in the persons of 1st Lieuts. James A. Woodruff and Paul E. Burrows. These popular officers were assigned to Wright Field and Rockwell Field, respectively.

#### Rockwell Field, Coronado, Calif., July 2nd.

The 95th Pursuit Squadron and the 11th Bombardment Squadron each sent a formation to March Field on June 27th to witness the graduation exercises of the advanced class at the Primary Training School. The pilots from this field returned, following the aerial review, commenting on the good work of the class at March Field.

On June 25th, several officers from Rockwell Field flew to Kingman, Arizona. While there they attended the dedication of the Transcontinental Air Transport Airport in the afternoon and a dance in the evening.

Officers of the 11th Bombardment Squadron have been flying practice formation and some bombing and gunnery. Present plans call for the use of "Camera Obscura".

Officers of the 95th Pursuit Squadron have been flying formation and practicing acrobatics. They are also getting practice in the method of approaching tow targets.

The swimming season is on now and many of the officers and their wives are taking advantage of the opportunity to collect a little tan. Rockwell

Field is ideally located for swimming, having a good natural beach on the Island. It is also close to all the resorts in the vicinity of Coronado and San Diego.

At the present time there are an unusually large number of officers on leave or detached service from this station. Among those absent from the post are: Capts. John M. Stanley, M.C.; H.M. Elmendorf; E.C. Black, A.C.; 1st Lieuts. Francis B. Valentine; E.C. Batten; Odas Moon; P.E. Burrow; Ray H. Clark; 2nd Lieuts. J.S. Stowell; K.J. Gregg; H.R. Baxter; R.W. Ott; S.W. Robinson and W.C. Kingsbury, A.C.

One of the latest additions to Rockwell Field is the new type speed boat, for emergency use, when tow targets or other work necessitates planes flying low over water. The new craft is a Cris-Craft standard 11 passenger boat.

Capt. Herbert Owen Russell, Air Corps Reserve, reported for two weeks' active duty, effective July 1st.

The engagement of Miss Ettie Lockman to Lieut. A.F. Solter, A.C., has been announced. The bride-to-be, a popular member of the younger set, is well known in musical circles here, being an accomplished pianist and organist. Lieut. Solter is a member of the 95th Pursuit Squadron, now stationed at Rockwell Field. The wedding is planned for late summer.

2nd Lieut. Stanley K. Robinson, A.C., of the 95th Pursuit Squadron, left this station, via air, June 22nd, for Washington, D.C., for the purpose of representing the Ninth Corps Area in the Army Championship Matches to be held at Washington beginning June 27th.

Capt. Edward F. French, Signal Corps, paid an official visit to this station on June 28th, for purpose of supervising the installation of teletype service.

1st Lieut. H.B. Chandler, A.C., of March Field, is at present on detached service at Rockwell Air Depot, for a period of about two weeks, for purpose of observing and obtaining instruction in the machine system of bookkeeping now installed at this Depot.

The following named 2nd Lieuts, Air Corps Reserve, having completed training as Flying Cadets at Kelly Field, Texas, were ordered to active duty at Rockwell Field, for a period of one year, effective June 28th: Harold W. Bowman; Dan McGrew Medler; George E. Price; Kenneth A. Rogers; Erling A. Strand; Lloyd H. Watneo and William R. Casey.

1st Lieut. Robert E. Selff, A.C., having reported for duty at this station was assigned to the Rockwell Air Depot, and took over the duties of Agent Finance Officer and Employment Officer.

1st Lieut. B.R. Dallas, A.C., was appointed Assistant Post Operations Officer and Assistant Engineering Officer, Rockwell Air Depot.

1st Lieut. Charles R. Howard, A.C., a recent arrival at this station from Panama, was assigned to the 11th Bombardment Squadron.

Examinations for commission in the Regular Army, Air Corps, were held at Rockwell Field, the week of June 24-29. The following named 2nd Lieuts. Air Corps Reserve, on duty at this station took the examination: John H. Bundy, James Arthur Ronin and Richard B. Stith.

#### Kelly Field, San Antonio, Texas, July 1st.

Almost simultaneously with Lieut. T.A. Sims' orders transferring him to the Academic Department of the U.S. Military Academy at West Point, came the announcement that 1st Lieut. Earle E. Partridge would also go to West Point for the same purpose. Lieuts. Sims and Partridge have both been on duty at the Advanced Flying School since they completed their course of instruction here. Lieut. Partridge graduated from West Point in the class of 1924 and Lieut. Sims, in 1926. Their departure from this station will be noted with a great deal of regret by their many friends and acquaintances.

There has been a great deal of activity at the swimming pool during the many hot days recently. The swimming pool has been crowded during all the hours at which it is available to both commissioned and enlisted personnel. In addition, a number of garden parties have been enjoyed at the swimming pool.

Under the direction of 1st Lieut. S.T. Smith, Post Athletic Officer, the baseball schedule has been progressing very smoothly and it was announced that a fall schedule, including football, basketball, track, tennis, and swimming has been arranged. A system of grading for the different squadrons was effected and a final standing for each of the organizations on the field will be arrived at after completion of this season. With the strong competition which



characterized the baseball league during the hot summer weeks, it is expected that the fall sports will be even more popular, if it is possible for them to be so.

A splendid boxing card of seven fast bouts was staged at the Post Gymnasium recently and, it is believed, the customers were very well satisfied with the exhibition. A number of local fighters, who have become popular through their fistic activities, appeared for a second, and in some cases a third and fourth time.

1st Lieut. John (Polo) Clark was painfully injured recently while participating in a baseball game with his Squadron, when, as usual, he was performing the duties of catcher. Lieut. Clark was unfortunate enough to receive a pitched ball full on the nose while at bat. At present he is reported to be resting as comfortably as could be expected in the base hospital at Fort Sam Houston. Lieut. Clark will be remembered as No. 4 on the champion Kelly Field polo team of two years ago, during which season he was also seriously injured by a fall from his horse in the championship game for the Southwestern Circuit cup. In addition to his activities in baseball, tennis and polo, Lieut. Clark was - until his last injury - a member of the championship flight in the San Antonio golf tournament which is being held at this time.

1st Lieut. Frederick I. Patrick recently returned from an extended cross-country trip, where he visited the following points: Muskogee, Oklahoma; Kansas City, Kansas; St. Louis; Dayton, Ohio; Washington, D.C.; Langley Field, Va.; Mitchel Field, N.Y.; Albany and Buffalo, N.Y.; Selfridge Field, Mich.; St. Louis, and Muskogee, Okla. This flight was taken in an A-3 Attack plane and Lieut. Patrick reports that he had practically no difficulty throughout his entire trip.

Lieuts. Larson and Carr recently made a night cross-country from Brownsville, Texas, to Kelly Field, as did Lieut. Harvov Ogden.

Under authority contained in Army Regulations, a Board of officers consisting of Capt. Wm. B. Wright, Jr., A.C.; Samuel E. Brown, M.C.; Ernest F. Harrison, M.C.; Wm. S. Gravely, A.C.; 1st Lieuts. John W. Monahan, John K. Cannon and Lawrence J. Carr, A.C., met at Kelly Field recently to conduct the Regular Army examinations for the 65 Flying Cadets authorized to take the examination. Of the 65 recently graduated cadets, all of whom hold Air Corps Reserve commissions, 59 completed their examinations, and it is the opinion of the Board that this will become a promising crop of young second lieutenants.

Lieuts. W. T. Larson, A.C., and Lawrence J. Carr, A.C., took off from Kelly Field on Wednesday, June 24th, on a proposed flight to Panama, via St. Louis, Dayton, Washington, Florida, Cuba and Nicaragua. These officers arrived at Langley Field on the 28th and it is expected that they will proceed from there.

#### Clark Field, Pampanga, P.I., June 1st.

May 13th was a gala day for Clark Field - the occasion being the 10th anniversary of the Squadron. Baseball in the morning worked up an appetite, and we'll say it was satisfied. The Mess Hall was decorated with Air Corps and national colors, supplemented by fresh cut flowers from our lawns. Capt. Lawrence P. Hickey, commanding during the absence of Maj. Cousins in the States, gave an address on the history and achievement of the organization; and our Adjutant, 1st Lieut. Charles A. Horn, gave some interesting ideas on Philippine Service in general and service in this outfit in particular. A local vaudeville troupe did its stuff, while a native stringed orchestra and a section of the 24th Field Artillery Band furnished opportunity for dancing. Pvts. Finkelstein and Manning demonstrated that Al Jolsen missed a bit, while Staff Sgts. Dearborn and Mitchell, Sgt. Milliken and Pvt. Simpson, in a quartet, produced harmony that should be presented to the world. It might be mentioned that entertainment was furnished by Sam Miguel - you know it was a good party.

The Squadron's chicken farm is progressing. An eight-foot fence incloses a four hundred foot runway and two and a half dozen of the purest Rhode Island Reds that can be pured. A short time will also find some two hundred one-pounders fattening for the Squadron Mess.

Talking about gunnery scores! And Utopian dreams! When Capt. Lawrence P. Hickey turned in a score of 358 with 42 bull's eyes to his credit for tow target gunnery you may well expect it caused considerable comment and congratulations.

Wonder of wonders of the world! Twenty-eight soldiers in plus fours, new balls, new greens and green players. The Clark Field Golf Club (enlisted) was

organized on May 23d. A nine-hole course was laid out and considerable work has already been accomplished. The middle of June is set for the official opening of the course. We have with us a pro (enlisted) who has signified his desire to spread the gospel of golf. And, as intimated previously, twenty-eight enthusiasts are awaiting his pleasure. Clubs were bought in Manila in bulk for all players, thus reducing the initial cost and enabling even the "Buck Private" to be a participant. Golf Bugs are increasing alarmingly, and it is not an unusual thing to perceive an enthusiast out on the links in the twilight chopping industriously at a seemingly phantom ball. A good deal of the credit for this excellent installation goes to Staff Sgt. Frank H. Lord and Sgt. William A. Milliken. Let us hasten to add the name of Lieut. Clarence S. Irvine, without whom our troubles would be infinitely multiplied. We believe that we have some fine material and entertain high hopes for future developments and accomplishment.

Angeles is gradually recuperating from the disastrous fire which occurred there a few weeks ago. Small shops have sprung up along the main thoroughfare, displaying their remaining merchandise which was salvaged from the fire. Laborers are industriously erecting new buildings in lieu of the charred debris which is still somewhat scattered about.

Capt. Lawrence P. Hickey, Lieuts. Thomas W. Blackburn, Orvil A. Anderson and Clarence S. Irvine made a trip to San Jose, Mindoro, this month. They reported a most interesting trip seeing the picturesque country and the unique costumes that the natives of that territory wear.

France Field, Panama Canal Zone, June 24th.

Combined training with other arms of the service is the major part of the work of the 6th Composite Group at present, which includes Infantry Contact and Liaison missions, tow target work for the Anti-aircraft (mostly night missions). During the month of April, the Group flew 752 hours and 55 minutes, and in May 647 hours and 45 minutes. Most of this time was in connection with the training with other arms of the service.

During the past month Staff Sgts. M.M. Rozburski, E.V. McGinnis, and W.C. Ashby arrived at this Station as replacements for Staff Sgts. S. Lapek, H. Garst and V.L. Gard.

1st Lieut. William B. Souza, A.C., left this station June 19th, per expiration tour to foreign service, for reassignment to Mitchel Field, N.Y.

Lieuts. Robinson, Harmon, Davies and Canfield and Sgts. Jewell, Hawkins, Wright and Cpl. Bull left this station June 19th for Langley Field for the purpose of procuring and ferrying from that station to France Field, four LB-6 Bombardment planes.

The following letter was received by Capt. (Rudy) W. Propst, Air Corps Supply Officer, from 1st Lieut. Orin J. Bushey, A.C., now on detached service at Langley Field in connection with the Gunnery and Bombing Competition:

Maxwell Field, Ala.,

May 18, 1929.

Dear Boss Joe:

The gas you gave us was not nuff to get us here - likewise oil, so we had to by sum moar even tho the airport of David chipped in when we stopped to get our \$8.00 expense message.

They - Pardoe's marines - were kind to us at Managua, seeing how tite you was with your gas, and helped out with 200 gal gas and 25 oil (gave receipt only).

At Belize, Cronau thot he just had to have something before crossing to Cuba. Bot him gas from C. Meloda & Sons - vouchers enclosed. I think somebody will have to send them a check tho. You didnt give me any blanks on Mr. Mellon's account.

Also vouchers for J.C. Terrill at Belize. Stopped at San Julian (Mendoza) Cuba. We didn't need gas exactly but had got the habit - vouchers enclosed. Check, please, Havana Cuba.

The gas habit is a little like the bear habit. We stop frequently. Will mail remaining vouchers from Langley Field. Should they not be made out as you want them let me know by mail while at Langley so proper receipts and signatures can be obtained on the return trip.

We are now at the most dangerous part of our trip. So far almost all the time we were within gliding distance of water. From now on we must fly over

land. I have heard it was a dry land too but my nose is suspicious of that.

Yesterday we came from Jacksonville and at no time could we see any water in which to make a forced landing. A strange sight to see no mountains, nothing in fact, but farms, fields and pastures under us in case of trouble.

Today it has rained all day long - low clouds, etc. We are taking a needed rest. Ships are being cleaned and pressed. Under the soot and oil they found blue paint. They are in excellent shape tho.

Capt. Akers also is held up here. If weather clears we will get away tomorrow - (Monday) and reach Langley in the afternoon.

There has just been published a complete change in TR 440-40. Everything practically is changed with regard to Aerial Gunnery and Bombing. The new Regulations were distributed here yesterday so you will get them shortly.

Peacy took off for Dayton from Jacksonville yesterday. I don't think he will use any purchase orders. He said he wouldn't use any more gas than he could help.

Will close now, we are going in to town for a show and eats. Will send remainder of forms AC 238 from Langley.

Give our regards to all. Will write Col Fisher from Langley in regard to full trip.

\* \* \* \* \*

Hoping you are the same, I remain

Sincerely,  
Orin J.

Selfridge Field, Mt. Clemens, Mich., July 11th.

Pilots in three planes from this field flew to Jackson and attended the celebration of the forming of the Republican Party at that point. The planes left here in the morning and returned in the afternoon.

Three extended flights have been made by the personnel of this field. Lieut. French making a trip to Billings, Mont. and return; Lieut. Moore to San Antonio and return; and Lieut. Cobb to Boston and return via Port Ethan Allen.

Lieut. Barr of the 15th Squadron proceeded by train to Los Angeles and flew a new Douglas O2-E to this station where it was delivered to the Michigan National Guard Squadron at Detroit.

The 15th Squadron is very busy at this time with its missions. Lieut. Hamilton is at present on probably the longest mission for the summer as he is photographing about eight thousand square miles in the northern part of Wisconsin. He is assisted in this work by Sgt. Rhodes of the Photographic Section. At present this flight is based at Wausau, Wisc., where they are being excellently taken care of by our old friend Johnny Woods.

Lieut. Elliott and Sgt. Davis are at Bowman Field flying tow target work for the Reserve camps at Camp Knox.

Lieut. Uphogrove and Lieut. Shanahan completed a radio mission at Camp Sparta for the Artillery at that point, last week end. Lieut. Shanahan and Lieut. Johnson are at present absent from this station on a radio mission with the troops at Fort Sheridan.

Lieut. Harding has been absent from the Post for two weeks attending a football coaching school at Springfield, Ohio, in preparation for a tour of duty at West Point this fall.

The field was extremely sorry to bid Good-bye to Lts. Mallory, Robinson, Keillor and Irvin who left in the early part of this month for duty at the Training Center at San Antonio.

The Concord Club at Mt. Clemens, which is an old German Club of that city, was the scene of a very fine party given by Maj. Ballantyne, Capt. Gray and Capt. Johnston. These three officers were all due for their promotion on about the same date, so the affair was in the line of a promotion party. A very excellent German dinner was served and cards and music were indulged in afterwards.

During the month of June, the personnel of the field were very pleased to have on duty Capt. Spiedel of the German General Staff. Capt. Spiedel was attached to the 15th Observation Squadron and while not a pilot, showed himself to be very interested in Observation work. He made the trips to Sioux City and Rochester and also spent a couple of days at Camp Skeel. He was an asset to the Post socially, and all were very sorry to see him leave and hope he will return some time soon. Prior to his departure he entertained his friends at the Field with dinner at the Concord Club and it was a most enjoyable affair.

Several service tests are being carried out at this station at the present time. The Type A-3 bomb release was tried out at the last camp at Oscoda. The new zipper bags for pilots had been tried out and the report has been forwarded.

Langley Field, Va., July 17th.

19th Airship Company - By 2nd Lt. B.T. Starkey: The TC-6 returned to Langley on the 17th of June from Lakehurst, N.J., where it was used for advertising the Garden Party on Governor's Island for the benefit of the Army Relief Fund. 1st Lieut. M.E. McHugo was in command of the ship.

An observation mission, in cooperation with the Coast Artillery, was flown June 19th. Observation of the firing was transmitted by radio to the ground troops. The firing was done by the first class of Cadets from the Military Academy, West Point.

A brief inspection of the Airship Hangar was made by the Cadets on June 21st. 2nd Lt. B.T. Starkey assumed charge of the Cadets upon their arrival and escorted them around the big hangar, at the same time lecturing on the more interesting phases of Balloon and Airship Work.

The 19th Airship Company for the second year in succession won the baseball championship of Langley Field by defeating the Air Corps Tactical School Detachment, runner-up, by the decisive score of 27 to 4. In two previous contests each team won a game and considerable interest was in evidence, as it was thought that the deciding game would be hard fought throughout. However, it developed into a field day for the 19th, as three pitchers of the Air Corps Tactical School gave up 25 hits, many of them for extra bases. Ben Shaver, on the mound for the 19th, yielded but six hits and really deserved a shut-out. All the games in the League this year were unusually well attended by the Post Personnel, indicating a growing interest in our National Game.

On June 27th, a mission was flown in cooperation with the Coast Artillery of Fort Monroe. Major Kennedy, from the Chief's Office, participated therein. The mission was not as successful as in the past due to trouble developing in the ground radio set, making it necessary to relay messages through the tug. The Artillery firing is done by the first year class of Cadets of the United States Military Academy and is part of the training being given the class at the three military posts on the peninsula.

Several training and demonstration flights were made during the past week for the West Point Cadets. Only a limited number of the Cadets were accommodated on these flights as very little time was allotted to this phase of training.

Recruiting was resumed for the 19th Company with the object of bringing the organization up to its present authorized strength of 176 men.

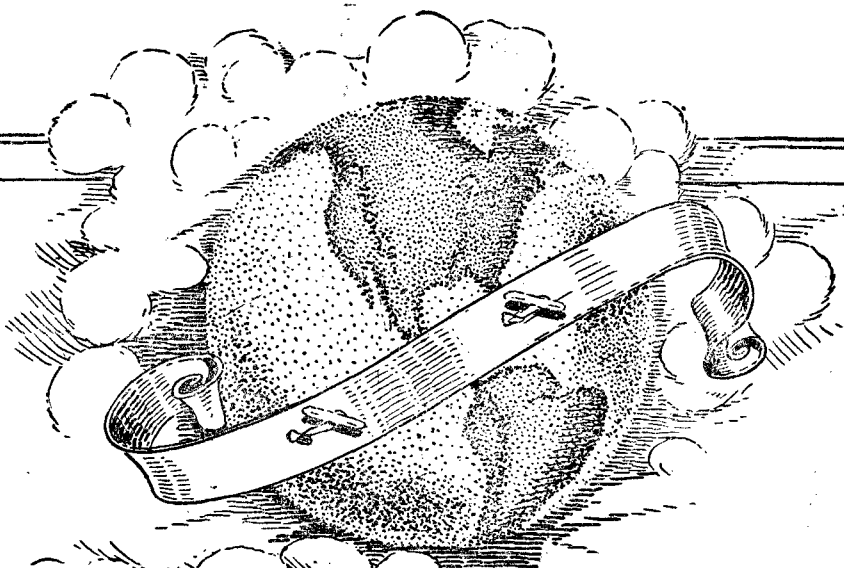
The Inter-post Baseball series between Langley Field and Monroe, and Fort Eustis will begin July 13, 1929. The Squadron teams at Langley disbanded, and the pick of the various teams are being coached by Lieut. Armstrong to represent Langley for this year. The 19th Airship Company's team has seven representatives on the Post Team.

Only one flight was made from this organization during the past week, a photographic mission to Kitty Hawk, North Carolina, being made on the 5th of July in connection with the bombing of a steamer, which had run aground nearby. Sound photos were made by representatives of the Paramount Company.

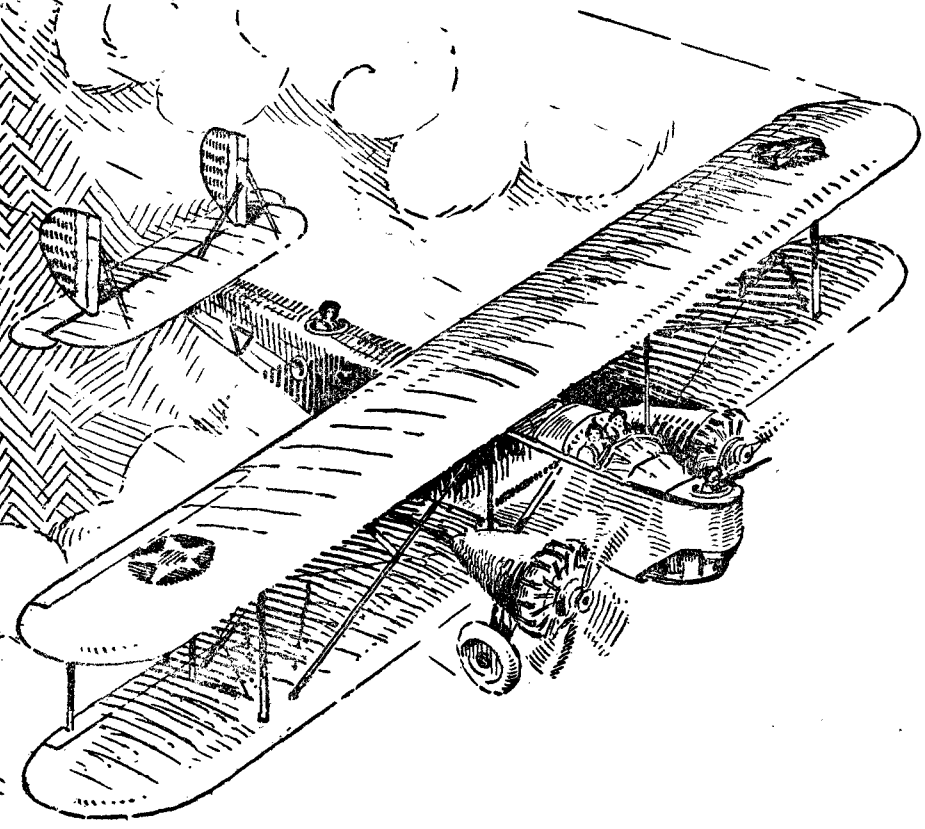
2nd Lieut. William J. McCracken, Air Corps Reserve, was assigned to the 19th on active duty for a period of one year.

1st Lieut. George G. Lundberg, Air Corps, was transferred to Langley Field and attached for flying duty with the 19th Airship Company, effective, June 6th.

Library



# AIR CORPS NEWS LETTER



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OFFICE OF THE CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON

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 ONE-DAY PANAMA TO KELLY FIELD FLIGHT

By A.M. Jacobs

Wright Field, Dayton, O.

Lieut. Westside T. Larson, Air Corps, recently reported at the Materiel Division as one of the officers selected for the Navigation School Course, a little late for the opening, having been delayed by participation in a rather notable flight. With Lieut. Lawrence J. Carr as co-pilot, Lieut. Larson, on July 11th, flew from France Field, Panama Canal Zone, to Kelly Field, San Antonio, Texas. Although attempts have been made by others to accomplish this flight in one day - it is a distance of 2030 miles - this is the first time it was crowned with success.

The two pilots left Kelly Field on June 25th in a standard A-3 (Curtiss Falcon equipped with a D-12 engine) with the double purpose of gaining cross-country experience and of trying out the practicability of delivering planes by ferry to certain of our southern foreign possessions. No extra gas tanks or other unusual equipment were installed, the plane being used as taken from the line for the ordinary flights of the field.

Their first port of call was Muskogee, Oklahoma, then Washington, D.C. They spent June 27th in Washington, then took off for Langley Field, Va., Fayetteville, N.C.; Brunswick, Ga.; Jacksonville and Miami, Fla., and Havana, Cuba, by way of Key West, Fla. They spent three days in Havana inspecting Air Corps Fields and equipment and on July 2nd took off for Belize, British Honduras, accomplishing the 200-mile course over water without difficulty. On landing at Belize, however, they bogged on a new field into soft mud, bending the propeller. This necessitated a layover for the installation of a new propeller. On July 6th they proceeded to Managua, Nicaragua; on July 7th to David, Panama and then to France Field.

At France Field a new motor was installed, and on July 11th they were ready for a gallant endeavor. Not much had been said of their plans; no preparation for speedy refueling had been made; no work of their coming sent to the various fields, at which they would have to stop, in order that they might have the benefit of expert service and ready food, but in their hearts the two airmen knew when they gave the plane the gun at 3:30 A.M., Eastern Standard Time, that, if they could make it, they would be bunking in their own Kelly Field before another twenty-four hours had gone round the clock. For more than an hour they were baffled by the worst sort of weather, and they could only fly around the field hoping for a break in the clouds. Finally it came, and they crossed the Isthmus of Managua, where they gassed and snatched a bite to eat, leaving as soon as possible for Minatitlan, Mexico. Between Managua and Minatitlan they struck a stretch of very bad weather, the clouds being so dense that they seriously considered turning back. But they kept on and at Minatitlan came into a small field which was almost deserted. Although the most courteous service was given them, once their presence was made known, valuable time was lost in further diplomatic attentions which, though appreciated and interesting, they would have preferred to escape. Having finally received the necessary fuel, however, they again took off, striking out for Brownsville, Texas. Here their needs were attended to pronto, and by 9:50 they were off for Kelly Field where they came down tired, but content, two hours later.

In 21 hours and 20 minutes elapsed time (19 hours and 45 minutes flying time), delays, storms, mountains and live volcanoes included, they had reached their goal, and it was good to be home again. To have proved that the Canal Zone lies but twenty hours distant from the United States for the standard plane of the service was not such a bad day's work for two flyers off on cross-country.

The News Letter Correspondent from Kelly Field submitted the following report covering the round trip flight from that Field to France Field, Panama,

of Lieuts. Larson and Carr, which involved a total distance of 6,441 miles:

The flyers departed from Kelly Field at 12:10 P.M., Tuesday, June 25, 1929, and landed at France Field, Panama Canal Zone, at 4:50 P.M., Sunday, July 7th.

The return flight was made in 20 hours and 20 minutes. They left France Field at 3:30 A.M., Thursday, July 11th, and arrived at Kelly Field at 11:50 P.M. the same date. Only three stops were made - Managua, Nicaragua; Minatitlan Mexico and Brownsville, Texas.

The diary of the flight is given below:

Tuesday, June 25, 1929. (Kelly - Muskogee, Oklahoma, 483 miles.) Left Kelly at 12:10 P.M. Weather excellent, but with the first north wind in months. Arrived Muskogee 5:10 P.M. Stayed over night.

Wednesday morning, June 26th. (Muskogee - Bolling, 1078 miles.) Left Muskogee, Okla., at 5:00 A.M. Passed over St. Louis at 8:15 A.M. and continued on to Wright Field, where we landed at noon, Eastern time. Had lunch, and left Wright at 2:00 P.M., arriving at Bolling Field, D.C., at 5:10 P.M.

Thursday, June 27th, was spent procuring maps, all weather data we could get, and having our ship checked over at Bolling Field.

Friday, June 28th. (Bolling - Redfern Field, Ga., 585 miles.) Weather was bad to the south but clear toward Langley. Received a clearance for Langley, and took off at 9:10 A.M. Weather was good, but had a thick layer of broken clouds at 1000 ft. Arrived Langley at 10:20 A.M. Oil pressure was lower than it had been, so we had it increased at Langley. Left Langley Field at 12:20 P.M. and arrived Camp Bragg, N.C., at 2:25 P.M. Weather was reported poor to the south but was good at Camp Bragg, and seemed good as far south as we could see. Left Camp Bragg at 2:45 and about two hours later ran into bad weather. After dodging storms and rains we finally reached Savannah, Ga., but at Brunswick, Ga., it began to get dark and, not knowing whether or not the field at Jacksonville was lighted, we landed at Redfern Field, near Brunswick, at 7:45 P.M., 60 miles north of Jacksonville. Staked and covered our plane and stayed at a Resort Hotel near the field.

Saturday, June 29th. (Redfern Field, Ga. - Havana: 642 miles.) We left Redfern Field at 6:00 A.M. and arrived at Jacksonville at 6:35 A.M. The field was deserted. A milkman finally came along and we bought our breakfast from him. Finally got gasoline and service and left Jacksonville at 8:30 A.M., arriving at the Pan-American Field at Miami, Fla., at 11:30 A.M. Had lunch, serviced plane with gasoline, and left Miami at 12:35 P.M. Weather was good, visibility excellent. Flew down the coast to Key West and then headed toward Havana. The time intervening between our losing sight of Key West until we saw the island of Cuba was only 4 minutes. Flew over Morro Castle and then headed for Campo Columbia, where we landed at 2:55 P.M. Tried to learn all we could of Havana, and planned on leaving at 5:00 A.M.

Tuesday, July 2nd. (Havana - Belize, B.H., 623 miles.) In the meantime some curious onlooker had pulled the dump valve on the main tank, while the ship was in the hangar, but the valve stuck closed. Tuesday morning it vibrated open when the motor was started. We had to drain and remove the auxiliary tank, close the dump valve, and replace the auxiliary tank. We only lost about two gallons of gas out of the main tank and, after a delay of an hour and a quarter, left Havana at 6:15 A.M., headed for Pinar Del Rio, then La Fe, then the tip of the Island of Cuba, and then across the water for Cozumel Island off the coast of Yucatan. Weather good, scattered clouds about 2000 feet. Water jump took us 1 hour and 25 minutes. From Cozumel we headed down the coast to Belize, British Honduras, landing at the Pan-American Field at 12:30 P.M., Eastern Time. Had to gas out of five-gallon cans. Taxied down to end of field and started turning around when left wheel sank into the ground until the left wing rested on the ground and prevented it going further. Before the motor could be stopped the tips of the propeller struck the ground and bent them about three inches out of line. Went into town and requested France Field to send up a prop on the next Pan-American plane.

Prop arrived Friday, July 5th, was put on the ship the same day. Nothing of interest in Belize. Called on Governor and visited the only place of interest in Belize - the jail. We were the first visitors they had since 1927.

On the night of July 4th, Mr. Harvey, an American, had a turkey dinner to celebrate the Fourth. We ate our share of the turkey.

July 6th. (Belize, B.H. - Managua, Nicaragua, 378 miles.) Left Belize at 6:00 o'clock. Headed down the coast to Puerto Barrios and then across the val-



ley to the west of Tagucigalpa to Fonseca Bay, then followed a line of volcanoes about 15 miles inland to Managua, Nicaragua. Saw three active volcanoes. Two gave forth a steady stream of smoke. The third belched forth a great big black puff every 58 seconds. Landed at Managua at 11:45. Had lunch at the Marine Corps Mess and left at 1:00 P.M. Scattered clouds and rain storms all around. Weather began to get thick after an hour and a half. At the end of two hours we were right on the ground, came to a hole, climbed up through and headed back towards Managua. After 5 hours and 20 minutes of fighting clouds and rain, landed at Managua and spent the night there.

July 7th. (Managua, Nicaragua - France Field, C.Z., 552 miles.) Left Managua at 6:00 A.M. and arrived David at 10:30. Had lunch and left David at 2:30 P.M., landing at France Field at 4:50 P.M.

July 8th. Inspection of motor disclosed crack about 8 inches long in crank case. Changed motors and had ship ready for test at 2:30 P.M., July 9th.

July 10th. Gave ship 8 hours' flying, had it inspected and checked and ready to go on the morning of the 11th. Wonderful cooperation, help and assistance was given to us by France Field.

July 11th. (France Field, C.Z. - Kelly Field, Texas, 2100 miles.) Weather clear at France Field, but lightning and thunderstorms all around. Took off at 3:30 A.M. and waited for storms to break. Climbed to 10,000 feet but could not get over them. At 4:30 A.M., storms cleared enough, so we decided to start for David. Flew above broken clouds and rain. Daylight came at 6:10 and as weather cleared a little, landed at Managua at 8:50 Central Time (552 miles). The Marines gave us very quick service, had breakfast ready for us and repaired oil leak in hose connection, and we left Managua at 9:15, heading for Fonseca Bay. Weather looked good over the mountains and decided to cross hump at this point and go up the east coast, hoping for better weather and favorable winds. Went up the Valley as far as Potherillos and then turned to Puerto Barrios. There we encountered low foggy clouds and what seemed to us to be a general storm. Climbed up through the clouds. At 6,000 feet it was clear, with another layer of clouds above us at about 10,000 feet. A little to the right of our course we saw what we thought was sunlight between two storms. We headed that way and passed between the storms. The ground was obscured by clouds for about 2 hours. We finally hit the Gulf of Mexico about 40 miles east of Porto Mexico, turned west and landed at Minatitlan at 3:15 P.M. (691 miles). Customs delayed us there. We were not allowed to put gasoline in our ship until it had been O.K.'d by the Customs. We finally got them out to the field and managed to get away from Minatitlan at 4:30 P.M., landing after dark, at 9:30 at Brownsville (614 miles). We took on 50 gallons of gas, had a sandwich, and left at 9:50. Low clouds opposite George West forced us down to 400 feet and we arrived at Kelly at 11:50 P.M., Thursday, July 11th. (243 miles.)

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#### NAME FOR NEW SHREVEPORT AIR FIELD

The Secretary of War has directed that the new flying field about to be established at Shreveport, Louisiana, which, in the near future, is to be the home of the Third Attack Group, Army Air Corps, now stationed at Fort Crockett, Galveston, Texas, be named Barksdale Field, in honor of the late Lieutenant Eugene Hoy Barksdale who lost his life August 11, 1926, while flight-testing an Observation type airplane near Dayton, Ohio. Lieutenant Barksdale's name was selected from the names of three flying officers of the Regular Army who lost their lives in the service in line of duty, because of the outstanding service he performed both during the War while in France and in this country in the years which followed.

Lieutenant Barksdale was born in Mississippi on November 5, 1895, and graduated from the Mississippi A. & M. College. Shortly after the outbreak of the War he enlisted in the military service and joined a training camp. Transferred to the Aviation Section, Signal Corps, on July 15, 1917, he was sent to the School of Military Aeronautics, Austin, Texas, for ground school instruction. Shortly following his graduation from this school he was sent to duty overseas. He received his flying and machine gun training in England, and while serving with the British Air Force on the front he received official credit for the destruction of three enemy aircraft. In addition, he participated in the destruction of five other enemy aircraft. He served with the 25th U.S.

Aero Squadron from October 15, 1918, until his return to the United States in February, 1919. Until October, 1923, he served at Mitchel Field, New York, and thereafter until his death at McCook Field, Dayton, Ohio, where he was on duty as test pilot.

Lieutenant Barksdale was a second degree member of the Caterpillar Club, by virtue of the fact that on two occasions, while flight-testing new types of airplanes, he was forced to jump with his parachute in order to save his life. The work of a test pilot is to determine the various strains and stresses a plane is capable of withstanding in different attitudes of flight. The planes he piloted on those two flights were not strong enough structurally to meet the test requirements and failure in the air resulted.

Lieutenant Barksdale met his death while flight-testing an Observation plane to determine its spinning characteristics. After purposely placing the plane in a spin, all the skill he no doubt exerted to bring the plane back to normal flight proved without avail and he finally attempted to jump out with his parachute. Through some mischance, however, the parachute was caught in some part of the plane and he was unable to free himself in time, or perhaps the centrifugal force of the fast spinning plane impeded his progress.

The new home of the Third Attack Group at Shreveport, Louisiana, comprises over 3,000 acres, with a landing area exclusive of that portion of the field to be devoted to buildings, of three miles in the direction of the prevailing wind and over  $1\frac{1}{2}$  miles perpendicular thereto in front of the hangar line, with over a mile on either end of this line available for landings. The airdrome site is on a paved highway four miles from the center of the business district of Shreveport.

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#### STRENUOUS TRAINING SESSION FOR RESERVES AT SELFRIDGE FIELD

By the News Letter Correspondent

July 6th, 7th and 8th saw the arrival of about 65 Reserve Officers, ranging in rank from a Major down to a brand new ninety-day wonder shave-tail. After many weary hours of asking for this order and that, the ones responsible for checking the officers in and assigning them quarters finally got all the old timers located and settled down.

Then the old time bunk flying began. The many battles of the war were fought anew, and were Germany to have had in her grand Army the number of ships brought down in this desperate struggle on the G.I. bunks, Anthony G. Fokker, would still be building his famous D.7 to replenish the notorious Red Knight's Circus with new ships.

After the Reserves had gotten their 609's and each man placed in his section according to his rating, there burst on the air the ear splitting roar of twenty-one powerful P.T.'s.

Sitting in the front seats of the aforesaid P.T.'s were some of our boys, who gritted their teeth and with a powerful jam of the gun were away with their students, saying, "Now I will get my revenge for the many weary hours of bawling out I was subjected to at Brooks." But, strange as it may seem, there were no washouts.

Thirty-nine pilots were soloed and there were seven observers for training, the others being men with no pilot's rating who were given the regular two week ground course.

Towards the conclusion of the camp, the men participated in cross-country and formation flying.

Under the able direction of the 27th Pursuit Squadron, the camp was a great success. More flying time was put in than in any other camp, about ten hours per man. There was only one crack-up, but this was practically unavoidable.

The biggest job in the camp was the operations, and this position was nobly filled and handled by none other than the boy with the almost visible mustache, Lieut. Hoyt Prindle of the 27th Pursuit Squadron.

The 94th Squadron has charge of the new camp beginning Monday, July 21st, and we hope and feel doubly positive that this squadron will be even more successful.

The 17th Squadron is at Oscoda trying to break the record made by the 94th in gunnery, but we feel sure that this can not be done, since they have no "hot shots" such as Lieuts. Al. Crawford and Dick Cobb on their firing line.

Airport dedications are being made frequently and with great success, both from the point of view of airport officials and that of pilots participating. Six ships left July 16th for Williamsport, Penna.

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#### GRADUATION OF STUDENTS FROM MARCH FIELD PRIMARY SCHOOL

The class which started training November 1st, 1928, completed the 8 months course of instruction, and were graduated June 27, 1929. A total of 110 students originally composed the class; 4 were held over from the previous class for further instruction, making a grand total of 114 students starting training. Five were eliminated prior to starting flying training, due to physical disqualification, leaving a total of 109 students to receive flying instruction. Of this number 57 graduated.

The graduating exercises were held on the morning of June 27th. The exercises were opened with an aerial review in which all students of the graduating class participated, flying formations in DH's and O2K's. Immediately following the flying review, the presentation of diplomas was held in one of the new hangars decorated for the occasion.

Of the 133 students who reported for the July 1st, 1929, class, 67 are college graduates.

Due to the hot weather, the school, is now running on a half-day schedule; flying training being scheduled from 7:00 A.M. to 11:30 A.M. and Ground School from 11:45 until 12:30 P.M. This gives the personnel of the command time to indulge in golf, swimming, etc.

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#### NEW OFFICERS' CLUB AT MARCH FIELD

March Field, Riverside, Calif., can now boast of one of the finest Officers Clubs in the service. The Club, which is in the Bachelor Officers' Building, was recently decorated by a Los Angeles firm highly experienced in the art of interior decorating. It is expected that a well arranged officers' mess will start functioning on August 1st.

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#### REPORT ON THE BRIDGEPORT, CONN. AIRPORT

2nd Lieut. Leo W. Desrosiers, Air Corps, a member of the Third Attack Group, Fort Crockett, Galveston, Texas, who recently made an extended cross-country flight to Bolling Field, D.C., via Boston, Mass.; Mitchel Field, N.Y., and Langley Field, Va., and return via Uniontown, Pa.; Dayton, Ohio; Chanute Field, Ill.; Scott Field, Ill.; Little Rock, Ark.; and Shreveport, La., made the following special report on the Bridgeport, Conn., Airport:

"This Airport is located at the mouth of the Housatonic River within three miles of the center of Bridgeport, Conn. The site consists of about 275 acres on the Lordship Meadows, and is reached by two improved roads leading from the Boston Post Road. A seaplane canal has been dug from the Housatonic River, the fill from the canal being used for constructing the runways on the main flying field. These runways, seven in number, have been surfaced with road oil and are in excellent condition. Each runway is amply wide enough for a three-ship take-off. The present sheltering and servicing accommodations would be sufficient for a full squadron. The field is completely lighted for night flying and a revolving beacon is operated at all times."

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#### BUSY MONTH FOR CRISSY FIELD

The following activities were indulged in by the Air Corps personnel stationed at Crissy Field, Presidio of San Francisco, Calif., during the month of June:

Training in formation flying, June 1st, 7th and 25th.

Training in gunnery and bombing, June 1st, 4th, 5th, 6th, 7th, 10th and 13th.

Flying missions in cooperation with the 30th Infantry, June 4th, 6th, 11th and 12th.

Flying mission in cooperation with the 6th Coast Artillery, June 10th.

Flying missions in cooperation with the U.S. Navy, June 14th.

Conducting R.O.T.C. training camp, June 15th to June 30th.

Weather conditions were good, save for a seven-day fog which shortened the flying day materially.

## ACTIVITIES AT FRANCE FIELD, PANAMA

During the month of June the 7th Observation Squadron at France Field, Panama Canal Zone, accumulated a total flying time of 245 hours and 55 minutes; the 24th Pursuit Squadron, 204 hours and 45 minutes and the 25th Bombardment Squadron, 62 hours and 5 minutes.

The following ground subjects were carried on during the month by the 7th Observation Squadron: Pistol practice was completed; selected enlisted men were given instruction in radio, armament, airplane and engine mechanics; one hour each week was devoted to Infantry close-order drill for all members; all officers of the Squadron were trained in radio communications and in adjustment with Coast Artillery with special reference to location of long range targets.

In the 24th Pursuit Squadron selected enlisted men were instructed in aircraft maintenance and inspection and armament maintenance and inspection. Recruits were instructed in general airplane maintenance. A noncommissioned officers' school was conducted.

Ground subjects in which training was given members of the 25th Bombardment Squadron were armament and maintenance and airplane and engine mechanics. A session was devoted to Infantry drill for officers and enlisted men.

The 63rd Service Squadron, charged with the operation of Headquarters Flight, assisted the Detachment Panama Air Depot in the operation of the Assembly and Repair Hangar and Depot Shops.

The 12th Photo Section made a mosaic of the Chagres River bombing range, and miscellaneous obliques, including photographic report of progress on the Albrook Field project. Training of personnel in all departments of the photographic laboratory was carried out, also instruction in aerial and ground photography.

The Panama Air Depot overhauled three airplanes and three engines, in addition to carrying on instruction in airplane and engine mechanics, while the Parachute Department handled a total of 139 parachutes, of which number 77 were folded and inspected. Repairs or replacements were made on the remainder.

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### NEW CLASS STARTS TRAINING AT ADVANCED FLYING SCHOOL

The fifth class of students, under Plan "B" of the Five-Year Program, started instruction at the Advanced Flying School, Kelly Field, Texas, on July 8th. It consists of 72 flying cadets, 1 non-commissioned officer, and 50 officers with the rank of Second Lieutenant, Regular Army, graduates of the June, 1928, class from West Point.

Among the 72 flying cadets of the class, there are 35 college graduates. Fifty-eight students have signified their intention to apply for extended active duty, and 62 indicated a desire to submit applications for examination for a commission in the Regular Army.

The 123 students of the July class were assigned to the following sections for training:

<u>Sections</u>	<u>Officers</u>	<u>Cadets</u>	<u>NCO</u>	<u>Total</u>
Attack	6	11	1	18
Bombardment	4	14	0	18
Observation	19	17	0	36
Pursuit	21	30	0	51
	50	72	1	123

A number of changes have taken place in the assignment of instructors for the new class. The following officers were assigned as indicated:

#### Attack Section:

1st Lieut. Emil C. Kiel, (Senior Instructor)  
 1st Lieut. Lawrence J. Carr, (Ass't Senior Instructor)  
 2nd Lieut. Turner A. Sims, Jr.,  
 2nd Lieut. Hansford W. Pennington,

#### Bombardment Section:

1st Lieut. John W. Monahan, (Senior Instructor)  
 1st Lieut. Ralph A. Snavely, (Ass't. Senior Instructor)  
 2nd Lieut. Henry R. Baxter

Observation Section:

Capt. Wm. S. Gravelly, (Senior Instructor)  
1st Lieut. Howard K. Ramey, (Ass't. Senior Instructor)  
1st Lieut. Harold A. Moore,  
1st Lieut. James A. Mollison,  
1st Lieut. William W. Welsh,  
1st Lieut. Clarence P. Talbot,  
2nd Lieut. Otto P. Weyland,  
2nd Lieut. William D. Old,  
2nd Lieut. James W. Andrew.

Pursuit Section:

1st Lieut. John K. Cannon, (Senior Instructor)  
1st Lieut. Dale V. Gaffney, (Ass't. Senior Instructor)  
1st Lieut. Louis C. Mallory,  
1st Lieut. John S. Griffith,  
2nd Lieut. Luther S. Smith,  
2nd Lieut. Demas T. Craw,  
2nd Lieut. Shelton E. Prudhomme,  
2nd Lieut. Y.H. Taylor,  
2nd Lieut. Russell Keillor,  
2nd Lieut. F.H. Robinson,  
2nd Lieut. F.G. Irwin.

Capt. T.M. Jervey, Instructor in Bombs and Explosives, Bomb Sights and Racks. Captain Perry Wainer, Instructor in Signal Communications.

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**FORCED LANDING TERMINATES CAPTAIN HOYT'S ALASKAN FLIGHT**

Captain Ross G. Hoyt, of the Army Air Corps, whose flight from New York to Nome and return came to an unscheduled end, when water in the fuel tanks stopped his motor and forced him to land at Valemount, British Columbia, returned to Washington to report in person to Assistant Secretary of War F. Trubee Davison, in charge of Army Aviation, and Brigadier General William E. Gillmore, acting Chief of the Air Corps.

In the report he is now preparing, Captain Hoyt tells a dramatic story of his flight from the time he left New York on the afternoon of July 18th until his ship nosed over in a small clearing in the heart of the Canadian Rockies at sunset on Sunday, July 21st, just as he had completed 6,000 miles of his 8,460 mile itinerary.

"Immediately after the christening of the plane by Mrs. F. Trubee Davison, I climbed into the cockpit, gave the motor a brief test and took off easily with a full fuel load of 260 gallons, the ship weighing at the moment of take-off approximately two and a quarter tons," states Captain Hoyt. "Shortly after leaving New York for Minneapolis - my first stop - I encountered intense thunderstorms with accompanying rains and a high southwest wind blowing directly across my 1000 mile course. These storms grew in intensity as I proceeded westward over New York State and reached their peak over Lake Erie and Lake Michigan. The air was so rough that I had trouble in holding the ship on an accurate compass course. Also, low clouds and heavy rain made it impossible for me to see either shore while crossing the lakes. It was not until I passed over Manitowoc, Wisc., that I was sure I was on my course. Here the clouds began to lift and soon I flew in brilliant sunshine. From then on, until I reached Minneapolis at dusk, I had clear sailing. I left Minneapolis shortly after dark and headed for Edmonton, 1,100 miles away.

"The moon shone brightly as I circled the Minneapolis field but I had covered less than 100 miles before clouds again began to obscure my course while lightning to the north and south told me it was hopeless to attempt to circle the storm. I had no alternative other than to go through it, which I did for the next two hours, flying at an altitude of from 3,000 to 2,500 feet, navigating entirely by instruments and unable to see anything below me even when the darkness was temporarily rent by flashes of lightning.

"After two hours of this I came out into clear moonlight and sometime thereafter I saw the glow of the lights of a large city appear on the horizon. In a few minutes I was over what I hoped to be Regina, Saskatchewan. This hope was presently confirmed when I identified, Moosejaw, another large city, slight-

ly to the south of Regina. I was on my course with 500 miles to go. From Regina to Edmonton there were no landmarks which could be checked on at night. Although morning twilight begins in that region about 2 o'clock, the fact that I was traveling almost due northwest and away from the dawn, made darkness follow me until within 20 miles of Edmonton where I landed at 3:45 A.M. Edmonton time.

"I spent about an hour at Edmonton where I had breakfast while the ship was being refuelled. As soon as the plane was ready, I took off for White Horse, Yukon - another 1,100 mile trek. There was a strong west wind which grew to a 40 mile gale as I climbed to 7,000 feet in order to clear the Canadian Rockies. I had ten hours of gas in the tanks when I left, but the hard head wind reduced my speed to such an extent that upon reaching Hazelton, slightly more than half way between Edmonton and White Horse, I found that I did not have enough gas to reach my destination. I could not go on and had to find a suitable landing place which I did at Vanderhoof, British Columbia, where I put the ship down in a small, ploughed field about 3 miles north of the village. Due to time wasted in getting fuel, there was not enough daylight left for me to continue on to White Horse where there are no facilities for night landing. I therefore decided to remain at Vanderhoof until dawn, Saturday. I took off at 3:00 A.M. and reached White Horse after four and a half hours of extremely difficult flying. The peaks of the mountains were obscured in clouds and I had to pick my way along valleys and streams. Luckily, there was no wind to bother me. Following nearly three hours of valley chasing, having zig-zagged up one valley and down another, I came out at Atlin Lake directly on my course, but somewhat the worse for wear, as flying at 150 miles an hour along winding bottoms of valleys hemmed in by rugged mountains is not conducive to restful meditation.

"From Lake Atlin on, the weather cleared somewhat and I had easy flying into White Horse where I landed, took on gas and left for Fairbanks. Here I refuelled, hopped off for Nome, and once again I had low clouds and mist as traveling companions. I reached Nome at 6:10 P.M. having covered the 1,500 miles from Vanderhoof in 12 hours. I remained in Nome one hour and then returned to Fairbanks, getting there at 11:00 P.M. - still broad daylight. After five hours of rest, I left for White Horse where I arrived at 8:40 A.M., refueled and set out for Edmonton. I was within 200 miles of that city with the worst part of my journey behind me when the trouble which eventually forced me to land began to develop.

"About half way between Prince George and Jasper, just as I was starting to gain altitude to clear the last mountain range before reaching the open prairie country, my engine suddenly sputtered and backfired much as though my altitude adjustment was set too lean. I immediately changed the adjustment and glanced at my gas-pressure gauge which indicated normal pressure. The motor, however, continued to falter and at times would stop firing completely, my forward speed keeping the propeller churning. Then, again, it would pick up and for a few moments it would function smoothly. Meanwhile I kept losing altitude. I saw the handwriting on the wall and realized that unless a miracle happened the flight was over. For that reason my anxiety was divided between the dying motor and the utter absence of a space big enough to land a plane on in that rocky and desolate region.

"I had unbuckled my safety belt and was ready to jump, much as I hated to leave my ship, but I saw no other way out. As I stood up in the cockpit of the plane I obtained a better view of the ground directly beneath me and spotted a small clearing which I judged was big enough to land the plane on providing the ground was reasonably smooth. With fresh hope I got back in my seat, buckled my safety belt and circled down toward the clearing for landing. I landed and rolled a very few feet when my right wheel struck a mound throwing my left lower wing into the ground.

"Almost simultaneously the left wheel struck a similar mound, throwing the right wing to the ground. Then both wheels sank into a deep hollow, the plane nosed over and I found myself hanging upside down, held in place by my safety belt. Gasoline was pouring out of the now inverted tanks, but fortunately I had cut the switches the minute I began to nose over so there was little risk of fire. I released my safety belt, landed on my head and scrambled from under.

"Although the flight was not entirely completed, I feel the feasibility of long-range Pursuit has been demonstrated and that it is entirely practicable to establish aerial connection from anywhere in the United States with Alaskan territory. The Curtiss "Hawk" Pursuit plane, equipped with a Curtiss Conqueror

motor, used in the flight performed to perfection. I ascribe the failure to reach my goal as due to condensation of water from the air within the tanks during flight. I had flown for several hours through rain and clouds and had been compelled to change altitude innumerable times with resultant changes in temperature tending to create conditions apt to cause condensation. I certainly did not use inferior gas as extensive pains were taken at each stop to give me the best possible service."

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#### FOUR AIR CORPS OFFICERS AWARDED DISTINGUISHED FLYING CROSS

Upon the recommendation of a Board of Officers, recently convened by the War Department, to consider the award of the Distinguished Flying Cross to Air Corps officers for outstanding feats performed by them, Capt. Lowell H. Smith, 1st Lieuts. J. Paul Richter, James H. Doolittle and Harry A. Sutton will receive the much coveted decoration.

Capt. Smith, well known as the leader of the Army Around-the-World Flight, and Lieut. Richter, were the pioneers in mid-air refueling flights. On August 27-28, 1923, at Rockwell Field, Coronado, Calif., they took off in a DH-4B airplane, equipped with a Liberty 400 H.P. engine, and remained in the air for 37 hours, 10 minutes and 14.88 seconds. At certain intervals their airplane was refueled by means of a flexible hose connected to an airplane flying directly above them. In addition to this duration record, they established a world's record for distance (3,293.265 miles) and six other world's records for speed covering 2,500, 3,000, 3,500, 4,000, 4,500 and 5,000 kilometers. Their average speed during this refueling duration flight was approximately 88 miles per hour. All of these eight world's records were given official recognition by the Federation Aeronautique Internationale, the world's aviation governing body. The success attending this first attempt to refuel an airplane during flight paved the way for the successful duration flight of the "Question Mark" last January.

Lieut. Doolittle's flying achievements have been many, but the one for which he was recommended the award of the Distinguished Flying Cross is his flight across the American continent on September 5, 1922. Taking off from Jacksonville, Fla., at 8:20 A.M., he set the wheels of his plane down at Rockwell Field 22 hours and 35 minutes later. His one intermediate stop was at Kelly Field, San Antonio, Texas, where his plane was refueled. An hour and a quarter later he was on his way again. His actual flying time for the trans-continental journey was 21 hours and 20 minutes, and he achieved the distinction of being the first aviator to cross the American continent with an elapsed time of 24 hours.

In addition to the Distinguished Flying Cross, Lieut. Doolittle was recommended for the award of an Oak Leaf Cluster to accompany it as a reward for his valuable research work in connection with flying.

In the science of acrobatics, the loads imposed upon an airplane structure in flight and during acrobatic maneuvers had generally been assumed, no one having gone beyond a certain conservative point in actually determining the dynamic loads in practical test. At the time he conducted this flight research work, Lieut. Doolittle was Chief of the Flight Research Branch of the Flight Section, Engineering Division, McCook Field, Dayton, Ohio. He equipped his plane with a device known as an accelerometer, which graphically registers the dynamic load imposed upon an airplane during flight. He then flew this airplane through maneuvers of the most violent nature that have ever been performed. Triple and quadruple rolls, spins, loops and inverted flight were carried out to such an extent by him that he was enabled to make calculations based upon actual performance rather than on mere assumption. It was during the course of this test flying that he conceived and later performed the outside loop, a maneuver which had never before been performed successfully. After reaching test conditions which no one had ever registered before, he was finally ordered to make further calculations on the flights which he had already made and not carry on his flight testing to the extent he had originally planned, it being feared that his ambition might carry him to such a point that he would be in grave peril of losing his life.

Lieut. Sutton was considered as fully deserving of the award of the Distinguished Flying Cross for his airplane spinning tests. In August, 1926, Lieut. Eugene H. Barksdale, who was Chief of the Flight Test Branch at McCook Field, was killed while flight-testing an Observation plane, which he had purposely

placed in a spin and which he apparently had been unable to bring back to normal flight. Lieut. Sutton was an intimate friend of Lieut. Barksdale, and upon the latter's death he made a firm resolution to solve the problem of spinning. Volunteering to continue the spinning tests where Lieut. Barksdale had left off, he began by first making laboratory calculations and then constructed a device which if successful, he expected would enable him to bring an airplane out of a spin. After several weeks of research work in the laboratory, Lieut. Sutton was ready to begin his work in the air. He installed the device in his airplane and subjected it to a practical test. In his first flights the airplane spun as much as thirty times before he was able to bring it to normal flight again. Although the spinning appeared to be hopelessly beyond his control, instead of deserting his plane and taking to his parachute he remained with it, took his readings, and afterwards made his calculations. After several weeks of this practical flight research work, under most hazardous conditions, he finally arrived at the conclusion that the only solution of the problem was to redesign the airplane. This was subsequently accomplished and the spinning tendency of the airplane was eliminated.

Air Corps officers connected with the Engineering Division characterized Lieut. Sutton's achievements as the finest demonstration of brains, courage and daring which had been brought to their attention in many a year.

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#### REORGANIZED FIRST BALLOON COMPANY REACHES ITS NEW STATION By the News Letter Correspondent

The First Balloon Company reached its new station at Post Field, Ft. Sill, Okla., in spite of all the advice given by its friends the last few minutes before departure. While no band was available to instill the leave-taking with that thrill which runs up and down your spine when a snappy military march is being played, there were so many "bon voyages" and "good lucks" being called back and forth that a band could have scarcely been heard. And the din and hullabaloo continued long after the train was out of sight. In fact, the writer, who didn't leave until the next day, heard several variations of it from all parts of the Post, until his departure. While I had deep regrets for leaving the place that had been my happy home for so long, I, too, then picked up my dog, whistled for the baby and joined my family in the long trek westward.

The trip by train was uneventful and quite regular with the exception of Lieut. Tarro, the acting quartermaster conductor, who neglected to "call off" some of the stations and mispronounced others. Capt. Creighton and Sgt. White also had some trouble keeping the boys "off the rods and the blinds" and making them ride the cushions.

The band missed at Scott Field was much in evidence at Post Field when the new arrivals came into the siding, and it was with a fine spirit of fellowship in the Air Corps that the entire company was welcomed, fed and cared for by the Eighty-eighth Squadron. Every accommodation was offered for the Company's convenience and comfort by the Commanding Officer of Fort Sill and the Commanding Officer of Air Corps Troops, and it wasn't long before the foot-weary soldiers of the First Balloon Company were soundly resting from the fatiguing trip.

The First Balloon Company is new in name only. On the 15th Day of December, 1917, at Fort Omaha, Nebraska, the twelfth Balloon Company was organized. It arrived in France on July 14, 1918, and was sent to La Courtine for further training.

The company was ordered to the front on September 1, 1918, and remained there until the Armistice was signed, participating in the St. Mihiel and the Argonne drives. Two balloons were lost by the Company while at the front. The first one broke away with two observers and landed in Germany, where the observers were captured and held prisoners for the duration of the war. The second one was destroyed by shell-fire while being maneuvered to a place of safety. The Company received one citation and was mentioned in Orders for good work performed in caring for the wounded.

The Company returned to the U.S. in March, 1919. In St. Louis, while on a War Exhibit Tour, the Company operated the first balloon to be flown in honor of the President of the United States, when one was flown over a parade, for President Wilson.

In January, 1922, the Twelfth Balloon Company was changed to the Twelfth Airship Company, which operated at Scott Field. On May 17, 1929, the Twelfth



Airship Company became the First Balloon Company and was organized for duty with the Field Artillery School, at Fort Sill.

During those changes the company retained at all times many of its older non-commissioned officers, who have never allowed the high standards earned by the company during active hostilities to falter, and it is the hope of the entire personnel of the organization that our work with the Field Artillery School will be such as to prove that we are still worthy of the commendation given this company in the following letter:

BALLOON GROUP  
FIFTH ARMY CORPS, A.E.F.  
A.P.O. 789

Group Special Order  
Number 26

19 October 1918

1. The entire Balloon Service honors the maneuvering squad of the 12th Balloon Company. The devotion to duty shown by the men who composed this squad on October 1, 1918, was such as to set a glowing example to all other Balloon Companies, in the American Expeditionary Forces.
2. Despite the fact that shells were falling on all sides of the balloon, two so close as to tear holes in the fabric, no man left the ropes nor faltered, well knowing that death was liable to come to them at any moment. The safety of the balloon was their first thought, their personal safety second. They have shown the spirit and loyalty which is expected of true soldiers.
3. This order is to be read to all Balloon organizations in the Balloon Group, Fifth Army Corps, at the first formation after its receipt.

By order of MAJOR JOUETT:

(Sgd) DARLTON C. JONES,  
1st Lieut., A.S.U.S.A.  
Adjutant.

It will be always an earnest wish of every member of the organization to keep it always the "First" Balloon Company.

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#### WORLD'S LARGEST AERIAL CAMERA TESTED

The United States Army Air Corps at Wright Field, Dayton, Ohio, just completed tests on the world's largest aerial camera, known as the K-7A. This camera, developed to obtain large ground details from high altitudes, weighs 130 pounds. The picture it takes measures 9 by 18 inches. It carries a roll of film 150 feet long and 9½ inches wide. Its operation is fully automatic, and it possesses an automatic registering device by which the elevation of the plane, the time, date and the number of the negative are noted on the film. This camera is electrically heated so that it will function at the below-zero temperatures of the highest altitudes to which the camera is taken. The first photograph with the new camera was taken by G.A. Magnus, piloted by Lieut. J.F. Phillips, at an altitude of 18,300 feet.

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#### FIRST AERIAL COLORED MOVIES TAKEN

The first successful colored motion pictures taken from the air resulted after considerable testing when Capt. Albert W. Stevens, piloted by Lieut. John D. Corkille, recently took a moving picture camera aloft and came down with photographs which, upon development, proved to be clear and in full color.

Capt. Stevens explained that the difficulties encountered at first were overcome principally by experimentation with the proper use of filters. Materials and apparatus were furnished by the Eastman Kodak Company.

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#### DURATION RECORDS DO NOT ENDURE VERY LONG

So far the case of human endurance versus mechanical endurance in a refueling duration flight is an unsettled issue. Messrs. Dale Jackson and Forest O'Brine, holders of the world's air endurance record, traveled around the world over St. Louis, Mo., starting on July 13th and coming back to earth July 30th, or 17½ days later, thereby chalking up the astounding duration record of 420 hours, 21 minutes and 30 seconds and breaking the previous record by more than seven days.

This notable record reflects the highest credit on the plane used, the Curtiss "Robin" the new Challenger engine with which it was powered, the wonderful piloting skill of the two human dynamos, as the press termed the pilots, the men who handled the refueling plane, Major C. Roy Wassall, of the Missouri National Guard Air Service, and Mr. P. V. Chaffee; and others directly connected with the flight.

It was not the physical exhaustion of the pilots nor the malfunctioning of the airplane or the engine which influenced their decision to return to terra firma. Messrs. Jackson and O'Brine made the following statement to the Press:

"One thing occurred to change our plans of outlasting the engine and plane. Our friend, George Lea Lambert, so we heard by message, was killed in a most unfortunate accident. We could not stay up in the air much longer after this; we must land to pay our respects to his family."

Major Wm. Robertson, President of the Curtiss-Robinson Airplane Mfg. Co., of St. Louis, who sponsored the flight, talking over the radio in a nation-wide hook-up on the night of the landing of the plane, stated that he had requested the airmen to land on the score of safety, as his long aeronautical experience convinced him that the motor could not withstand very much longer the unprecedented pace it was setting.

The physicians in attendance upon the flyers, who subjected them to a thorough physical examination both before the flight and immediately following the conclusion thereof, remarked over the radio that he had never in his experience encountered such wonderful specimens of physical manhood, and that they were in excellent condition despite their long grind in the air. In fact, one of the flyers gained several pounds in weight.

The engine with which the "Robin" was powered was named "Challenger" because being a radial type with six cylinders, it was a challenge to the conventional type of air-cooled engines having an odd number of cylinders. Where most air-cooled radial engines have an uneven number, the "Challenger" has two sets of three cylinders on a double-throw crankshaft. It was stated that one of the scientific reasons for this duration flight was to test out the theory of design behind this engine. The performance of this engine speaks for itself. The aeronautical engineer who carefully inspected the engine after the flight stated over the radio that this power plant showed no appreciable wear and that it could have carried on for many more hours.

Aviators have been setting time records since the first days of flying. In 1906, Santos Dumont flew for 21 seconds in France. Two years later, in France, Henri Farman stretched that record to 3 minutes and 39 seconds. Later that year, the late Wilbur Wright, also flying in France, became the first aviator to measure his flight by hours, remaining in the air for 2 hours, 20 minutes and 23 seconds.

In 1912, Fourny, in France, flew 13 hours, 17 minutes and 57 seconds.

In 1920, Boussoutrot and Bernard, French aviators, became the first human beings to fly more than a day without touching the ground, staying aloft for 24 hours, 19 minutes and 7 seconds.

Two American flyers, Messrs. Stinson and Betaud, on December 29, 1921, extended the duration record by flying over Mineola, L.I., New York, for 26 hours, 18 minutes and 35 seconds.

On October 5, 1922, Lieuts. Oakley G. Kelly and John A. Macready, of the Army Air Corps, took off from Rockwell Field, Coronado, Calif., in an attempt to make a non-stop transcontinental flight to New York. Encountering fog in the mountains which they could not penetrate, they returned to Rockwell Field and, instead of landing, circled that field until they had reeled off 35 hours, 18 minutes and 30 seconds.

These same two airmen, on April 17, 1923, at McCook Field, Dayton, Ohio, took off on another endurance flight. Their record at Rockwell Field, although accurately recorded by stop watches, was not accomplished under the timing rules stipulated by the Federation Aeronautique Internationale. It was therefore desired to have a second endurance flight test in the T-2 monoplane, with which they subsequently made a non-stop flight across the continent, recorded by legitimate timers duly appointed by the F.A.I., which would give the flight official recognition should a record be made. Lieuts. Kelly and Macready bettered their Rockwell Field record, for they remained aloft over Dayton, Ohio, 36 hours, 4 minutes and 30 seconds.

Not to be denied, two French flyers, Messrs. Coupet and Drouhin, in France, established in 1924 a new mark of 37 hours, 59 minutes and 10 seconds. Later that year, M. Drouhin with M. Landry, in France, remained aloft for 45 hours, 11 minutes and 59 seconds.

Three years later, in 1927, two American flyers, Messrs. Acosta and Chamberlin, the latter famous for his trans-Atlantic flight to Germany, were the first to exceed the 50-hour duration mark. In their flight at Mineola, L.I., New York they pushed the record up to 51 hours, 11 minutes and 25 seconds.

In the same year Risticz and Edzard, in Germany, flew for 52 hours, 22 minutes and 31 seconds.

The duration record went back to the United States in 1928, when Messrs. Haldeman and Stinson, at Jacksonville, Fla., established the mark of 53 hours, 36 minutes and 41 seconds, which record stood until refueling flights became the vogue.

The first refueling flight was made by Captain Lowell H. Smith and Lieut. John Paul Richter at Rockwell Field, Coronado, Calif. Pioneers in establishing the practicability of refueling airplanes while in flight, on June 28-29, 1923, they piloted a DeHaviland airplane, refueled in flight, for 37 hours, 15 minutes, 14-4/5 seconds.

Refueling flights became popular following the record established by Army Air Corps flyers in the airplane "Question Mark" over Rockwell Field, Coronado, Calif. Starting on the first day of the present year, they flew what was then an unheard of time of 150 hours, 40 minutes and 15 seconds.

Two American airmen, whom the Press termed "Texas Cowboys" went the Army endurance flyers almost 22 hours better, when they made air history at Fort Worth, Texas. These two Texans, Messrs. James Kelly and R.L. Robbins, flew their Ryan monoplane, the "Fort Worth", for 172 hours, 32 minutes and 1 second.

Two ex-non-commissioned officers of the Army Air Corps, Messrs. Roy L. Mitchell and Byron K. Newcomb, wrested the laurels from the Texas Cowboys by piloting their airplane over Cleveland, Ohio, for a duration record of 174 hours, 59 seconds.

The duration stock market made quite a jump when Loren Mendell and R.B. Reinhart took their turn in an attempt to break the duration record. These two airmen, whom the papers nicknamed the "two tough hombres", piloted a Buhl air sedan for 246 hours, 43 minutes, 2 seconds.

New duration records were coming so thick and fast that no one dared to predict that the above mark would last for any appreciable time. And it is well that they did not, for Jackson and O'Brine had yet to be reckoned with.

And so the duration record which now is entered on the books reads 420 hours, 21 minutes and 30 seconds. We are making no predictions, but readers of the News Letter may find amusement by perusing the following sketch by H.I. Phillips, which appeared in a recent issue of the Washington POST:

#### "THE HOURS-IN-THE-AIR FLIERS

(The scene is a municipal center where two birdmen, Blooks and Schnozzel, are being honored after just having established a world's record for endurance. They have been up ten days.)

Mayor (addressing the fliers)- Gentlemen, we are here today to celebrate an epochal event. You two daring heroes of the blue, by remaining ten days in the air, have accomplished something no other airmen have been able to achieve. You have set a world's record that will endure for all time, and I am indeed happy to present you this medal, which-

Mayor's Secretary (interrupting him and whispering)-Just a moment, your honor. This, er, is a telegram which has just come in and it, er, somewhat alters matters.

Mayor - What is it?

Secretary - It seems that two other airmen, Schmaltz and Rosenwaller, have just come down in California after being in the air fifteen days and seventeen hours.

Mayor (resuming) - Gentlemen, tidings have just been received which somewhat change the complexion of this ceremony. Two birdmen have alighted in California after setting a new record of more than fifteen days in the air. We hail this achievement, but nevertheless we may justly proceed with this ceremony and honor you two boys as pioneers who were the first to remain ten days in the air. Ten full days in the air continue a truly remarkable and noteworthy performance and I am glad to present this medal to you as two of the world's most \*\*\*

Committee Member - (Tugging at the Mayor's elbow) - You'd better wait a minute.

Mayor - What now?

Committee Member - We've just heard over the radio that Mooney and Puddicombe, a pair of Detroit airmen, have come down in Ohio after remaining in the air two full weeks and three days.

Mayor - Gentlemen, I am informed that Mooney and Puddicombe have come down in Ohio after remaining aloft nearly two and a half weeks. Such a feat is deserving of the greatest praise. Nevertheless the record set by you two boys was a noteworthy one at the time and I take great pleasure in presenting this medal to you for having been among the earliest fliers to attempt \*\*\*

Policeman (nudging the Mayor) - Just a second, boss.

Mayor - Now what's happened?

Policeman - The newspaper boys have just sent word that Broaches and Czologowski have come down in Missouri after having remained in the air three weeks, two days and seventeen hours.

Mayor (wearily) - Gentlemen, two more fliers have alighted and set a new world's record for hour-in-the-air flights. Accept this medal with my best wishes.

The Two Fliers (now quite disgusted) - Why?

Mayor - As a couple of old-time airmen who in the early days of American aviation did their best.

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#### AIR CORPS PARTICIPATION IN NATIONAL AIR RACES

Almost fifty Army planes will take part in the National Air Races to be held at Cleveland, Ohio, from August 24th to September 2nd. A total of 45 of these planes will participate in tactical exhibition flights during the Races, comprising 18 Attack planes from the 3d Attack Group stationed at Fort Crockett, Galveston, Texas; 18 Pursuit planes from the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., and 9 Bombardment planes from the 2nd Bombardment Group, Langley Field, Va. The Bombardment planes are the same ones which started from Langley Field, Va., on the morning of August 5th for a tactical formation flight to the Pacific Coast and return.

Pilots from the First Pursuit Group will participate in the annual John L. Mitchell Trophy Race, which event is limited to members of this organization. The Attack pilots will compete for the General Mason M. Patrick Trophy, also an annual event, which is limited to members of the Third Attack Group.

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#### LIEUT. UPSTON PERFORMS ERRAND OF MERCY

An errand of mercy recently performed by an Army Air Corps pilot was the means of averting prolonged suffering on the part of an Army officer who sustained a broken arm as a result of being thrown from his horse. Captain Herbert C. Holdridge, Cavalry, an instructor at a training camp at Stroudsburg, Penna., was the patient who made the trip in the aerial ambulance. His right arm was broken at the shoulder, and he suffered such excruciating pain that a message was dispatched to the Chief of Cavalry in Washington to arrange for the immediate transportation of this officer to Walter Reed General Hospital.

Communicating this message to the Chief of the Air Corps, an airplane was promptly dispatched to Easton, Pa., piloted by Lieut. J.E. Upston. There being no suitable landing field at Stroudsburg, Capt. Holdridge was brought by automobile to Easton.

Piloting an O2-J Observation plane, Lieut. Upston made the trip back to Washington with his patient in an hour and 25 minutes. The airline distance between Washington and Easton is approximately 200 miles, and by train the journey would have required nine hours and, in addition, a stop over en route to make train connections.

Promptly upon the arrival of the O2-J plane at Bolling Field, a waiting ambulance was ready to take the patient to the hospital.

# RIP VAN WINKLE, A.D. 19 -- ?



THIELE -- SHREVEPORT TIMES

## ARMY AIRSHIP LANDS IN THE CAPITOL GROUNDS

Regarding the flight of the Army Airship C-41, piloted by Captain William J. Flood, Air Corps, from Langley Field, Hampton, Va., to Washington, and his feat of landing it directly east of the Capitol on July 26th last, the OHIO STATE JOURNAL makes the following editorial comment:

"Senator Bingham, of Connecticut, has the unique distinction of being the first member of Congress to arrive on official business in an Army blimp at the very door of the capitol. The Senator had gone in an Army plane from Washington to Langley Field, Va., to inspect the big balloon hangar there. The next morning he was summoned back to the capital by telegraph to attend a meeting of the senate finance committee, of which he is a member. The airplane hangars were two miles away, but the blimp was ready at hand and the senator accepted the suggestion to make the 140-mile trip in it.

Two landing crews of 20 men were hurriedly summoned to the capitol and to the astonishment of Washington the blimp made a landing at the very entrance to the building. Senator Bingham climbed out and within a few minutes was engaged in the committee meeting, after observing, 'That's the way all congressmen will arrive in the future.' Picking up two passengers, the blimp meanwhile set off on the return trip to her home hangar as though it were an every-day

occurrence. \* \* \* "

Besides Senator Bingham and Captain Flood, the other occupants of the airship on its trip to Washington were Lieut. B.T. Starkey, alternate pilot; Major Ira Longanecker; Mr. Wilkinson, a civilian cameraman, and a crew of three enlisted men. The duration of the flight was three hours. Upon arriving in the vicinity of the capitol, Captain Flood steered the airship down over the trees, and with the aid of the ground crew of 20 men from Bolling Field, landed without difficulty.

After Senator Bingham took leave of the airship, Mr. C.W. Russell, a New York cartoonist, was taken on as passenger, and the return flight to Langley Field was made in two hours.

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#### BOMBING PLANES IN LONG-DISTANCE FLIGHTS

Nine LB-9 twin-motored bombers took off at 6:10 A.M., August 5th from Langley Field, Va., on a "rush" flight across the continent to Rockwell Field, Colorado, Calif. This flight, which is under the command of Major Hugh J. Knerr, Air Corps, is scheduled to make only two stops en route for refueling - the first one at Scott Field, Belleville, Ill., and the second one either at Amarillo, Texas, or Albuquerque, New Mexico. The gasoline capacity of the Bombers on this trip is 600 gallons, each, sufficient for a continuous flight of between 11 and 12 hours.

The return flight of the Squadron from Rockwell Field will be made in easy stages, stops to be made at Oakland, Calif.; Salt Lake City, Utah; Cheyenne, Wyo.; Denver, Colo.; Kansas City, Mo.; Dayton, Ohio; and Cleveland, Ohio. At the last-named city the pilots will participate in exhibition flights during the National Air Races to be held there between August 24th and September 2nd, after which they will return to Langley Field.

The purpose of this flight is to determine the practicability of the movement of aircraft formations over long distances by air, and to gauge the approximate time this type of manouever will take. It is possible that night flying and refueling from the air will be practiced en route.

The personnel participating in this round-trip transcontinental flight are enumerated below, as follows:

##### Plane No. 41

Captain S.L. Palmer  
Lieut. L.F. Harman  
Mr. Sgt. Granger  
Staff Sgt. Meyers

##### Plane No. 45

Lieut. George W. Hammond  
Lieut. F.L. Fair  
Staff Sgt. Martin  
Private Delavin

##### Plane No. 49

Lieut. E.J. Martin  
Lieut. W.C. Bentley  
Sergeant Smith  
Private Tuzenslar

##### Plane No. 44

Lieut. H.W. Beaton  
Lieut. M. Huggins  
Staff Sgt. West  
Private McDonald

##### Plane No. 48

Lieut. J.W. Adams  
Lieut. W.R. Agee  
Mr. Sgt. Taylor  
Private Cushing

##### Plane No. 43

Capt. C.E. Rust  
Lieut. M.M. Bernside  
Staff Sgt. DeRosset  
Mr. Sgt. Budoff

##### Plane No. 47

Lieut. W.R. Wolfenbarger  
Lieut. E.M. Day  
Sergeant Cobb  
Private Boyert

##### Plane No. 42

Major Hugh J. Knerr  
Lieut. F.B. Kendall  
Sergeant Wilson  
Staff Sgt. Miller

##### Plane No. 46

Lieut. A.J.K. Malone  
Lieut. W. Higgins  
Staff Sgt. McMinanen  
Private Ruth

On August 1st, four LB-6 Bombers ("Cyclops") each powered with two Wright "Cyclone" engines, were flown from the factory at Bristol, Penna., to Langley Field, Va., and on the morning of the following day to Bolling Field, D.C.

On the afternoon of August 2nd this flight, under the command of Lieut. Ward F. Robinson, Air Corps, took off for Wright Field, Dayton, Ohio, en route to France Field, Panama Canal Zone. This "ferrying" flight from the Keystone factory, where the planes were built, to the Panama Canal Zone, represents the first attempt in the history of the Air Corps to transport a formation of planes under their own power from a factory in this country to one of the Nation's territorial possessions.

From Wright Field the Bombers will follow a new route south through the United States and Latin America, which will probably become a beaten military highway of the air between the United States and Panama. This route will carry the Bombers to their new station by way of Scott Field, Belleville, Ill.; Muskogee, Okla.; Dallas, San Antonio and Brownsville, Texas; Tampico and Minatitlan, Mexico; Guatemala City, Guatemala; Puntarenas, Costa Rica, and David, Republic of Panama.

The distance from Washington to Brownsville, Texas, is 1,950 miles, and from this Texas border city to France Field, 2,300 miles, making the total distance about 4,250 miles.

No attempt will be made to break any speed records over the route, and the flight will require approximately 15 days. The trip will be a thorough cross-country test for pilots and planes. The ferrying of the planes instead of crating and shipping them is expected to result in a considerable saving of transportation costs to the Government. It is estimated that the cost of crating the LB-6 plane for shipment is from \$2,600 to \$2,800. Each plane requires three railroad flat cars for transportation to the port of embarkation. It is anticipated that the total cost of the flight to France Field will be less than that of merely crating the planes at the Factory.

A total personnel of eight officers and four enlisted men started on the Panama flight. Four of the officers, 2nd Lieuts. Donald W. Buckman, William T. Colman, Reginald F.C. Vance and William A. Matheny, members of the 2nd Bombardment Group, Langley Field, are co-pilots detailed for duty on this flight for the purpose of gaining the valuable experience in cross-country flying which it will afford. The pilots and the four crew chiefs, members of the 25th Bombardment Squadron, stationed at France Field, Panama, are Lieuts. Ward F. Robinson (flight commander), Ernest E. Harmon, John M. Davies and Dwight J. Canfield, and Tech.Sgt. Arvin B. Jewell, Cpl. J.F. Bull, Sgt. Milton H. Hawkins and Staff Sgt. William R. Wright.

The co-pilots will return to Langley Field aboard an Army transport.

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#### NAVY BETTERS ITS OWN ALTITUDE RECORD

Although Lieut. C.C. Champion, of the U.S. Navy, lost the altitude record which he established two years ago (37,995 feet), this particular record is still in the possession of the Navy, for Lieut. Apollo Soucek is the present holder thereof. This Naval officer, in an altitude flight on June 4th over the Naval Air Station, Anacostia, D.C., attained 11,753 meters (38,559 feet), and the Federation Aeronautique Internationale officially recognized it as a new world seaplane altitude record.

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#### ASSIGNMENT OF WEST POINT GRADUATES TO PRIMARY FLYING SCHOOL

In the last issue of the News Letter it was stated that the 101 West Point graduates, who were detailed to the Air Corps for flying training are due to report not later than November 1st next at the Primary Flying School at Brooks Field, San Antonio, Texas. It now develops that under Special Orders of the War Department, recently issued, the number of graduates so detailed is increased to 106, of which number 58 will report to the Primary Flying School at Brooks Field and the remaining 48 to the one at March Field, Riverside, Calif.

The policy in the past of sending all West Point graduates, detailed to the Air Corps, to the Primary Flying School at Brooks Field has been changed in the interests of economy in the matter of transportation. In the present instance these graduates were, as far as possible, ordered to the Primary School nearest their homes.

#### West Point Graduates Assigned to Brooks Field

Frederick R. Dent, Jr., C.E.	Eugene L. Moseley, Infantry
Howard Moore, C.E.	Ezekiel W. Napier, Q.M. Corps
James L. Majors, C.E.	Charles C.W. Allan, Cavalry
Ward T. Abbott, C.E.	William K. Ghormley, Q.M. Corps
Joseph J. Ladd, Infantry	James M. Gavin, Infantry
John G. Minniece, Jr., Cavalry	Samuel V. Stephenson, C.A.C.
David F. Brown, Field Artillery	Lester S. Bork, Infantry
Thomas L. Bryan, Jr., Infantry	Edward A. Dodson, C.A.C.
Philip H. Draper, Jr., F.A.	Charles G. Calloway, C.A.C.
Paul W. Shumate, Cavalry	John W. Stribling, Jr., Infantry
Harold G. Hayes, Signal Corps	Thomas B. McDonald, C.A.C.
Charles B. McClelland, Jr. Cav.	Helm G. Wilde, Infantry
Edwin H.J. Carns, Cavalry	Daniel C. Doubleday, C.A.C.
Edwin G. Griffith, C.A.C.	Charles N. Hunter, Infantry
Bert C. Muse, Q.M. Corps	Logan Clarke, Infantry

Frederic H. Smith, Jr., F.A.  
Luster A. Vickroy, F.A.  
Robert M. Losey, F.A.  
John J. O'Hara, Jr., F.A.  
Milton A. Acklen, Cavalry  
William L. Fagg, Infantry  
Dexter M. Dowry, Jr., Infantry  
Calvin L. Partin, C.A.C.  
Donald M. Schorr, Cavalry  
Laurence N. Buck, Infantry  
Paul W. Caraway, Infantry  
Wayne J. Dunn, Cavalry  
William G. Boyyer, Signal Corps  
Clebert L. Hail, Infantry

David X. Angluin, Infantry.  
Charles G. Williamson  
John L. Hornor, Jr.  
George P. Moody, Infantry  
William L. Nave, Infantry  
James J. Fitzgibbons, Infantry  
Norris S. Longaker, Jr., Infantry  
Cornelius Z. Byrd, Infantry  
Robert F. Sadler, Infantry  
Normando A. Costello, Infantry  
John N. Stone, Infantry  
Thomas R. Lynch, Infantry  
Thomas C. Dolan, Infantry  
Robert Van M. Smith, Infantry.

WEST POINT GRADUATES ASSIGNED TO MARCH FIELD

Don Z. Zimmermann, Corps Engineers  
Harold H. Bassett, C.E.  
Alvin G. Viney, C.E.  
Bruce D. Rindlaub, C.E.  
Frank E. Fries, C.E.  
Roger J. Browne, Cavalry  
Warren C. McDermid, F.A.  
George R. Sutherland, Cavalry  
Charles Sommers, Signal Corps  
Joseph M. Colby, Cavalry  
Wayland H. Parr, C.A.  
John E. Theimer, F.A.  
John C. Horton, F.A.  
Marshall S. Roth, Q.M. Corps  
Rudolph Fink, C.A.C.  
Robert M. Kraft, F.A.  
Roy G. Cuno, Infantry  
Sidney A. Ofsthun, F.A.  
Donald J. Keirn, F.A.  
Donald W. Armagost, Cavalry  
Dwight B. Schannep, F.A.  
Charles S.P. Vanderblue, F.A.  
Emery S. Wetzell, F.A.  
Carl H. Clark, F.A.

Frank M. Steadman, F.A.  
Harland H. DeKaye, C.A.  
William E. Karnes, Cavalry  
John W. Hammond, Infantry  
Dale J. Kinnee, Infantry  
John D. Conc, Infantry  
George R. Evans, Infantry  
Melie J. Coutlee, Infantry  
Harlan C. Parkes, C.A.  
James J. Mathews, Infantry  
Marshall Stubbs, Infantry  
Jerald W. McCoy, Infantry  
Donald A. Stevning, Infantry  
Charles G. Rau, Infantry  
Pearl H. Robey, Infantry  
Keene Watkins, Infantry  
Herbert J. Van der Heide, Infantry  
Phineas K. Morrill, Jr., Infantry  
Philip W. Merrill, Infantry  
Henry L. Knight, Infantry.  
William R. Parient, Infantry  
George V. Millett, Jr.  
Lionel T.R. Trotter, Infantry.  
Thomas J. DuBose, C.A.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Captain Ralph H. Wooten, Fort Crockett, Texas, to Santiago, Chile, for duty as Military Attache.

Captain Claire L. Chennault, Brooks Field, to Langley Field, Va., for duty as student, Air Corps Tactical School.

1st Lieut. George O. Roberson from Walter Reed General Hospital to Chanute Field, Rantoul, Ill.

1st Lieut. Bernard T. Castor to Air Corps Training Center, Duncan Field, Texas, upon expiration tour of duty in Hawaiian Department.

Upon completion of tour of duty in Panama Canal Department, Captain Rudolph W. Propst to Chanute Field, Ill.; 1st Lieut. Rufus B. Davidson to Air Corps Training Center, Duncan Field, Texas; 1st Lieut. Hugh C. Downey to Mitchell Field, L.I.

Upon completion of tour of duty in Hawaiian Department, 1st Lieut. George G. Cressey to Scott Field, Ill.; 1st Lieut. Horace S. Kenyon, Jr., to March Field, Calif.

1st Lieut. Patrick W. Timberlake, March Field, to Panama Canal Department, sailing from San Francisco about November 27, 1929.

Captain Harold H. George, Kelly Field, and 2nd Lieut. Donald W. Buckman, Langley Field, to Panama Canal Department, sailing from New York about Nov. 22, 1929.

2nd Lieut. Budd J. Peaslee, Mitchell Field, and Hoyt L. Prindle, Selfridge Field, to Hawaiian Department, sailing from New York about December 11, 1929.



1st Lieut. David R. Stinson, Panama Canal Department, to Middletown, Pa. Air Depot.

1st Lieut. Samuel O. Carter, Langley Field, to Chanute Field, Rantoul, Ill.

Promotions: James E. Fechet (Major-General, Chief of the Air Corps) from Lieut.-Colonel to Colonel, rank from July 17, 1929.

2nd Lieut. Robert R. Selway, Jr., to 1st Lieut. rank from July 12, 1929.

2nd Lieut. John G. Moore to 1st Lieut., rank from July 16, 1929.

Resignation: Captain Theoso Elwin Tillinghast.

Reserve Officers to Extended Active Duty: 2nd Lieut. Allen Chapman, Oakland, Calif., to Crissy Field, Calif., July 21, 1929 to June 30, 1930.

2nd Lieut. Cedric Burwell Davis to Rockwell Field, Calif., August 1, 1929, to June 30, 1930.

2nd Lieut. Wm. Claude Thomas, Atlantic City, N.J., to Mitchel Field, N.Y., August 1, 1929, to June 30, 1930.

NOTES FROM AIR CORPS FIELDS

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Kelly Field, San Antonio, Texas, July 17th.

Brig.General Frank P. Lahm, the Commanding General of the Air Corps Training Center, was granted a 60-day leave of absence, effective July 15th. The General will spend his vacation in Canada. Maj. James E. Chaney, Commandant of the Air Corps Advanced Flying School, will command the Air Corps Training Center during the absence of General Lahm. This is in addition to his other duties.

Lieut. John M. Clark reached the finals in the San Antonio City Golf Championship Tournament on July 12th. He came through two local favorites with scores of 6 and 5 and 2 and 1 to reach the finals against the general favorite, Menefee. Tod Memefee has been either champion or runner-up in local golf circles for several years.

The 36-hole finals were held on July 13th on the San Antonio Country Club links and were played during intermittent showers on a heavy course. Menefee proved to be the best mud horse and came through with a 5 and 4. Clark's putter, which had been working sensationally during three previous matches, failed him in the finals.

Capt. Warner B. Gates, a recent arrival at Kelly Field, who assumed command of the 48th School Squadron, was stationed with the 16th Observation Squadron at Fort Riley, Kansas, prior to his present assignment.

1st Lieut. Ivan L. Proctor, A.C., reported from Chanute Field, Ill. He was assigned to duty as Commanding Officer of the 40th School Squadron.

1st Lieut. Lloyd H. Hunting, A.C., departed July 2d on a 60-day leave of absence, upon expiration of which he will report to the Commanding Officer, France Field, Panama Canal Zone. He sails from New York on or about September 19th. Kelly Field regrets his departure.

1st Lieut. Edwin Sullivan was granted a 4-months' leave of absence, effective on July 11th.

1st Lieut. Aubrey B. Ballard departed from this station on July 7th, having been granted 3 months' leave of absence. On expiration of his leave, he will report at Chanute Field as a student in the Maintenance Engineering Course.

2nd Lieut. Turner A. Sims, Jr., who received orders detailing him to duty at West Point, hopes to take advantage of a 22-day leave about the 2d of August.

2nd Lieut. Demas T. Crow was relieved by 2nd Lieut. H.R. Baxter as Assistant Commandant of Cadets, on July 11th.

1st Lieut. Rogers Giles Miller, D.C., recently accepted an appointment as Lieutenant in the Dental Corps. He will report at this station upon the expiration of a 30-day leave.

1st Lieut. Arthur Thomas, the Secretary, returned from a most enjoyable 30-day leave, part of which was spent in Mexico. The reporter for the San Antonio News lost his job endeavoring to record Lieut. Thomas' "fish stories".

Capt. Ray H. Green, Q.M.C., arrived here July 14th, and was assigned to the Quartermaster Detachment as Assistant to the Post Quartermaster.

1st Lieut. Delmar H. Dunton, A.C., Engineering Officer of the A.C.A.F.S., departed from this station on July 15th on 2-months' leave of absence.

2nd Lieuts. Frank H. Robinson and Frank G. Irvin reported at this station and were detailed on special duty with the Training Division as Flying Instructors with the Pursuit Section.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, July 23d.

The San Antonio Air Depot regrets the operation of the foreign service law in the case of Lieut.-Col. James A. Mars, Air Corps, its former Commanding Officer, who was transferred to the Panama Canal Department after two years' command here. Col. Mars relinquished command of the Depot and departed for Panama on July 8th, with Mrs. Mars and son, James A. Jr., followed by warmest wishes of their many friends here for happiness and success at their new station.

On July 12th the Depot welcomed the arrival of Maj. and Mrs. A.W. Robins and family, who came from Langley Field, Va. Maj. Robins, our new Commanding Officer, was assigned to this Depot by transfer from the Air Corps Tactical School at Langley Field on June 30th, and enjoyed a short leave of absence be-

fore assuming command. Maj. and Mrs. Robins are no strangers in this vicinity and are busy renewing many old acquaintances here.

1st Lieut. Lewis S. Webster, Air Corps, is another new member of the Depot's official circle, having arrived, with Mrs. Webster and family, on June 30th, on his transfer to this Depot from Langley Field, after a short leave of absence.

The Depot lost two other officers during the month of July, 1st Lieuts. Robert V. Ignico and Norman D. Brophy, Air Corps, both transferred to Langley Field, Va., for duty. Lieut. Ignico and family departed on July 2d for a three months' leave of absence in Virginia before joining his new station. Lieut. Brophy was transferred on July 8th, and he and Mrs. Brophy are enjoying a two months' vacation in Minnesota. The many friends of these officers in this vicinity sincerely regret losing them, wish them every good fortune in this new location and hope for their future return.

On June 7th the Kiwanis Club of San Antonio held its weekly luncheon as guests of the Officers' Club at this Depot. Approximately 100 of the total membership of 150 Kiwanians attended; and after the luncheon the guests were conducted on a tour of inspection of the various activities of the Depot, in groups of ten to fifteen, each group under the personal guidance of an officer. The occasion proved mutually enjoyable and beneficial, cementing more closely the relations between this Depot and representative citizens of San Antonio. Many of the visitors expressed surprise at the extent of the Depot's activities and pleasure in obtaining a fuller realization of the Depot's importance in connection with the interests of San Antonio.

Lieut. and Mrs. A.S. Albro, of this Depot, returned on June 3d from a month's leave of absence, having enjoyed a tour through Arizona, New Mexico and the Texas Border.

Lieut. Charles E. Thomas, Jr., our Depot Supply Officer, and Messrs. Charles O. Watson and Claude D. Whitton of the Supply Department of this Depot, were on temporary duty at Wright Field, Ohio, the latter half of June, studying the operation of the new machine bookkeeping system at that station, which system is to be installed in the Depot Supply Department here.

Maj. Frank D. Lackland, Air Corps, recently of Langley Field, and formerly Commanding Officer of this Depot, has been renewing old acquaintances on an informal visit to this vicinity during the past week.

Capt. William F. LeBaron, of the Air Corps Reserve, and business man of San Antonio, was on active duty training at this Depot July 1st to 14th. This was Capt. LeBaron's second period of active duty at the Depot, he having been with us last summer on active duty.

Warrant Officer Arthur R. Trabold of this Depot is availing himself of a leave of absence for a month and a half, since July 17th, visiting in the North.

During the months of May and June, 1929, the Engineering Department of the San Antonio Air Depot overhauled and repaired the following airplanes and engines: In May:- Airplanes, overhaul: 1 A-3, 1 DH-4M-1, 1 DH-4M-1T, 10 DH-4M-2T, 1 O1-B, 1 O2, 1 O2-C, 2 PT-1, 2 PT-3A, 1 C-1, Total, 21: Airplanes, miscellaneous repair:- 1 NBS-4, 5 O2-H, 1 O2-J, 1 O2-M4, 1 O-11, 1 P-1D, 1 PT-1, 1 C-1-C, Total, 12. Engines, major overhaul:- 9 Curtiss D-12, 4 Wright E, 5 Wright J-5, total, 18: Engines, Minor overhaul:- 44 Liberty, 2 Wright E, total, 46.

In June:- airplanes, overhaul: 4 A-3, 1 LB-5, 1 DH-4M-1, 13 DH-4M-2T, 1 O2-A, 1 P-1B, 1 P-1D, 5 PT-1, 1 X-PT-2, 3 PT-3, 3 PT-3A, total 34: airplanes, miscellaneous repair:- 2 A-3, 1 LB-5, 1 O-11, 2 O2-C, 4 O2-H, 1 O2-K, 1 O2-M4, 7 PT-1, 1 PT-3, 1 C-1, 1 C-1-C, total, 22. Engines, major overhaul:- 6 Curtiss D-12, 1 Wright E, 4 Wright J-5, total, 11: engines, minor overhaul:- 66 Liberty, 1 Wright E, 1 Wright J-5, total, 68.

#### Rockwell Field, Coronado, Calif., July 15th.

Maj. A.L. Sneed, Commanding Officer of Rockwell Field, left this station on July 11th to attend a special conference in the Chief's Office. The Major is flying a PW-9 plane.

Maj. Carl Spatz led a formation of six P-12 and three LB-7 planes to Los Angeles on July 10th, landing at Metropolitan Airport. On the return trip the group put on some formation work above Grand Central Airport, Glendale, Calif., where an immense crowd of visiting "Elks" were gathered for the air "show".

Capt. E.C. Black, Commanding Officer of the 11th Bombardment Squadron, was injured in an accident while he was on Detached Service at Dayton, Ohio, attending a series of conferences on Bombardment type airplanes.

Lieut. Roger V. Williams of the 95th Pursuit Squadron just returned from an extended cross-country, which included a visit to his home in Spokane, Wash.

Lieut. Samuel W. Cheyney, now on leave from this station, was married in San Antonio on July 11th. The bride, popular in San Antonio society, was Miss Harmony Biddle, daughter of Col. and Mrs. D.H. Biddle of Ft. Sam Houston.

Officers of the 95th Pursuit Squadron have been practicing formation work and individual acrobatics during the past two weeks. Most of the officers have also attempted to solve the problem of how to approach a tow-target, under the new rulings.

Lieut. William R. Casey, who just reported to Rockwell Field from Kelly Field, was married to Miss Muriel Anderson on July 8th in Los Angeles, Calif.

Officers of the 11th Bombardment Squadron have been practicing formation work and practice and simulated bombing. They have had night flying two nights each week.

#### Marshall Field, Fort Riley, Kansas, July 17th.

This month marked a decided change in personnel at this station. Our Squadron Commander, Capt. Warner B. Gates, was transferred to the Air Corps Training Center. Capt. Gates performed the duties of Squadron Commander and Operations Officer for a number of years here with enthusiasm and efficiency. His transfer is regretted by both his fellow officers and the enlisted men who served under him.

Lieut. Herbert E. Rice, and Lieut. Bernard C. Rose, were both transferred to the Air Corps Training Center to act as instructors at the Primary Flying School. Lieut. Rice, an excellent pilot and observer, secured his commission at this Post, having served here for three years. He graduated from the Advanced Flying School in the Class of March, 1929.

Capt. Ross F. Cole, comes from the Air Corps Tactical School on July 15th probably to take command of the Squadron.

Lieut. Samuel W. Van Meter will arrive after a month's leave from Chanute Field. Lieut. Taylor, graduated from the last student officers class at Kelly, reports here after leave.

Four graduates of the June class of Flying Cadets reported on July 1st, as Reserve Officers on a year's active duty, viz.:-

Eugene Harold Beebe, Moscow, Idaho.

Merlin Ingels Carter, Des Moines, Iowa.

William Basil Offutt, Fulton, Mo.

Dick Royal Petty, Audubon, Iowa.

These officers should add a fresh burst of versatility to the Squadron.

Lieut. David R. Johnson, reported on July 3rd from Minneapolis, Minn., for one year's active duty.

#### 28th Bombardment Squadron, Camp Nichols, Manila, P.I., June 11, 1929.

The 28th celebrated Organization day on June 8th with a picnic to Mont-alban, which was enjoyed by all with the aid of our old friend, Sr. San Miguel. The picnic was also in the nature of a farewell party to our short-timers. We lose quite a few men on the June 15th Transport, notable among whom are Tech. Sgts. Hartley and Short, Staff Sgts. Burt, Hunsberger, Jones and Johnston, Sgts. Shaw and Budzenski. We hate to see them go and wish them all the best of luck in their new outfits. We also lose Lt. J.A. Woodruff, our Engineering Officer, and Lt. P.B. Burrows. Lt. Woodruff is replaced as Engineering Officer by Lt. Phillips.

Lt. Reeves, in addition to his other duties, was detailed as Assistant to the Department Air Officer.

Lt. Grisham, our Operations Officer, returned on the 1st from a tour of D.S. in Baguio. Lt. Wells, his Assistant, immediately took off for a dose of the same medicine for a period of thirty days.

The bombing season is now over and we are now on our next phase of training, consisting of formation flying, and once weekly a bombing mission. Our L.B.'s have had all the reinforcements and changes made and are all in commission. We also have a number of Martins in commission.

We have very few extended cross-countries due to the limited number of landing fields. The last one was a flight of two L.B.'s to Mindoro with the

following personnel: Capt. Purseley, as pilot; Sgt. Duffy, Crew Chief; Lt. Holbrook (Inf.) and Chaplain Garrison as Passengers of one plane and Lt. Wells, as pilot; Sgt. Burt, Crew Chief; Ensign Holbrook (U.S.N.) and Cpl. Swager, passengers.

March Field, Riverside, Calif., July 25, 1929.

The Assistant Commandant, Major Leo A. Walton, has been on a month's leave of absence.

The following named officers are now occupying the new quarters on the Post:

Maj. M.F. Harmon, A.C.	Lieut. R.L. Owens, A.C.
Maj. Leo A. Walton, A.C.	Lieut. H. Sallee, Q.M.C.
Maj. L.N. Keesling, A.C.	Lieut. W.B. Clarke, A.C.
Capt. I.H. Edwards, A.C.	Lieut. C.E. O'Connor, A.C.
Capt. J.H. Davidson, A.C.	Lieut. H.C. Minter, A.C.
Capt. Byron J. Peters, M.C.	Lieut. Cumberpatch, A.C.
Capt. J.B. Patrick, A.C.	Lieut. Kenneth Garrett, A.C.
Lieut. R.C.W. Blossley, A.C.	Lieut. James M. Bovans, A.C.
Lieut. Walter Miller, A.C.	Lieut. H.W. Ferguson, A.C.
Lieut. Leo F. Post, A.C.	Lieut. D.W. Norwood, A.C.
Lieut. J.G. Williams, A.C.	Lieut. Leo H. Dawson, A.C.
Lieut. Y.A. Pitts, A.C.	Lieut. Patrick Timberlake, A.C.
Lieut. Homer Chandler, A.C.	Lieut. Wilfred Hardy, A.C.
Lieut. J.D. Givens, A.C.	Lieut. W.C. White, A.C.
Lieut. Barney McK. Giles, A.C.	Lieut. John H. Dulligan, A.C.
Lieut. G.E. Rice, A.C.	Lieut. R.E. Fisher, A.C.
Lieut. L. Waddington, A.C.	Lieut. E.T. Noyes, A.C.
Lieut. M.H. McKimmon, A.C.	Lieut. E.W. Barnes, A.C.

Fort Crockett, Galveston, Texas, July 1st.

Owing to the entire 3rd Attack Group having participated in the Air Corps Maneuvers at Wright Field, and the completion of the training season, there was no scheduled training during June. Personnel were engaged in putting the equipment in condition and the inspection of airplanes which are sent to the depot for major overhaul.

Four extended cross-country flights outside of the 500-mile limit were flown, and 18 training cross-country flights within the 500-mile limit.

Nine Reserve Officers were assigned and joined the Group June 28th.

Eleven officers, 7 enlisted men, in nine A-3's participated in the dedication of the Municipal Airport, June 12th to 14th.

The ground training for the month for both commissioned and enlisted personnel consisted of 30 minutes infantry drill on five days each week.

The commissioned personnel completed the mess management course during the first 25 days of the month.

The Post tennis court was completed and is in constant use each afternoon. The representative tennis team participated in the Corps Area elimination contest at Fort Sam Houston, Texas. The Post Baseball League started, and two games are played on two days each week.

Mitchel Field, Long Island, New York, July 19th.

During the month of June, Mitchel Field carried on daily radio communication exercises with the Navy, Joint Army and Navy telegraph procedure being used. The 1st and 5th Squadrons each furnished radio-equipped planes with pilot and observer, and at the end of each mission complete radio logs of the messages sent and received were turned into the Post Operations Officer.

Lieuts. Birm, Umstead and Dice, with three mechanics, flew to Albany, N.Y. to attend the Aeronautical Exposition, June 1st and 2nd.

Lieuts. Dice, Dorr and Shephard, in three planes of the 5th Squadron, attended the air meet at Endicott, N.Y., June 8th and 9th. Capt. Walter Bender and Major G. DeF. Larner, Air Reserve, were passengers on this flight.

On the night of June 10th, tests were made of Mark I Reconnaissance Flares. The 5th Squadron furnished two planes for these tests. Four flights were made,

each time by a different pilot, who afterwards submitted a report covering the performance of these flares to the Operations Officer.

On the occasion of the conferring of the degree of Doctor of Aeronautical Science by the Pennsylvania Military College on General Fechet and Admiral Moffet, a formation of six planes of the 1st Observation Squadron flew over the exercises. Lieut. James H. Doolittle accompanied this flight.

All but the 5th Observation Squadron participated in the Military Tournament and Garden Party held at Governors Island on June 14th and 15th. Nine planes flying in three formations of three planes each formed the Group Echelon. Attacks were made on the French village erected on the Island. During the night demonstrations, three planes, each outlined with electric lights, were flown over the Island by Lieuts. Unstead, Overacker and Mower.

Lieuts. Akre and Mower, with two service type planes equipped for towing targets and night flying, were at Langloy Field since June 15th, cooperating with the Coast Artillery of the 3rd Corps Area.

A detachment of six officers and 72 enlisted men of the 5th Observation Squadron, commanded by Lieut. B.E. Gates, returned to Mitchel Field June 29th, after having been on maneuvers with the 1st Division since June 15th at Camp Dix, N.J. Six observation planes, one equipped for photographic work, were used in these maneuvers. The air work consisted principally of reconnaissance, photographic and practice with machine guns. Lieut. N.J. Peaslee commanded the truck train, which consisted of nine vehicles and three trailers.

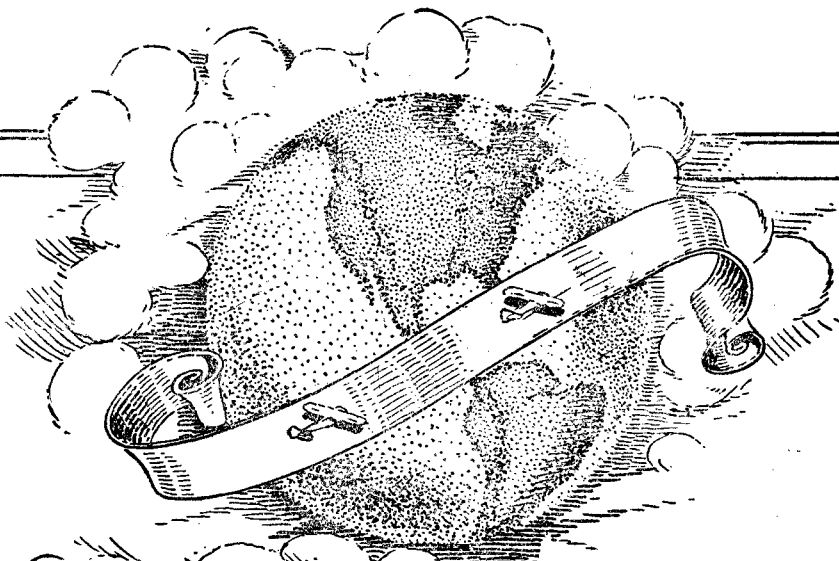
Lieut. E.P. Gaines, with an enlisted radio man as passenger, while on a night flight for the purpose of testing the Radio Beacon installed at Mitchel Field, flew into a storm en route to Washington and was forced to land at Philadelphia.

The "Miss Boomerang", a special Curtiss P-1, powered with a 600 H.P. V-1570 motor, was delivered to Capt. Ross G. Hoyt on June 30th.

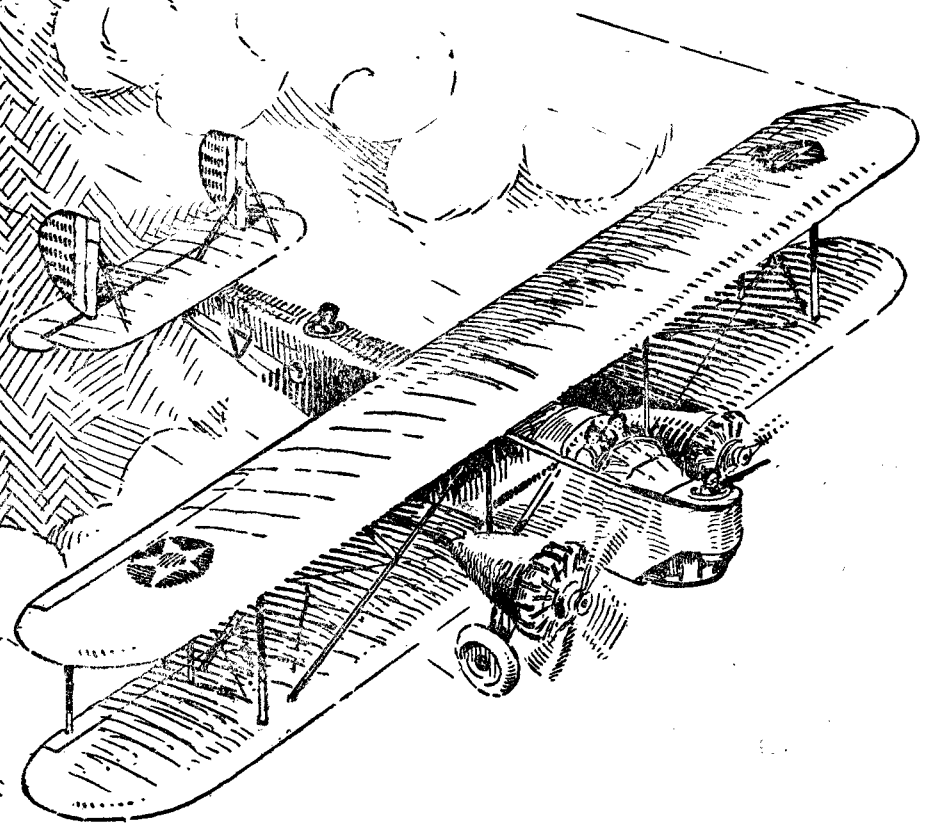
The Air Meet at Norwich, N.Y. was attended by Lieuts. Evans, Umstead and Prentiss of Mitchel Field, who flew to that city June 21st in three service type planes. From Norwich the pilots flew to Wilkesbarre, Pa., where they participated in the Wyoming Valley Airport.

Four Observation planes from the 1st Squadron and one from the Group Headquarters, made up the 5-plane formation which participated in the dedication of the new landing field of the Aviation Country Clubs, Inc., near Farmingdale, June 29th.

A joint Army-Red Cross problem was carried out June 29th at Somerville, N.J., Lieut. A.S. Heffley piloted a radio-equipped Observation plane with an enlisted radio operator as passenger. The problem was in charge of Major E.W. Macy, Commander, E.M. McKey Post No. 925, Red Cross.



# AIR CORPS NEWS LETTER



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

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### AN UNUSUAL GROUP OF STUDENTS ✓

by

A.M. Jacobs

There are probably few schools in the world made up completely of students whose careers have already carried them through accomplishments colorful and interesting beyond the ordinary lives of men. But this condition applies to the newly convened class of the Navigation School at Wright Field, which inaugurated its second course of study on July 1st, under the direction of Capt. Clyde V. Finter, and Mr. Bradley Jones. It is an exclusive class, made up of six picked pilots of the Air Corps: Lieuts. Lloyd C. Blackburn, Uzal G. Ent, Harry A. Halverson, Westside T. Larsen, Odas Moon and Edgar T. Selzer.

Two of them, Lieuts. Ent and Halverson, wear on their lapels the ribbon of the Distinguished Flying Cross, the award bestowed by Congress for outstanding flying achievements. One point all members of the class have in common. All entered aviation by enlisting as privates first class in the old Aviation Section of the Signal Corps back in 1917 and 1918, when the country needed aviators to send to war. All served during the period of the war in this country, most of them kept here as instructors for the making of other new flyers, none of them obtaining the much coveted battle service which was the goal of each young flyer's ambition. It is since the war that they have managed to forge ahead at their game.

Any pilot, of course, who has been in aviation from that day to this and remains alive to tell the tale, has a tale to tell, no matter how reticent his tongue. He has seen aviation move through the primitive stages to the place where it has commanded a position in the life of the day. But between enlisting and meeting as fellow students at Wright Field, these six men have followed virtually all the radii of the world's airlines.

Lieut. Ent was all of eighteen when he signed up to learn to fly, his choice running to balloons and airships rather than to airplanes. It was after the war that he received a military appointment to West Point, graduating in 1924. In 1925 he graduated from the Chemical Warfare School, and in 1926 from the Army Balloon and Airship School. In 1928, besides completing the special Observation Course at Kelly Field and receiving the rating of Airplane Observer - he already held the rating of Balloon and Airship pilot - he received the Distinguished Flying Cross and the Cheney Award for the performance of the outstanding Deed of Valor for that year. These came as the result of a thrilling experience. He had entered the National Balloon Race as aide to Lieut. Paul G. Evert at Pittsburgh, Pa., flying the U.S. Army entry No. 3. During the flight a heavy electrical storm arose in which the balloon and Lieut. Evert were struck by lightning. The balloon began to burn near the top and Lieut. Evert sank unconscious to the bottom of the basket. Instead of saving his own life by parachute, Lieut. Ent, not knowing how seriously his companion was hurt, stayed with the burning balloon and by great skill and effort brought it to earth. It was only after landing, when they had got Evert's body away from the almost consumed balloon, that it was learned that he had been killed by the lightning stroke.

Lieut. Ent was in command of the Army TC-5 when it landed on the "American Trader" eight miles out at sea. This was the first instance in history of an airship landing on a commercial ship at sea. He also served as co-pilot in the landing of the same airship on the Munitions Building in Washington during the past winter.

Lieut. Halverson, the other Distinguished Flying Cross Pilot of the class, joined the Far West Flying Circus organized by the Army to stir up enthusiasm for the Victory Loan Drive. In this work Halverson flew in fourteen states, traveling from city to city by train with the airplanes aboard. Today such

protection of the Canal Zone by an air force. Lieut. Selzer had three years of foreign service in Panama. One of his narrowest escapes occurred while there. Piloting a Bombing plane he had to come down on a rough sea about a mile off shore when his engine failed. Striking the water, the plane was turned over on its back pitching him underneath it. He succeeded in getting out from under, but he and his two companions bobbed about atop the waves for some time, held up by their kapok life-coats, before a boat came along and picked them up.

Now, as students of the Navigation School these men are about to add another interesting chapter to their careers. The course takes up in detail all phases of astronomical, ground and radio navigation in flight and holds for the experienced airman funds of interesting and valuable technical information that he could get in no other way.

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#### CAPTAIN HARPER MAKES ROUND TRIP TRANSCONTINENTAL FLIGHT

Capt. Earle G. Harper, Commanding the 47th School Squadron at the Primary Flying School, March Field, Riverside, Calif., recently completed a round trip transcontinental flight from that station to Washington, D.C., in a total flying time of 85 hours and 35 minutes.

Capt. Harper's official report covering this flight is quoted below as follows:

"Took off from March Field at 9:30 A.M., July 11th in PT-3A, #29-78. The weather was foggy that morning, hence the delayed start. As soon as I got through the Beaumont-Banning Pass, the fog disappeared and the weather was ideal practically the entire trip except a few thunder showers encountered in different sections of the U.S.

Landings were made at Yuma, Gila Bend and Tucson, Arizona, for gasoline and oil and at Lordsburg, N.M., where I spent the first night. Taking off early in the morning of July 12th, I flew to Kelly Field, Texas, where I stopped the second night. Stops were made at El Paso, Marfa, Dryden and Ft. Clark for gasoline and oil.

On July 13th was unable to get away from Kelly Field until about noon, due to rain and fog. However, I made Waco, Dallas and Texarkana for the third night. Leaving about 8:00 A.M., July 14th I flew to Little Rock, Arkansas, and Memphis, Tennessee, arriving just at noontime. The motor began giving me trouble that day and so spent the afternoon of July 14th working on the motor. There were two blowing valves and a loose rocker arm housing found.

Leaving Memphis July 15, I headed out for Dayton by the shortest possible route because I know the motor was beginning to play out. Landed at Union City, Tenn. for gas and was on my way to Louisville, Ky., when a rocker arm stud and housing broke and let me down in Crittenden County about five miles south of Marion, the County seat.

After ascertaining what was wrong with the motor and the parts necessary to repair it, I got in to Marion and a long distance telephone where I got in touch with the Fairfield Air Depot. Lieut. Milo McCune flew in the next afternoon with a mechanic and the parts. The motor was soon running and we took off for Dayton, landing at Evansville and Indianapolis for gas and oil. It was after dark when we got into Fairfield, July 16th, and the motor was not functioning at all well. The Engineering Officer decided to install a new motor for me the next day but as the job had not been completed by noon of the 18th I borrowed another PT-3A from the Fairfield Air Depot and proceeded on to Washington, where I arrived at noon on July 19th.

The return trip was started on the morning of July 21st, stops being made at Uniontown, Penna., Columbus, Ohio and Fairfield, where I changed planes and proceeded on to Scott Field, Ill., in the original PT-3A, that I had left at Fairfield for a motor change. About twenty minutes out of Scott Field, however, the oil pressure began to decrease very gradually. The motor was running very smoothly so I throttled down a little more and continued on in. The pressure was down to about 10 lbs. when I reached Scott Field. On inspecting the motor the next morning it was found that the oil had leaked out of the crankcase around the thrust bearing and after making a short test flight the main bearing burned out, therefore making another motor necessary.

There were two J5B motors in stock at Scott Field, so authority was requested from the Field Service Section at Fairfield to change motors. This

was done, and on July 23rd I hopped off for Memphis. Left Memphis, July 24th and headed out for Kelly Field, stopping for gas at Texarkana, Dallas and Austin, Texas. Left Kelly Field early on July 25th stopping at Dryden, Marfa and El Paso, Texas, and Lordsburg, N.M. where I spent the night. On July 26th I arrived at March Field after having made stops for gas and oil at Tucson, Gila Bend and Yuma, Arizona.

The total time for the round trip was eighty-five hours and thirty-five minutes. Post Route maps were used exclusively.

As stated above, the weather was ideal except for showers encountered between Gila Bend and Lordsburg, and Zanesville, Ohio, and Uniontown, Penna., going East, and between Tucson and Gila Bend, Ariz. returning. All landing fields were consequently in the best of condition. The fields at which Air Corps mechanics and Government gasoline and oil were available rendered prompt and efficient service. Otherwise the trip was without incident."

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The Air Corps Primary Flying School

March Field, Riverside, Calif.,  
July 10, 1929.

OPERATIONS ORDER NO. 172.

EXTRACT

\* \* \* \* \*

1. Under the provisions of paragraph 54 (c), Section X, Army Regulations 95-15, October 1, 1928, and with the approval by fourth indorsement of the Chief of the Air Corps, dated July 26, 1928, Captain Earle G. Harper, Air Corps, will proceed in PT-3 airplane No. 29-73, to Bolling Field, Washington, D.C. The following schedule will apply:

<u>Leave</u>			<u>Proceed to</u>
March Field, Calif.	July 11, 1929	8:00 A.M.	Yuma, Arizona
Yuma, Arizona	July 11, 1929	10:30 A.M.	Tucson, Arizona
Tucson, Arizona	July 11, 1929	2:00 P.M.	Lordsburg, N.M.
Lordsburg, N.M.	July 11, 1929	4:30 P.M.	El Paso, Texas
El Paso, Texas	July 12, 1929	8:00 A.M.	Marfa, Texas
Marfa, Texas	July 12, 1929	10:30 A.M.	Dryden, Texas
Dryden, Texas	July 12, 1929	1:00 P.M.	Ft. Clark, Texas
Ft. Clark, Texas	July 12, 1929	3:00 P.M.	Kelly Field, Texas
Kelly Field, Texas	July 13, 1929	8:00 A.M.	Waco, Texas
Waco, Texas	July 13, 1929	10:00 A.M.	Dallas, Texas
Dallas, Texas	July 13, 1929	11:30 A.M.	Texarkana, Texas
Texarkana, Texas	July 13, 1929	1:00 P.M.	Little Rock, Ark.
Little Rock, Ark.	July 13, 1929	3:00 P.M.	Memphis, Tenn.
Memphis, Tenn.	July 15, 1929	8:00 A.M.	Scott Field, Ill.
Scott Field, Ill.	July 15, 1929	10:00 A.M.	Indianapolis, Ind.
Indianapolis, Ind.	July 15, 1929	1:00 P.M.	Dayton, Ohio.
Dayton, Ohio	July 16, 1929	8:00 A.M.	Uniontown, Pa.
Uniontown, Pa.	July 16, 1929	11:00 A.M.	Cumberland, Md.
Cumberland, Md.	July 16, 1929	1:00 P.M.	Bolling Field, D.C.
Bolling Field, D.C.	July 22, 1929	8:00 A.M.	Cumberland, Md.
Cumberland, Md.	July 22, 1929	10:00 A.M.	Uniontown, Pa.
Uniontown, Pa.	July 22, 1929	12:00 M.	Dayton, Ohio
Dayton, Ohio	July 22, 1929	2:30 P.M.	Indianapolis, Ind.
Indianapolis, Ind.	July 22, 1929	4:00 P.M.	Scott Field, Ill.
Scott Field, Ill.	July 23, 1929	8:00 A.M.	Springfield, Mo.
Springfield, Mo.	July 23, 1929	10:30 A.M.	Muskogee, Okla.
Muskogee, Okla.	July 23, 1929	2:00 P.M.	Dallas, Texas
Dallas, Texas	July 23, 1929	4:00 P.M.	Waco, Texas
Waco, Texas	July 23, 1929	6:00 P.M.	Kelly Field, Texas
Kelly Field, Texas	July 24, 1929	10:00 A.M.	Ft. Clark, Texas
Ft. Clark, Texas	July 24, 1929	12:00 M.	Dryden, Texas
Dryden, Texas	July 24, 1929	2:00 P.M.	Marfa, Texas
Marfa, Texas	July 24, 1929	4:00 P.M.	El Paso, Texas
El Paso, Texas	July 25, 1929	8:00 A.M.	Lordsburg, N.M.
Lordsburg, N.M.	July 25, 1929	10:00 A.M.	Tucson, Ariz.
Tucson, Ariz.	July 25, 1929	1:00 P.M.	Yuma, Ariz.
Yuma, Arizona	July 25, 1929	3:00 P.M.	March Field, Calif.

Upon return to March Field a report will be rendered on the route flown, meteorological conditions encountered, condition of all landing fields used, and a check of all maps used.

\* \* \* \* \*



NINE names have been added to the Caterpillar Club since the status of this mythical organization was reported upon in the June 29th issue of the NEWS LETTER, when the number of lives saved was given as 129 and the total number of emergency parachute jumps made, 137. The score at this writing is, therefore, 138 lives saved and 147 emergency parachute jumps made.

Although ten names are to be enumerated below, only nine are counted, since Lieut. Hutchison made a previous emergency jump over three years ago at McCook Field, Dayton, Ohio, - June 17, 1926, to be exact. His latest jump makes him a second degree member of the Caterpillar Club, in which category are such names as Lieut. Eugene H. Barksdale (deceased), Captain Frank O'D. Hunter, Major James Rutledge,

Al Wilson, Sergeant Fred P. Miller. Colonel Charles A. Lindbergh, with his four emergency jumps, still remains the Supreme Commander of the Organization.

The airmen who made emergency parachute jumps recently are enumerated below as follows:

<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place of Jump</u>
June 3	Lloyd W. Thacker	Staff Sgt. A.C.	Fort Robinson, Neb.
June 3	Lloyd C. Blackburn	1st Lieut. A.C.	Fort Robinson, Neb.
June 24	P. M. Clyde	Lieut., U.S. Navy	Tent City, Calif.
July 1	Richard H. DePew, Jr.	Civilian	Johnstown, Pa.
July 1	Atwood Woodruff	Civilian	Johnstown, Pa.
July 2	Reuben C. Moffat	1st Lieut., A.C.	Wheeler Field, T.H.
July 2	James T. Hutchison	1st Lieut. A.C.	Wheeler Field, T.H.
July 16	O. E. Williams	Radio Elect'n USN	Philadelphia, Pa.
July 20	George H. Beverley	1st Lieut., A.C.	Kansas City, Mo.
	Benjamin Fidler	Cadet, Air Corps	San Jacinto, Calif.

Such reports as have been received covering the latest life-saving jumps made are quoted below, as follows:

LLOYD W. THACKER, Staff Sgt., 9th Photo Section. "1. On June 3, 1929, about 10:30 a.m., Lt. Blackburn as pilot, myself as photographer, took off from the field at Fort Robinson in O2-H 28-147 for the purpose of making a photographic mosaic of the reservation. We had climbed to 12,000 feet and noticed the clouds coming in. Lt. Blackburn pointed at them and immediately started descent. At about 9,000 feet I saw another plane approaching. They flew close and pointed at their landing gear and then at us. Lt. Blackburn leaned forward looking over the side then sat back down and turned to me saying 'Thacker, we have lost part of our landing gear.' I told him I could see that it was missing. Lt. Blackburn started for the field, apparently intending to land. The ship that had informed us of our trouble kept flying close evidently trying to impress on us the danger of trying to land, insisting that we jump. Lt. Blackburn and myself were wearing Irvin seat type chutes.

We started a climb to five thousand feet. Lt. Blackburn turned and said: 'I guess we had better jump.' I told him I thought it the best idea. We reached 5,000 feet and Lt. Blackburn cut the gun and said 'Alright.' I climbed over the left side, left foot first, then stepping over on the wing with my right foot, my left hand on the front cockpit, let go and fell slightly toward the wing of the plane. After falling far enough to clear the ship, I pulled the rip cord and the chute opened quickly with considerable jerk, slightly wrenching my back. I looked up at the chute and noticed several holes though they did not seem to affect the rate of fall. I struck the ground very easily, making no attempt to remain on my feet, and fell on my right side. The chute laid flat on the ground. I removed the chute and heavy flying suit and carried both over to the road where a car was waiting. This was my first experience of that kind and I was more or less nervous. I had no sensation of falling after clearing the ship or idea of hurrying to pull the rip cord.

After Lt. Blackburn had abandoned the ship and going over to look at the wreck we found that the rivets holding the yoke on the bottom of the left oleo leg had sheared permitting the entire left landing gear assembly to hang down

like a pendulum. This coupled with the fact that I had three loaded magazines and a heavy camera at my back insecurely fastened and the high altitude of the country would mean a fast landing on a rough field made it advisable to abandon the ship. "

LLOYD C. BLACKBURN. On June 3, 1929, at Fort Robinson, Nebraska, I started on a photographic mission in O2-H 28-147. About 12:15 p.m., I was approached by another plane flown by Lieut. Robinson, who signalled that something was wrong with my landing gear. Upon investigation I noticed that one wheel was gone and at first believed that to be the only damage. Upon returning to the field with the idea of landing, Lieut. Robinson signalled for me to jump. I realized then that my landing gear was damaged more than I thought. Due to the high altitude of the country which would necessitate a fast landing on a rough field, with a large camera and several filled magazines insecurely fastened in the rear of my observer, I decided it would be best to abandon the plane.

I climbed to 5,000 feet where I cut the motor and let my photographer, Staff Sergeant Lloyd W. Thacker, jump. I watched him and saw him land safely on the Military Reservation. I then flew toward the Bad Lands to find a comparatively safe country in which to abandon the plane. At an altitude of about 3,000 feet, after cutting the switches and putting the ship into a glide at about 80 miles per hour, I climbed out on the side of the fuselage and pushed myself away from the plane. Landed safely about six miles south of the Military Reservation, receiving no ill effects from the jump. Would say that the feelings and reactions of the jump were about the same as when I made my first solo flight. Upon landing and examining the wreck and questioning the other officers of the flight, I found that the rivets holding the bronze yoke to the bottom of the oleo leg had sheared permitting the entire left landing gear and wheel to drop and hang straight down from the cross brace."

P. M. CLYDE, Lieutenant (jg) U.S. Navy. The News Letter, published by the Bureau of Aeronautics, U.S. Navy, reports as follows in connection with the jump made by Lieut. Clyde: "On the evening of 24 June, Lieutenant (jg) P.M. Clyde, while engaged in flying an F3B, lost control of his plane in a spin and was forced to jump. He was struck on the right shoulder by a wing of the plane just as he opened his parachute, and his right arm was so seriously bruised that it was practically useless. He had about 900 feet of altitude left when he jumped and managed to get his boots off and get out of his parachute harness before striking the water about four miles off shore in the vicinity of North Island. Fortunately, it was not yet dark and he was seen by two enlisted men, one on the road at Tent City, and the other further down the Silver Strand on the same road. One of these men drove directly to the Air Station and the other followed, after first attempting to telephone. Rescue efforts were commenced at once. Motor boats from the Air Station, the LANGLEY, the AROOSTOOK, the ALTAIR and the ARGONNE were sent out to search for Lieutenant Clyde.

In addition, the LITCHFIELD was underway to aid in the search 31 minutes after receiving word. An Army bomber and two Naval Air Station planes dropped flares until the ceiling closed in so low that this was no longer possible. The searchlight at Fort Rosecrans was turned on. A number of men with lights were sent along the beach on the west side of North Island. Two amphibian planes were sent out to land and taxi in the area in which Lieut. Clyde was seen to fall. In spite of all this the search appeared hopeless and orders had just been given that rescue efforts should continue throughout the night in order that every possibility for saving this officer might be exhausted, when word was received that Commander, Aircraft Squadrons' barge, attached to the LANGLEY, had picked him up at 2240, about three and one quarter hours after he had landed in the water. Lieut. Clyde's stamina and courage are considered remarkable, particularly in view of the fact that his right arm was useless and, since the flight was within gliding distance of North Island, he had no life preserver.

It is of particular interest that many of the searchers passed close to him a number of times without seeing him, and that he was finally rescued only because Chief Boatswain Augustine, in charge of Comairons barge, stopped his engine occasionally and listened.

RICHARD H. DEPEW, JR. No report has thus far been received concerning the emergency jumps of these airmen. An AP dispatch from

Johnstown, Pa., dated July 1, 1929, reads as follows:

"Taking to their parachutes after they were unable to find a landing place when

their fuel became exhausted while passing over the Allegheny Mountains today, two airmen dropped to safety near St. Michaels, east of here. The occupants of the plane, Richard DePew, jr., pilot, and Atwood Woodruff, passenger, suffered only minor cuts and bruises.

The men jumped at 6,000 feet after their plane started to fall from an altitude of 11,000 feet. The plane was wrecked. The plane, a Fairchild six-passenger cabin craft, was being flown from the Fairchild factory at Farmingdale, Long Island, to St. Louis."

REUBEN C. MOFFAT, 1st Lieut., Air Corps, and 1st Lieut. James T. Hutchison, were forced to resort to their parachutes when their PW-9 pursuit planes crashed at an altitude of 2,000 feet. According to a press report, the right wing of Lieut. Moffat's plane and the left wing of Lieut. Hutchison's plane jammed together. Both planes immediately nosed down and began to spin.

Lieut. Moffat's statement to the "Star-Bulletin" of Honolulu, Hawaii, was as follows:

"When we started to bank I glanced at the pilot on my left to see I didn't slip in too close to him. All at once I felt a terrific shock on my right wing and my plane nosed down and began to spin.

I found my motor was roaring full on and tried to throttle down. I glanced at my right wing and saw it was coming to pieces, so my only thought was to get that plane away from me. I unhooked my safety belt and pushed. I didn't worry about whether the tail was going to hit me or not. I didn't have time to. I just pushed with both my arms and legs and shot out of the plane. But I remember throwing up one arm to protect myself from the right wing. It seemed to be breaking off and I was afraid it would swing around on me.

The parachute opened as soon as I pulled the rip cord and I started to look around. I saw there was a pineapple field below and I knew I was all right. So I started to look for the other plane.

I saw the other chute about 50 yards away and a little above me, and I recognized Hutch. I waved to him to let him know I was all right, but he didn't wave back. I knew he saw me so I concluded he was hurt. He seemed to be hanging limp in his parachute harness. I landed on my feet and ran over to him as soon as I got out of the parachute. Hutch was still on the ground and was trying to get out of the harness. He was dazed and was using only one arm.

The man came along with a car, so we left for the hospital at once. The other planes were still circling around watching us. Hutch told me in the auto he felt his arm jerked up when his parachute opened and he was all right until then. He said he landed lightly, too, so I guess the parachute broke his arm."

The formation in which the two pilots and four others were flying was returning from a cruise over Honolulu and had reached a point about two or three miles west of Wheeler Field. Here they proceeded to bank, reducing altitude preparatory to landing. Moffat and Hutchison were flying side by side, Hutchison on Moffat's right. The altitude was about 2100 feet.

JAMES T. HUTCHISON, 1st Lieut., Air Corps, in his official report covering his second emergency parachute jump, stated that just prior to the accident his plane, a PW-9C, was flying at approximately 160 miles per hour, diving slightly on its back. "I was flying as right wing man in the first three-ship element of the flight," he stated. "While banked in a turn to the left a bump threw my leader's ship up slightly, causing it to go out of sight momentarily. At this time I felt my ship being disturbed by the propeller wash of the leader's ship and almost instantaneously my ship struck the leader's in some way that the crash rendered mine out of control. It went into a dive passing the vertical and it all happened so quickly I hardly know what actually happened. I released my safety belt and was thrown out, and as I cleared the ship something struck me severely on the right arm and right shoulder. I found that my right arm was useless and I had to release the parachute with my left hand."

Lieut. Hutchison added that he experienced no panic or any noticeable reaction.

O. E. WILLIAMS, Chief Radio Electrician, U.S. Navy, described his initiation into the Caterpillar Club, as follows: "Lieutenant-Commander O.W. Erickson and I were engaged in 'drop testing' parachutes from an altitude of 1,000 feet. The ship used for this purpose is the TSM type plane, geared with the Pratt & Whitney 'Hornet' motor. Parachutes are attached to two 170-pound 'dummy' weights, suspended on the bomb racks at either side of the fuse-

lage, and released by the pilot at 1,000 feet altitude.

A total of 58 parachutes had been released (or twenty-nine flights) and we were on our thirtieth flight when things began to happen. Approaching the field, everything was functioning beautifully and the 59th parachute (starboard side) was released. Less than four seconds later, one blade of the 3-bladed metal propeller broke, causing excessive vibration of the whole plane, tearing the power unit from the plane barriers and dropping into the field where the motor was buried at an estimated depth of five feet. Shortly after the motor had let go, there was a blinding flash of fire and smoke and a dull muffled noise which sounded as though someone had attempted to smother the operative motor and propeller with a heavy blanket. It was first thought that the plane had burst into flames, but only a moment elapsed when this condition cleared and the motor was seen falling clear of the plane to earth. The plane was thrown around 90 degrees to the right (this incident proved of value as the ship was headed directly into the wind); the ship then immediately began to fall off with her tail dangerously low with a speed of 41 knots. The adjustable stabilizer was all the way up which increased our danger, and at the time of my jump Lieut. Commander Erickson was making every effort possible to get the stabilizer down. Seeing that my weight in the tail of the ship jeopardized his efforts of getting the ship under control, and knowing that the plane was now in a bad way and starting into a spin, I yelled to Mr. Erickson, 'I am going to jump.' Noting position of brace wires and position of ship's tail, I figured a clear exit by sliding close down over the side of the fuselage with my hands, thus clearing the tail which was in a very low angle at this time. The altitude at this moment was a good 600 feet; dropping clear I waited until a good safe margin of ship clearance, then pulled the rip cord of a seat pack type parachute, which functioned immediately. No jerk or sensation was experienced at the time the chute opened. A perfect landing was made in the field, landing first on my heels and giving away to a seating position in order to collapse the chute should it begin dragging me across the field.

The only thing that really perturbed me after leaving the disabled plane was the fact that just a month previous I was discharged from the hospital where I had undergone a serious abdominal operation, but the parachute landed me so easily that no ill effects whatsoever occurred, and not a bruise, jar or scratch resulted from the jump.

Lieut.-Commander Erickson succeeded in getting the ship under control after my jump and made a perfect landing; no injuries were sustained by either of us."

GEORGE H. BEVERLEY, 1st Lieut., Air Corps, on leave of absence from his regular station, Brooks Field, Texas, and on temporary duty at the Art Goebel School of Flying, Kansas City, Mo., submitted the following story of the emergency parachute jump made by him on July 20th last:

"I was spin-testing an experimental plane for a Kansas City company according to Department of Commerce requirements. We were experimenting with a non-disposable load of sand at various positions to determine the best point for the center of gravity. I put it in a spin at 4,000 feet, let it turn four times and attempted to come out. The spin had become flat and I tried in every way to bring it out during six more turns (counted by ground observers) before leaving the plane. I was spinning to the left and jumped out of the left side head first at about 1500 feet. My shoe caught between two struts and hung and my foot slipped out. If I had had boots on I might not have been able to free myself, which is a good argument against boots for aviators. The plane landed in the Missouri River and I landed about 100 yards from the bank, in a good field, unhurt. The plane was not an Art Goebel Company plane."

In a further statement, Lieut. Beverley expresses himself in no uncertain terms against the practice of aviators wearing boots when flying.

BENJAMIN FIDLER, Flying Cadet, Air Corps. The official report covering the emergency parachute jump made by this flying student has not <sup>been</sup> received, and the date of same is not known. The News Letter Correspondent from March Field, Riverside, Calif., submitted the following on this jump:

"The Caterpillar Club gained another member recently when Flying Cadet Benjamin Fidler, of the Class of March 1, 1929, leaped from his DH at an altitude of 1,000 feet and made a safe landing.

Cadet Fidler's ship went into a spin at 3,000 feet and despite all efforts

on the part of the pilot to right the ship, continued its gyrations toward the earth. Fidler went over the side and when he had cleared the ship pulled the rip cord and floated to earth in the vicinity of San Jacinto. Needless to say, the DH was a total washout, and the salvaging crew merely shoveled it on the wrecking truck."

LEON ALLEN, test pilot of the Wright Aeronautical Corporation, who joined the Caterpillar Club on June 11th last, submitted the following account of his jump:

"I left the Navy Yard Field, Philadelphia, with no passengers, intending to fly back to Hasbrouck Heights. As I was taking off over Navy Yard buildings and the Delaware River I throttled the engine a little as soon as the speed was up to about 80 miles per hour and climbed slowly in a large circle. Intending to check all the instruments for a minute before leaving the field, I levelled out at 2500 feet and opened the throttle full. In a few seconds there was a terrific explosion. My head hit something and I sat down in the seat so hard that my spine felt as though it were being telescoped. My vision seemed to fade out for a few seconds. My first thought was that the stabilizer had let go, but I soon realized that if that were the case the ship would be doing a nose dive and not what it seemed to be doing, a very tight loop. My next thought was that the engine had let go.

By that time things had slowed up enough so that I could get my head up out of the cockpit and look over the side. There was no engine in sight and wires, thermometer connections and tachometer shafts were streaming back along the cockpit.

I do not know what maneuvers the plane went through, but it finally came out nose down, right side up and with the wings nearly horizontal. The controls seemed effective and I put the stick all the way forward and started reeling the stabilizer control to the nose heavy position. However, the nose kept on coming up, the plane stalled and fell into a spin which quickly turned into a flat spin. The controls seemed to have no effect whatever.

I then decided to jump. I unbuckled the safety belt, took a look at the parachute release ring and started to climb out. Right then I got a good scare, for I seemed to be stuck in the seat. With considerable haste I got both arms and both legs busy and by pushing up with my legs I slid up the back of the seat. As my body cleared the cockpit I leaned backward and half rolled and slid on my back until I dropped off. I had no sensation of falling. I pulled the parachute release ring in two or three seconds, and almost immediately felt the jerk of the chute opening. A feeling of being twisted and pulled around made me think that the plane had fouled the chute and to make matters worse I could locate neither the plane nor the chute. I finally found the chute directly over my head and opened up perfectly round, certainly a grand and glorious sight.

The crash of the plane when it hit the ground brought me back to the realization that things were still happening. Looking down I saw that I was over the edge of a pond of mud and water that had been pumped out of the river by a dredge. I was drifting rapidly toward the center and got a good scare when I imagined myself getting tangled up in the chute and drowning in that muck. I grabbed the lines on one side of the chute and tried to sideslip away, but soon saw that I was going to land in the stuff anyway. My landing was very soft and shoulder deep in mud, the chute pulling me over to an angle of 45 degrees. For a few minutes I seemed well stuck but during a lull in the wind I got the air spilled out of the chute and could get up and get the harness off. There was a crust about knee deep in the mud that would support my weight except for an occasional break. After what seemed like a half hour and two miles of walking I made the hundred yards to solid ground.

The plane had crashed on the embankment at the edge of the pond, so I walked down the railroad tracks and gave it the once over. A wrenched back was giving me plenty of grief, so I was glad to get into a car and be driven to the Navy Yard Hospital. There I was quickly cleaned up, a cut over my right eye sewed up, looked over for breaks and rolled into bed. The very good treatment they gave me probably saved me from a case of blood poisoning from the filthy muck that was smeared into several cuts and abrasions on my hands and face.

I did not see the plane come down after I left it but am told by observers that it continued in a flat spin. The engine landed six or eight hundred yards from the plane burying itself in the ground three or four feet. All the



internal parts were found in the crankcase. Two of the dural blades of the propeller were considerably twisted and bent but still in the steel hub. The third blade was broken off about half an inch from the hub and could not be found. It is certain that the accident was caused by the breaking of one blade of the propeller thus throwing it out of balance so much that the engine was torn from the mount."

FLOYD B. WOOD, Flying Cadet, Air Corps, who saved his life through an emergency parachute jump at Kelly Field, Texas, submitted the following official report on his great adventure:

"I was leading the second element of six-ship P-1 tactical formation in ship AC 27-96 at an altitude of about 4,000 feet about one and one-half miles north of Kelly Field at 8:35 a.m., June 13, 1929. The formation was making a 180 degree turn to the right and I was just starting the turn, watching the formation leader, when I felt a shock and turned my head to see the left wing of the right wing ship crash through my right wing from behind, throwing my ship completely out of control and into an inverted spin. My engine was running at approximately 1850 revolutions per minute at the time. As soon as the ships separated, I released my safety belt and was thrown clear. I estimate the speed of the ship at the time of the jump to have been around 150 miles per hour, spinning toward the ground. As soon as the ship was about 300 feet away from me, I pulled the rip cord and the parachute opened perfectly.

No particular sensations were felt during the descent, except that of the wind rushing by before the parachute opened, and one of perfect quiet after it had opened. No anxiety was felt until I failed to find another open parachute in the sky, indicating that the other pilot had gone down with the ship.

My left ankle was slightly sprained, due to landing on the hard surface of a dry creek bed. The surface wind velocity, at the spot where I landed, I judge to have been about two miles per hour."

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#### CHIEF OF STAFF PRAISES THE AIR CORPS

In an address on August 10th last at Chautauqua, Jamestown, New York, before the 56th Annual Assembly of Chautauqua Institution, ~~General~~ Charles P. Summerall, Chief of Staff, speaking on the activities of the various branches of the United States Army, made the following comments with respect to the Air Corps:

"It was the Army Signal Corps that first pioneered aviation and the Army Air Corps that first demonstrated the capabilities of airplanes in the historical flight around the world. More recently still it demonstrated the practicability of sustained flight by its experiment with the Question Mark. On the purely technical side, to mention only a few, we owe to the Air Corps such things as the Earth Inductor Compass, and the perfection of aerial photography. The highly efficient aviator's parachute was brought forward to fill the Army's needs. To this must be added the extensive activities of our aerial arm in crop dusting and in the scattering of tree seeds with the idea of re-foresting bare and eroded mountain slopes. But the purely technical activities of the Air Corps are the least of their contributions. In the years immediately following the war, the graduates of the Army flying schools were a tremendous factor in the development of commercial aviation. While no longer almost the exclusive source of our highly trained pilots, these schools continue their contribution to the nation's flyers. Nor is this all. The Air Corps has borne the burden of engineering development and is in many respects a gigantic aeronautical laboratory. The spectacular flights that demand the utmost from the aviator and from his machine, that telescope distance in terms of time, are not by any means stunts. They are rigorous tests of material and of man's ability to handle it. They are to aviation what a speedway is to the automotive industry. From the bombers and transport planes of the Air Corps have evolved the air freighters and passenger carriers of commercial aviation. In the pursuit plane lies the germ of the sky sportster of tomorrow."

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#### COLONEL LINDBERGH VISITS BOLLING FIELD

Colonel and Mrs. C. A. Lindbergh were at Bolling field on two different occasions recently, dropping in on August 5th and again on the 9th. The "Lon Eagle" was piloting a Curtiss "Robin" on each occasion.

## AIR CORPS PHOTOGRAPHS CRATER OF HAWAIIAN VOLCANO ✓

To prove or disprove a rumor that one of the ill-fated planes lost in the Dole Derby was in the wild, rugged territory over the crater of Mokuaweoneo, Hawaii, Lieut. J.H. (Jimmy) Hicks, Army Air Corps, accompanied by Technical Sergeant Arthur Stolte, recently flew an amphibian plane over the crater.

No trace of the lost plane was found, although Lieut. Hicks was able to fly close enough to the mouth of the crater to search the area carefully. He succeeded in securing the first photographs ever taken of the mouth of the crater, which he states is in the midst of the wildest territory he has encountered during his twelve years of Army flying.

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## METEOROLOGICAL STATION AT BOLLING ✓

The U. S. Weather Bureau, Department of Agriculture, is establishing a meteorological station at Bolling Field, Anacostia, D.C. Their office is being equipped with up-to-date instruments and charts and when completed it will be an A-1 meteorological station. If the plans now afoot are carried out, Bolling Field will have an ideal Operations Office. The plans call for an additional story which will house the radio and meteorological station in addition to the Operations Office.

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## MARCH FIELD STAGES PARACHUTE DEMONSTRATION ✓

A demonstration of the rapidity with which it is possible to empty a commercial airplane of its passengers in case of emergency by the use of the parachute was given at March Field, Riverside, Calif., recently.

Fox Movietone News experts were on hand to record the action in sound and on film. Captain R.B. Walker and 1st Lieut. Barney Giles supervised the taking of the film, Captain Walker explaining in detail the function of the 'chute, the method of operating and jumping, while Lieut. Giles was pilot of the Fokker which carried the jumpers aloft.

Six men made the leap at three-second intervals, all members of the Parachute Department. Staff Sergeant H.R. Utterback, Sergeants Bruno Wetzorke, George W. Wehling and Privates F.J. Garjola, James Graham and George Elwing were the men who staged the demonstration.

The talking part of the picture was made on the ground. The recording apparatus was then loaded into a civilian plane and at an altitude of 4,000 feet the men stepped from the side of the plane. The camera plane circled around the descending jumpers, taking shots as the huge umbrellas sailed easily with the wind.

It was explained prior to the taking of the jumps that the demonstration was not put on as a stunt but as an educational feature to show the safety of commercial or military planes when the passengers are equipped with parachutes.

The above Movietone was recently shown at one of the local theatres, and the clearness of the picture as well as the sound effects attested to the success of the above demonstration.

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## SOME "BIRDS" IN THE AIR CORPS ✓

It is not unusual to find birdmen as well as their planes bearing names indicative of their calling. One of the news items for the News Letter from the Primary Flying School, March Field, Riverside, Calif., conveys the information that Sergeant William E. Nightingale, 53rd School Squadron, is to depart from that station for duty in the Philippines on an Army transport sailing from San Francisco shortly.

This recalls to mind that there are two other "birds" who are members of the Air Corps. One is Captain Aubrey I. Eagle, stationed at Langley Field, Va., and the other Private William Hawk, on duty with the 66th Service Squadron in the Philippines.

Since Sergeant Nightingale is bound for the same place where Private Hawk is stationed, we hope nothing serious will happen when they meet.

## DUTCH AIR OFFICER REVISITS UNITED STATES

Capt. B. de Kruyff van Dorssen, of the Netherlands India Air Forces, recently paid a visit to Rockwell Field, Coronado, Calif. At the request of the Netherlands Legation, Capt. van Dorssen was authorized by the War Department to visit stations under the control of the Chief of the Air Corps for the purpose of acquainting himself with the progress made in military aviation since his departure from the Netherlands in 1926 after spending two years in the United States, during which time he attended the Air Corps Technical School at Chanute Field, Rantoul, Ill. At the time of Capt. van Dorssen's visit he was en route to Holland from Java to spend a six months' leave. Upon the expiration of his leave he will return to his station in Java.

Capt. Van Dorssen also paid a visit to Kelly Field, San Antonio, Texas, where he renewed old acquaintances. At the time he was stationed at Chanute Field he gained the distinction of being the largest man to make a practice parachute jump.

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## A TRIBUTE TO ARMY AIRMEN

Ez Crane, in a recent issue of the Honolulu ADVERTISER, pays a tribute to Lieut. Clyde A. Kuntz and Pvt. Don F. Moses, who lost their lives in an airplane accident at Luke Field, Hawaii, on July 9th last. It is such a sincere and excellent literary effort that we hope the "Advertiser" will not object to its being quoted, viz.:

"Lieutenant Clyde A. Kuntz and Private Don F. Moses have answered the final call. Like Icarus, their wings failed them when they were needed most and Death claimed His victims.

"Two fine, upstanding characters in Sector-Navy baseball have heard the last strike called; will tread the diamond that was so dear to them, no more.

"They were killed together-keen-sighted baseball manager and his star pitcher - as they were taking off from Luke Field early Tuesday evening.

"Army and Navy circles are not alone in mourning for these two popular figures. Civilians who knew Clyde Kuntz and "Mose" Moses, the writer among them, feel the loss as deeply as their service friends. They, too, were grief-stricken when the tragic news went out from Luke Field.

"Lieutenant Kuntz was manager of the Luke Field baseball team, one of the strongest in the strong Sector-Navy league.

"Don Moses was the Flyers' premier pitcher, the best in all the downtown league; one of the best in all Hawaii.

"They will be missed as prime factors in a successful baseball club.

"They will be missed in another and bigger way.

"Here were two men among men: fine, noble souls who made friends wherever they went, who were known, respected, even loved, for their high qualities as men, aviators, sportsmen.

"Lieutenant Kuntz, his brother officers will tell you, was the highest type of officer and flyer.

"We knew him in a different way but we too can add our heartfelt bit to his memory.

"Don Moses was a good soldier.

"His officers have often said it and more to the point, his pals and buddies who knew him best, respected him for one who never was derelict, whether in friendship or in duty.

"Now they are gone, but those who knew them will not soon forget. Words, at a time like this, cannot convey the full meaning of the passing of such men as Clyde Kuntz and Don Moses.

## WON HIS LAST GAME

"It was the writer's privilege to umpire the last game pitched by Don Moses.

"It was only last Saturday and the details are still fresh in our memory.

"Luke Field was fighting to remain in the Sector-Navy race, with their old-time rivals, Naval Air, as their opponents.

"From the very start it was a pitchers' battle and a brilliant one. Throughout, Don Moses held the upper hand against that heavy band of hitters, and it was mainly due to his superb pitching in the pinches that Naval Air's long winning streak was broken.

"During the game we marvelled at his control, as he went along cutting the corners; admired the calm, unperturbed manner with which he faced crisis after crisis; was grateful for the graceful manner in which he took the ones we missed and called against him.

"Busily engaged in working this important game from behind the plate, we caught only occasional glimpses of Clyde Kuntz, the coach. Once it was when the Flyers from across Ford Island had placed men on the two far bases with less than two away.

"He, too, was outwardly cool and collected, setting the right kind of example for his men.

"Late in the game, it was in the ninth, Naval Air threatened with two out, a batsman walked and when the ball rolled away from Henderson, Moses' batterymate, and struck the backstop, the writer allowed the runner to proceed to second, the decision being based upon a local ground rule in force at the field.

"There was room for doubt, as is so often the case, and Luke Field questioned the play. There was nothing like an argument, merely a gentlemanly request for a review and hearing.

#### REFUSED TO LODGE PROTEST

"Lieutenant Kuntz was informed as to his rights to continue the game under protest.

"His answer typifies the man he was:

"Nothing doing: we'll beat 'em anyway!"

"During that pause in the battle, Moses did what smart pitchers always do. He remained back of the rubber collecting his strength for a final effort to avert defeat.

"Possibly some of our readers will not catch the significance of that bit of action. It gave us a keen insight into the characters of Clyde Kuntz and Don Moses.

"What men they were!

"We recall an incident that happened shortly before the game started.

#### FATE PLAYS A PART

"We were talking with Lieutenants Kuntz and Jimmy Early, the latter athletic officer at the field. Moses came up, helped himself to a drink and remanded his manager that he was to make the Tuesday night hop with him.

"A good natured argument ensued when another ball-player insisted that it was his turn to go up. Lieutenant Kuntz settled the argument with diplomacy:

"Win your game today, "Mose", and you fly", he told Moses.

"Moses won the game - his last.

"Can anyone say that fate did not play a part in that tragedy in the lives of Clyde Kuntz and Don Moses?

"Those of us who were fortunate enough to know Clyde Kuntz and Don Moses are the richer because of that friendship.

"They are gone but they will never be forgotten.

"May they rest in peace."

Funeral services for Lieut. Kuntz were held at the Arlington National Cemetery on the afternoon of August 12th, the pall bearers being Captains Charles B.B. Bubb, William E. Farthing; Lieuts. Leland W. Miller, Cecil E. Archer, Don L. Hutchins and Arthur I. Ennis, all on duty in the Office of the Chief of the Air Corps, Washington.

Lieut. Kuntz was born at Helena, Mont., October 26, 1887. During the war he was appointed a 2nd Lieutenant in the Aviation Section, Signal Corps. Reserve, receiving a permanent commission in the Air Corps on July 1, 1920. He graduated from the Balloon and Airship School in 1922 and the Advanced Flying School, Kelly Field, in 1926. He held the ratings of Airplane Pilot, Airship pilot and Balloon Observer.

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#### CAPTAIN DUNN TO STUDY AVIATION INSURANCE

Harry F. Guggenheim, President of the Daniel Guggenheim Fund for the Promotion of Aeronautics, recently announced the appointment of Capt. Ray A. Dunn, as consultant to the Fund in a comprehensive study of the question of aviation insurance.

"Aviation insurance is one of the outstanding problems not only of the commercial aviator, but of all those engaged in flying", Mr. Guggenheim stated.

"At present, rates for insurance of this kind are almost prohibitive, and this is very largely due to the almost complete lack of correlated information on the subject. The attempts made by American Insurance Companies to solve this problem have been hampered by the inadequate scope of the statistics available.

"The result of the studies made by insurance actuaries have all differed with respect to the hazards of different classes of flying, and these differences have resulted in the varying and extremely high premium rates established by the underwriting companies for aviation risks. In the face of this confused situation it has been difficult, if not impossible, for the public, as well as for military and naval officers of the United States engaged in aviation, to obtain the amount of insurance coverage which has been desired.

"Because of the importance of life insurance to aviation, the Fund has asked Captain Dunn to conduct a survey which will compile accurate and official data in regard to aviation mortality and in so doing make available to the insurance underwriters those statistics which are necessary for the satisfactory stabilization of this unsettled question."

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#### FLYING BRANCH MOVES TO WRIGHT FIELD ✓

The Flying Branch of the Materiel Division, of the Air Corps, which occupied temporary quarters at Fairfield since the Division was moved from McCook Field, pending the completion of the new hangars, is now installed in its new quarters at Wright Field. The move from Fairfield was made on August 22nd. The office forces are now fully established and the hangars are filled with planes. Flying operations from now on will be conducted from Wright Field.

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#### NEW PLANES FLOWN TO WRIGHT FIELD FOR FLIGHT TESTING

Three new types of planes were recently ferried by Air Corps pilots from the factories where they were built to Wright Field, Dayton, Ohio, for the purpose of subjecting them to a thorough flight test. On August 20th Capt. E.C. Black ferried a new B-2 (Curtiss) Bomber from the plant at Garden City, L.I., New York. This plane is powered with twin GV-1570 water-cooled engines.

Lieut. J.B. Haddon, test pilot at the Materiel Division, Wright Field, ferried the new Loening Amphibian (XO-10) from the factory to his station.

Lieut. Samuel P. Mills, Chief of the Technical Data Branch, Materiel Division, returned from the Pacific Coast on August 13th, ferrying from the Douglas factory at Santa Monica, Calif., a new experimental O-29 Observation plane which is powered with a Pratt-Whitney 420 h.p. engine.

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#### WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major Roy S. Brown, student at Command and General Staff School, Ft. Leavenworth, Kans., to Panama, sailing from San Francisco about September 4th, 1929.

Major Lloyd N. Keesling, March Field, to Letterman General Hospital, San Francisco, for observation and treatment.

Captain Earl S. Schofield, Langley Field, Va., to Scott Field, Ill.

1st Lieut. Walter K. Burgess, Clover Field, Santa Monica, Calif., to University of Illinois, Urbana, Ill.

1st Lieut. Wm.L. Scott, Jr., from Bolling Field to Rockwell Field, Calif.

Assignment of 1st Lieut. Rufus B. Davidson to Air Corps Training Center, Duncan Field, Texas, revoked.

Assignment of 1st Lieut. Fred E. Woodward, Mitchel Field, N.Y., to Panama Canal Zone, revoked.

Detailed to the Air Corps: 2nd Lieut. Edward B. Hempstead to March Field, Riverside, Calif., for primary flying training.

Effective Sept. 12th, 2nd Lieuts. Stanley H. Ayre, Field Artillery, and Wm.F. Stephenson, Infantry, to proceed to Primary Flying School, Brooks Field, Texas, for training.

Relieved from Detail to the Air Corps: 1st Lieut. Donald S. Burns to the

29th Engineers, Fort Sam Houston, Texas.

Transferred to the Air Corps: 2nd Lieut. Mark K. Lewis, Jr., Field Art.,  
with rank from June 14, 1929.

2nd Lieut. Wm. A. Harbold, Infantry, rank from June 30, 1926.

2nd Lieut. Guy B. Henderson, Infantry, rank from June 12, 1926.

2nd Lieut. Frederick A. Bacher, Jr., Field Art., rank from June 30, 1926.

Promotions: 1st Lieut. John K. Cannon to Captain, rank from August 8,  
1929.

2nd Lieut. Leslie A. Skinner to 1st Lieutenant, rank from August 1, 1929.

Resignation: 2nd Lieut. Harry Prime Bissell, August 1, 1929.

Reserve Officers to Extended Active Duty: 2nd Lieut. Arthur J. Reinhart,  
Dallas, Texas, to Fort Sill, Okla., Sept. 1, 1929 to June 30, 1930.

2nd Lieut. Carl Nathan Olson, Galesburg, Ill., to Marshall Field, Kansas,  
July 29 to June 30, 1930.

2nd Lieut. Frank Herbert Barber, Santa Monica, Calif., to Crissy Field,  
Calif., August 15 to June 30, 1930.

## NOTES FROM AIR CORPS FIELDS

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### March Field, Riverside, Calif., August 10, 1929.

Congratulations are being extended to Mr. Sgt. John H. Nelmar and Tech. Sgt. 'Jimmie' Forrest on their recent promotions. Both non-commissioned officers received notice of their advance in grade from Tech. Sergeant and Staff Sergeant respectively, on July 26th. Mr. Sgt. Nelmar is on duty with the Post Engineering Department, while Tech. Sgt. Forrest holds down the job of Sergeant Major.

The first eliminations in the latest class at March Field, occurred on August 1st. Three members of the class of July 1, 1929, met the Faculty Board for failure to maintain the standard prescribed for flying. Flying Cadets Harvey E. Grasse, George F. Newland and John B. Wolf were the unlucky Kaydets. In addition, the Board eliminated Cadets Owen C. Ross, and Stewart A. Martin, members of the Class of March 1, 1929, also due to deficiency in flying. A total of 130 students now remain in the Lower Class, with 65 students mastering the Advanced Stage work in the Upper Class.

Due to the large number of students now taking training, additional flying instructors were assigned to March Field. Among those to report was 2nd Lieut. Irving A. Woodring, from Rockwell Field. Lieut. Woodring is the last of the famous "Three Musketeers" who thrilled the crowds at the National Air Races in Los Angeles last year. The triumvirate was composed of Lieuts. J.J. Williams, W.L. Cornelius and I.A. Woodring. Lieut. Williams was killed during the races and Lieut. Cornelius met his death in a crash at Rockwell Field.

1st Lieut. R.C.W. Blessley, Director of Flying Instruction, was granted a one month's leave of absence, effective August 1st. During his absence, 1st Lieut. Fred C. Nelson will be in charge of the flying activities.

Capt. Earle G. Harper, Commanding Officer of the 47th School Squadron, recently returned from an extended cross-country trip to Washington, D.C. Capt. Harper piloted a PT-3 on his journey and reported a good trip, notwithstanding the numerous landings necessary for re-fueling.

Orders detailing non-commissioned officers to foreign service were received and, as a result, Staff Sgt. David Perkins, Medical Department, and Marion S. Tilghman, 54th School Squadron, will leave on the transport sailing from San Francisco on August 15th. Sgt. William F. Nightingale, 53rd School Squadron, will also leave at the same time. Sgts. Tilghman and Nightingale were assigned to the Philippine Islands and Sgt. Perkins to the Hawaiian Islands.

Advice was received from the Chief of the Air Corps that 48 Second Lieutenants, members of the recently graduated class at West Point, will be assigned to this station as members of the October 15th class. To date, March Field confined its training activities entirely to Flying Cadets, all officers detailed to the Air Corps for instruction, having been sent to Brooks Field. The influx of these officers will add considerably to the commissioned personnel on the field, which now numbers 93 officers. Arrangements will be made to take care of these officers by the Officers' Club and Mess.

Major Henry B. Clagett, A.C., Air Corps Officer of the 9th Corps Area, was a recent visitor to the field on an informal tour of inspection. He is stationed at the Presidio of San Francisco.

### Bolling Field, D.C., August 12th.

Pilots from the field participated in the dedication of four airports during July, all in the State of Pennsylvania. Lieuts. Merrick, Stranathan and Capt. Thomas (Air Reserve) flew to Johnstown on the 17th; Dubois on the 18th and Williamsport on the 20th. Lieuts. Myers, Hoppin and Goodrich participated in the dedication of the Somerset Airport on the 26th.

Capt. Clark, Lieuts. Goodrich, Myers, Robertson and Stranathan staged a demonstration for the citizen soldiers of Pennsylvania, encamped at Fort Washington, Md., on July 23rd. Lieut. Goodrich, in an Observation plane, made photographs of ground troops. He was followed by Lieut. Myers, who piloted an Observation plane and dropped messages. Capt. Clark, Lieuts. Robertson and Stranathan, in three Pursuit planes, proceeded to give them the "works" and, from all reports, the C.M.T.C. boys got quite a thrill out of it.

The baseball team proceeded to Langley Field on July 30th and came home with the bacon.

Still more airports! Lieuts. Merrick and Stranathan, in two P-1's, flew to Charleston, S.C., on August 9th to participate in the dedication of the airport at that city, while Capt. Devery, in an O-2, flew to Cumberland, Md., for the same purpose.

Col. Miguel Granados, Chief of the Guatemalan Army Air Service, arrived at the field in a Ryan plane the first part of the month on a good-will flight. After visiting in the city for a few days he departed for St. Louis.

Kelly Field, San Antonio, Texas, August 1, 1929.

Flying Cadet Watson B. O'Connor, a student at the Air Corps Advanced Flying School, died July 17th at the Base Hospital, Ft. Sam Houston, Texas, following an operation for appendicitis.

Cadet O'Connor was graduated from the Primary Flying School at March Field, Calif., and commenced training at this school on July 1st. He was a graduate of the University of Maine and held a degree of B.S. in Electrical Engineering. His home was in Millinocket, Maine. Funeral services were held at the Post Chapel by Capt. Thomas A. Harkey, Chaplain from Brooks Field. The body was shipped to Bangor, Maine, on the 18th. Cadet L.S. Heral accompanied the body as military escort.

Major Frederick L. Martin and Capt. Thomas W. Hastey, from the Office of the Chief of the Air Corps, arrived at Kelly Field July 22nd, for the purpose of making an inspection of all training facilities. Major Martin was the guest of Major James E. Chaney, Commandant of the Air Corps Advanced Flying School, during his stay here.

An interesting baseball season was brought to a close, with the 43rd Squadron leading the league by a fairly comfortable margin. The first game was played on May 6th and the last one on July 22nd. During the first half of the schedule the 42nd Squadron was a strong contender. A squad of cripples tended to sap their strength during the final half of the season. The 43rd gradually drew away from the remaining teams by playing consistently steady ball. At the close of the season the 68th was forging rapidly to the front. A bad start cost this team the pennant, as they were playing "heads up", baseball as they came down the home stretch. At the close of the schedule the standing of the teams was:

<u>Teams</u>	<u>Won</u>	<u>Lost</u>	<u>Percentage</u>
43rd	16	2	889
68th	15	5	750
42nd	14	5	737
40th	14	7	667
10th	7	11	389
41st	5	16	238
39th	3	15	167
48th	2	15	118

Now that the baseball schedule is over, the E. & R. Officer has an athletic schedule of interesting events arranged:

Tennis: July 1st to August 15th.

Football: Practice starting August 10th.

Swimming: A swimming meet the first week in September.

Boxing: Matches every other month.

The close of the baseball season saw the last of the annual athletic events for the year of 1929. The standing of the Squadrons in competing for the Trophy is as follows:

<u>Squadrons</u>	<u>Events</u>	<u>Points</u>	<u>Total Points</u>
43rd	Football	450	1397
	Track & Field Meet	231	
	Boxing	90	
	Swimming	26	
	Basketball (3rd)	100	
	Baseball (1)	500	



<u>Squadrons (Cont.)</u>	<u>Events</u>	<u>Points</u>	<u>Total Points</u>
42nd	Football	400	
	Track & Field Meet	334	
	Boxing	50	1284
	Basketball (2nd)	300	
	Baseball	200	
68th	Football	150	
	Boxing	150	
	Swimming	168	1168
	Basketball (1st)	500	
	Baseball	200	
48th	Football	250	
	Track & Field Meet	7	457
	Boxing	200	
41st	Football	100	
	Track & Field Meet	5	281
	Boxing	60	
	Swimming	116	
40th	Football	150	
	Track & Field Meet	108	424
	Boxing	140	
	Swimming	26	
10th Sch.Gp.	Football	150	
	Track & Field Meet	5	175
	Boxing	20	
39th	Football	50	
	Boxing	20	70

Maxwell Field, Alabama, August 5th.

Major-General James E. Fechet and Congressman Frank James, on an inspection tour of Air Corps construction projects, arrived at Maxwell Field on July 4th for the purpose of inspecting the site of the Tactical School soon to be brought to the Post. General Fechet and Congressman James came from Shreveport, La., in a Ford transport, piloted by Capt. Dinger, and accompanied by Lieut. Quewada and Mr. Conway Allen in an O-2J. A salute of 13 guns was fired.

The inspection completed, General Fechet and Congressman James left by air on the morning of July 5th. General Fechet returned to Washington, D.C., and Congressman James to St. Petersburg, Fla. From there he expected to visit fields in Cuba, Porto Rico and Panama before returning to the Pacific Coast.

On Monday, July 8th, Capt. Walter J. Reed of the Office of the Chief of the Air Corps, arrived for a conference regarding the building program for the Tactical School, leaving on July 10th for Galveston and San Antonio, Texas, before returning to Washington.

On July 10th Capt. Will G. Gooch reported for duty as Quartermaster, relieving Lieut. John J. Powers, who later will proceed to Philadelphia, having been assigned to duty as student in Quartermaster Corps School.

Reserve Officers of 307th Observation Squadron reported for two weeks' active duty on July 15th.

A series of five boxing matches was held on the night of July 18th by the Enlisted Men's Club.

A Maxwell Field plane, piloted by Lieut. Ross, was forced down and badly wrecked near Slocomb, Ala., on the afternoon of the 18th, while en route to Pensacola. The pilot and his passenger escaped uninjured.

Reserve Officers of the 456th Pursuit Squadron reported on July 22nd for two weeks' active duty.

The Officers' Club entertained at a dance on the evening of the 24th, complementing the Air Corps Reserve Officers now on two weeks' active duty training. On account of the inclement weather, the dance was held in one of the large hangars, which was decorated for the occasion.

A flight of five A-3 airplanes in command of Capt. H.N. Heisen of the Third Attack Group, stationed at Fort Crockett, Texas, arrived on the 23rd on the way from Galveston to Edgewood Arsenal, N.J., where a demonstration in laying down a smoke screen by airplanes will be given. The flight left the next morning en route to Langley Field, Va.

A course of instruction in the repair and maintenance of Air Corps equipment is being conducted in the afternoons, attended by the Junior Officers of the Post. The present subject is the Liberty engine, the motor still in use in many of the Air Corps service type airplanes.

The Miami Wrecking and Salvage Company began work in tearing down the old aero and engine repair buildings originally built for use during the war. This work is in preparation for the new permanent shops to be erected for the Air Corps Tactical School.

On July 31st Major Abner Flowers, of Northport, Ala., who is now a patient in the Government Hospital at Gulfport, Miss., was awarded the Distinguished Service Cross for gallantry in action on the battlefields of France during the World War. The Cross was presented to Mrs. Flowers by Major Walter R. Weaver, Commanding Officer of Maxwell Field, at impressive military ceremonies in front of post headquarters at 11:00 A.M. Officers of the post and a small group of friends, including several officers who served with Major Flowers, then a captain in the 167th Infantry, 42nd Division, witnessed the presentation.

#### Rockwell Field, Coronado, Calif., July 31st.

Brigadier-General George C. Shaw, commanding Hq., 6th Brigade, Ft. Rosecrans, paid an official visit to Rockwell Field, on July 30th. While here General Shaw was extended post courtesies by the Commanding Officer.

Maj. A.L. Sneed, Commanding Officer of Rockwell Field and Rockwell Air Depot, returned from Washington in a PW-9 on July 19th. Maj. Sneed's visit to Washington was for purpose of conferring with the Chief of the Air Corps relative matters in connection with the operation of Rockwell Field.

Majors John B. Brooks and Henry W. Harms arrived at Rockwell Field, July 29th, ferrying two Douglas O-2H airplanes for delivery to the New Jersey National Guard.

Lieut. Stanley K. Robinson, A.C., recently returned from Washington by air. While in Washington Lieut. Robinson played in the tournament for the Leach Tennis Trophy, and was ranked third in the Army Tennis Team.

Lieut. P.E. Burrows, A.C., reported for duty at Rockwell Field, after completion of tour of duty in the Philippine Department. He took over the duties of Group Adjutant.

Rear Admirals William A. Moffett, J.M. Reeves, Henry V. Butler, Capt. Frank McCrary and staffs, paid an informal visit to Rockwell Field, July 31st for purpose of inspecting the entire North Island in connection with the inspection being made by Board of Naval Officers convened for the purpose of selecting a site for the Dirigible Base.

2nd Lieut. C.B. Fry, Air Reserve, reported at Rockwell Field, for one year's active duty.

1st Lieut. Francis B. Valentine, A.C., returned to Rockwell Field after completing a course in aerial navigation at Dayton, Ohio. At present Lieut. Valentine is in command of the 11th Bombardment Squadron during the absence of Capt. E.C. Black.

Lieut. I.A. Woodring and Lee Q. Wasser, 95th Pursuit Squadron, are at present on two months' detached service at March Field as Instructors.

The new squash courts are about completed. The ladies of the Post have announced their intentions of taking up the game also. Every Wednesday afternoon a beach party is held and attended by most of the officers and ladies of the Post. Baseball and swimming prevail.

Col. Edward P. O'Hern, Corps Area Ordnance Officer, arrived at Rockwell Field, July 30th, for purpose of inspecting Ordnance Material on the Post. The Colonel departed in the afternoon, via air, for March Field.

Capt. John M. Stanley, M.C., Flight Surgeon, received his promotion to Major, Medical Corps, July 17th.

#### Wright Field, Dayton, Ohio, August 22nd.

Lt.-Col. Ira F. Fravel, formerly commanding officer of the Middletown Air Depot, recently appointed New York Procurement Planning Representative for the Air Corps, arrived at Wright Field on August 21 for a week with the War Plans Section in order to familiarize himself with his new duties.

Mr. Norman N. Tilley, formerly of the Power Plant Branch of the Materiel Division, now Chief Engineer of the Kinner Airplane and Motor Corp., spent

several days at the Division recently for conference with engineers.

Lieut. E.C. Batten stopped at the field on August 16th, flying the new Curtiss Condor Transport from the West Coast to the east. The plane seats 18 passengers and a crew of three and is powered with twin 1570 (Conqueror) engines of 625 horsepower each. Lieut. Batten is on temporary leave of absence from the Army for the purpose of making the flight for the Curtiss Company.

Capt. Lowell H. Smith, Air Corps Representative at the Curtiss Plant at Buffalo, New York, has been a visitor several times at the Division recently.

Maj. T. Ogata, Japanese Army Ordnance Inspector, New York City, and Capt. T. Komamura, Imperial Japanese Army, were recent visitors at the Materiel Division. Their special interest was an inspection of the Engineering School.

Maj. Hugh Mitchell, Signal Corps, arrived at Wright Field recently to replace Capt. Paul S. Edwards as Officer in charge of Radio work. Capt. Edwards was assigned to Camp George G. Meade, Maryland.

#### Mitchel Field, L.I., New York, August 1, 1929.

A total of 35 Reserve Officers reported for duty during the active training periods, July 7th to 20th and July 21st to August 3rd. These officers flew a total of 398 hours and 40 minutes, and each morning received instruction for an hour in Observation, Pursuit, Bombardment and Attack Aviation, new developments in airplanes, etc.

Personnel of the Field participated in airport dedications, as follows: Lieut. Glantzberg flew to White River Junction on July 6th; Lieut. Umstead, piloting a C-9, with Capts. Bender and Burge as passengers, flew to Williamsport, Pa., July 20th and Lehighton, Pa. on the following day; Lieuts. Lewis, Cassell, Easton and Peaslee, in two service planes, flew to Somerset, Pa.; Lieut. C.D. Fator, with J. Fator, U.S.N., Reserve, flew to Northampton, Mass., July 6th.

During the Air Meet at Red Bank, N.J., July 6th-7th, Mitchel Field was represented by Lieuts. Easton, Peaslee, Austin and Hopkins, in three service type planes.

A detachment of 10 officers, 33 enlisted men and six planes of the 5th Observation Squadron participated in the maneuver exercises held at Camp Dix, N.J., July 15th to 19th, during which time a total of 61:40 hours were flown.

On the night of July 17th, two planes of the 1st Squadron flew to Trenton, N.J., for the purpose of simulating a bombing raid on that town, cooperating with the 62nd Coast Artillery (anti-aircraft) unit which had searchlights located in that city.

Towing, tracking and Observation missions were carried out during July at Peter's Pond, Mass., Forts Wright and Adams.

Joint Army and Navy radio communication and battle practice were carried out during the month of July between planes from the field, the ground station and Navy tugs, in the vicinity of Sandy Hook, N.J. Five planes were used and a total of 24 hours and 5 minutes were flown.

Fifteen exposures were made of the field work in the vicinity of Camp Dix, N.J., on July 6th by Lieut. Henry and an enlisted photographer of the 14th Photo Section. The negatives were returned to Mitchel Field, developed and printed, and flown to Colonel Hall at Camp Moore, Seagirt, N.J. Despite unfavorable weather conditions, the mission was carried out in six hours.

#### Camp Nichols, P.I., June 28th.

4th Composite Group, P.I.: On Saturday, June 16th, the transport "GRANT" and the people thereon were welcomed to this Department by the Air Corps. This time the "GRANT" was met just south of Maracaban Island. As has been the case for the past few welcomes, the meeting of the transport was made a Group Maneuver. In this maneuver the transport was first sighted by the scouting force of Amphibians and the location, course, and speed radioed to Camp Nichols. Upon receipt of this information the rest of the Group took off for the simulated destruction of the hypothetical attacking force. Upon maneuvering over the "GRANT" the attack then consisted of flying down by the ship and the personnel of all planes waving a welcome. Upon completion of the mission, all planes returned to their base. The boat, undaunted, proceeded to Manila without further disturbance. Promptly at 2:45 P.M. the transport docked and all personnel thereon were welcomed to Manila by visits to the various clubs, etc.

As a result of a recent Post Order allowing officers to bowl in the E & R

Building in the morning, providing it does not interfere with duty, several of the officers can be found at the E & R at different times trying to roll phenomenal scores. The officers of the 28th Bombardment Squadron challenged the officers of the 2nd Observation Squadron to a match, but were told that it was not desired to hurt their feelings. The challenge was declined with the further statement that it might not be amiss for the officers of the 28th Bombardment Squadron to first go out and get a reputation.

The Post now boasts of an orchestra, which plays over at the movies on different evenings and assists quite materially in the enjoyment of same. It is hoped and believed that the interest shown by the men of this orchestra will spread to the rest of the men and in a short while the number of pieces will be augmented.

Lieut. T.D. White, Air Corps, just recently came down from China to spend a few days with us. He intends to leave about the 3rd of July for an extended trip to North China. Lieut. White's visits are always very well received for many reasons, one of which is that the would-be travellers to China use him as a travellers' guide.

Work was recently started with a view to improving the flying field and, more particularly, the line, by means of increasing the length of the concrete road in front of the hangars and also widening the area of concrete between hangars.

E & R Office: The Inter-Squadron Basketball League opened on the night of June 12th with the 28th Squadron winning from Headquarters and the 66th Squadron taking their first game from the 2nd Observation Squadron. On June 19th the 28th defeated the 2nd Observation and the 66th Squadron won from Headquarters. The last games played were on June 26th, the 2nd Squadron winning from Headquarters and the 28th from the 66th, leaving the 28th on the top of the list with three straight wins.

The Inter-Squadron Duck Pin Tournament is causing a great deal of interest. The 28th Squadron leads the 66th Squadron by nine pins with the 2nd Squadron and the Quartermaster giving them a close race.

Fights held in the Post Theatre on the night of June 27th, furnished a great deal of entertainment for the personnel of the Post. Fighters from the 31st Infantry, 59th CAC, Sternberg Hospital and Camp Nichols furnished a card that was replete with action. In the main go, Walters of Co. "M", 31st Inf., fought a fast six-round draw with Martello of Co. "E" of that regiment. In the semi-final, Rabbit Palmer of Sternberg Hospital knocked out Kid Harvey, Inter-Service Bantam Champion, in the third round of a scheduled six-round go. It was easily the best bout of the evening. Rother of the 2nd Squadron fought a fast and furious four-round draw with Hewitt of the 66th Squadron. Miller of the 66th and Gray of the 2nd fought a four-round draw, with both trying for a knockout to the last bell. Hart of the 66th Squadron put Clark of the 28th to sleep in the 2nd round of their scheduled four-round bout. Little Alphonse and Strong Logan fought four rounds to a draw.

2nd Observation Squadron, A.C.: Activities during the month of June were about on a par with the preceding months, little flying time being lost on account of rain.

Numerous reconnaissance, cross-country, formation, photo and radio flights were made.

On June 10th, Lieut. Kelly, with Lieut. Bradley and Sergeant Pust; and Lieut. Nowland with Sgt. Joyner, in two Amphibians, made a cross-country flight to Cebu. Lieut. Bradley was left at Cebu, the planes proceeding to Iloilo, then back to Nichols on the following day. The flight was successful, although there was a slight mishap when one of the engines, while the plane was riding at anchor in the harbor of Cebu, backfired and caught fire. Little damage was done, however, due to the quick action of Sgt. Pust.

On June 16th an attack was made on the U.S. Transport "Grant". She was first sighted about 100 miles from Manila in the Verde Island Passage. Upon completing the usual welcoming gestures, the planes returned to Nichols.

Two new O-2H's and two Amphibians were added to the line.

Headquarters, 4th Composite Group, A.C.: The Tennis Team, handled by Cpl. Carr, defeated all opponents thus far this season. Their challenges are not confined to the Air Corps, nor even the Army, but has included the Navy and Civilians as well.

Capt. and Mrs. Wheeler, left on the June 22nd transport for duty in the States, the former completed twenty-one months of foreign service. Some of us

envy their being able to return to God's Country in twenty-one months.

Capt. William O. Butler, new arrival on the June transport, was assigned to Headquarters, and took over the duty of Post Exchange Officer, relieving Lieut. Alfred E. Lindeberg, who was assigned to the 28th Bombardment Squadron.

The 6th Photo Section moved in with Headquarters on June 10th. Now, if we just had a Band, and a few other detachments consolidated with Headquarters, we would have a real organization.

Both the Basketball and Bowling Teams are doing excellent work in the Inter-Post games.

66th Service Squadron: Capt. Benj. F. Giles, commanding the squadron, left on leave of absence, June 12th, to be spent in China and Japan.

1st Lieut. Earl S. Hoag has been on detached service at Ft. William McKinley, Rizal, P.I., pursuing a course of instruction at the Cook's and Bakers School, in Mess Management.

Organization Day was celebrated June 1, 1929, at the waterworks, Montalban, P.I., leaving Camp Nichols at 8:00 A.M. A Dutch lunch was served at 1:00 o'clock and, judging from some of the "Snap shots" taken by the amateur photographers, a large time must have been had by all. A good swimming "hole" was found, which was taken advantage of. Leaving Montalban at 4:00 P.M., we returned to Camp Nichols, a tired but happy crowd.

The transport "Grant" arrived in Manila, P.I., on June 12th with Mr. Sgt. William F. Folz, replacement for Mr. Sgt. John Dolan and Staff Sgt. Jacob Collins, replacement for Staff Sgt. Leighton S. McDonald. The Squadron wishes the non-commissioned officers returning to the States the best of luck and to the new arrivals a hearty welcome.

6th Photo Section: The words "Short Timer" were the most popular ones used in the Section this month. We lost the services of five men returning to the States for discharge and new assignments. Tech. Sgt. Stockwell, our "Top Kick" for the past two years, left for Crissy Field and was replaced by Mr. Sgt. Klutz from the same station. Sgt. Klutz was initiated into the tropics by arriving on one of the slightly warmer days, but is becoming acclimated fast. Staff Sgt. Winfrey left the Section for the 9th Photo Section at Fort Riley and was replaced by Staff Sgt. Wedeman who has been in the Islands for quite a while and had been assigned to the 2nd Observation Squadron. Staff Sgt. Walsh arrived on the Transport and was assigned as Supply Sergeant on Special Duty. Pvts. Rush and Hessler returned to the States for discharge. Three men were received from the Photographic School at Chanute Field - Pvts. Hammer, Johnston and Riegel. Sgt. Nelson left on the boat and leaves the service by purchase to return to college.

The 6th Photo Section was recently commended by the Director of Coast Surveys, Philippine Islands, for the excellence of the oblique and vertical mapping photographs of the Northeast Coast of Luzon, made last month for the Coast and Geodetic Survey, and for the dispatch with which the work was completed. The area photographed is some 200 miles from Nichols Field and two Amphibians were used on the project. Personnel engaged were Lieuts. Nowland and Wells, pilots; Lieuts McDonnell and Tech. Sgt. Stockwell, photographers, and Sgt. Dagger, mechanic.

28th Bombardment Squadron: The USAT "Grant" paid us another visit, and with it brought us some more tourists who have joined our happy family, - 1st Lieut. Charles T. Myers, 2nd Lieut. George H. Steel, Tech. Sgt. Koziboski and family, Tech. Sgt. Shaw and family, Staff Sgt. Akins and family, Staff Sgts. Kirby, Zombro, Sgt. Early and family, and Sgt. Podolski. And last, but not least, nineteen brand new G.I. Privates (Model '29). You are all welcome to our city.

Some of our guests who sailed on the "Grant" on its return voyage from the land of sunshine were: 1st Lieut. Paul E. Burrows, to Rockwell Field, Coronado, Calif.; 1st Lieut. James A. Woodruff, to Wright Field, Dayton, Ohio; Tech. Sgt. R.H. Short, to Air Corps unassigned, Langley Field, Va.

Tech. Sgt. E.H. Hartley and Family, to 42nd School Sq., Kelly Field, Texas.  
Staff Sgt. A.B. Burt, to 40th School Sq., Kelly Field, Texas.

Staff Sgt. H.D. Jones, and family, to 47th School Sq., March Field, Cal.

Staff Sgt. K.R. Johnson, to 49th Bombardment Sq., Langley Field, Va.

Staff Sgt. H.K. Hunsberger, to 11th Bombardment Sq., Rockwell Field, Calif.

Sgt. C.L. Shaw, to 88th Observation Sq., Post Field, Ft. Sill, Okla.

Sgt. J. Budzienski, to 68th Service Sq., Kelly Field, Texas.

Bon Voyage, you happy Sunshiners.

Forty-three men received promotion to fill vacancies existing from the June transport.

Camp Nichols basketball season opened up with a bang and when the smoke of battle cleared, the Indians of the 28th Squadron seemed slightly in the lead. We have got to hand it to the boys.

In the Post Duck Pin Tournament there has been very keen rivalry. Up to June 27th the 66th Service Squadron had a slight lead, but in a match played on the 27th, between the 66th Service Squadron and the 28th Bombardment Squadron, the 28th Bombardment Squadron bowled exceptionally well and, as a result, is now in the lead by a total of 19 pins. On June 8th, the Squadron adjourned to the park of the Manila Water Works at Montalbon, which is up in the hills about 25 miles northeast of Manila. While here the Squadron indulged in swimming, indoor baseball and horse shoes, not to mention indulging in a Dutch lunch. The Squadron then returned in the afternoon by means of the same Government trucks which took them out there.

In the last examinations for Air Mechanics held in the Group, ten men of the 28th Bombardment Squadron were successful. This number is a high percentage of those who took the examination and shows the co-operation of the Squadron to help its members.

#### Clark Field, Pampanga, P.I., July 5th.

The month was an active one from a military, social and recreational point of view. Record gunnery practice is in progress and early flying is the order of the day.

On June 7th, the Squadron, composed of eight PW-9's, participated in a Group maneuver, the problem consisting of a rendezvous with the rest of the Group over the famous Mount Arayat, and a simulated machine gun and bomb attack upon the town of Cabanatuan, reported to be held and fortified by the enemy.

We lost no officers on the June transport, but did not gain any. We profited, however, by the return of Maj. Cousins, who was on leave in the States. New non-commissioned officers who arrived at this station, with their assignments to duty are enumerated, as follows: Mr. Sgt. Walter R. Marquart, Staff Sgts. Thomas J. Baskas, George D. Malkemus and Raymond E. Sconce to the Engineering Dept.; Staff Sgt. Samuel L. Richardson, Provost Sgt., and Staff Sgt. Leigh Waddel, Armament Department. These men are rapidly becoming acclimated, and they are bound to like this outfit. In addition, 27 woe begone casualties came in from Manila, putting us over strength for a change. They are temporarily in charge of 1st Lieut. Park Holland, drilling at intervals and doing lots of labor around the barracks, resulting in a noticeable improvement in police conditions. After a couple of weeks of that, they will be assigned to departments.

Brig.-General Lucius R. Holbrook, who commanded Fort Stotsenburg for the past two years, left on the June Transport. He will be missed by the Air Corps, as he was an aviation enthusiast. Brig.-General Frank C. Bolles, who relieved him, arrived at Stotsenburg on June 18th, per the "Bamboo Special". A formation of PW's met the train at Angeles and escorted it to Stotsenburg. Two days later an inspection and review staged for the General was participated in by Cavalry, Field Artillery and the 3rd Pursuit Squadron. The new Commanding General has displayed an interest in Air Corps projects and problems, and if he is not "Air Minded" already, we think he's well on the way.

Our flying field is undergoing repair. Under the supervision of Lieut. Anderson, a gang of civilians has been producing results. Recently, they've approached the vicinity of Post Headquarters. The fertilizer used might be termed of a "volatile emanation" type, bringing back memories of boyhood on the farm. It prevents concentration on the part of the Headquarters Staff.

The thing most coveted by our enlisted personnel (next to a hole in one on the links) is the privilege of a parachute jump. There's always a line-up in a descent from the azure blue. Needless to say, they have confidence in Pvt. Simpson, our parachute man.

School days have begun again and for an hour a day we sit back and try to imbibe a little knowledge. Military Law was the first course, Lieut. Holland instructing. But the list ahead is a long and fearsome one.

On June 5th one of the most pleasant parties our officer personnel has had took place. All officers and ladies went, via bus, to San Fernando, as guests of Major Andreas, Air Corps Reserve, who is in business at that place. Imagine a sea food dinner there! Oysters, shrimps, prawns and crab with liquid re-

freshment to follow. It was quite an evening.

Our Machine Gun record practice is finished. Here are the scores. Eight experts and a sharpshooter. Not so bad!

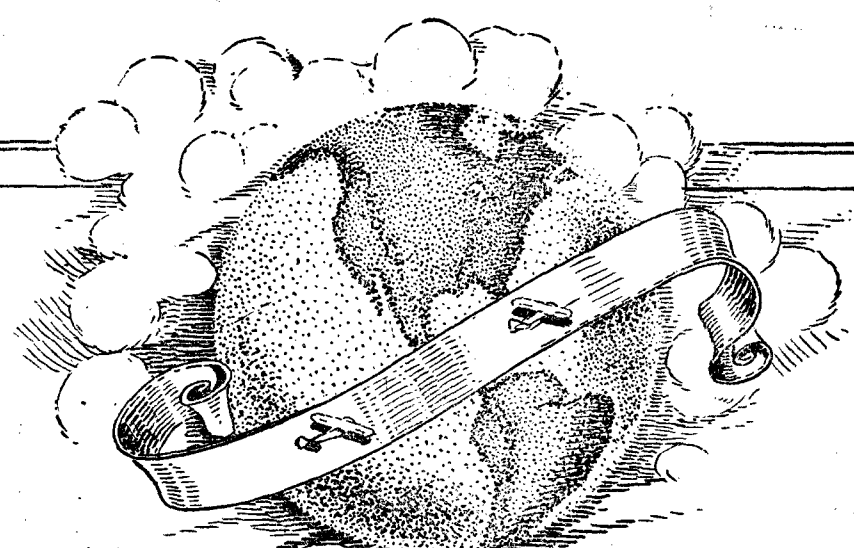
Lieut.	Irvine	-	1151
"	Anderson	-	963
"	Bump	-	942
"	Horn	-	852
Capt.	Hickey	-	847
Lieut.	Murray	-	741
"	Blackburn	-	674
"	Whatley	-	654
"	Whitson	-	547

A new honor has come to the Squadron. Mr. Sgt. Frank O. Wadsworth, senior non-commissioned officer residing at the American Apartments, was designated "Mayor" of that Bailiwick by the new General. He does business in person with the General about repair, upkeep and maintenance, reporting as follows: "Sir, the Mayor of the American Apartments reports!"

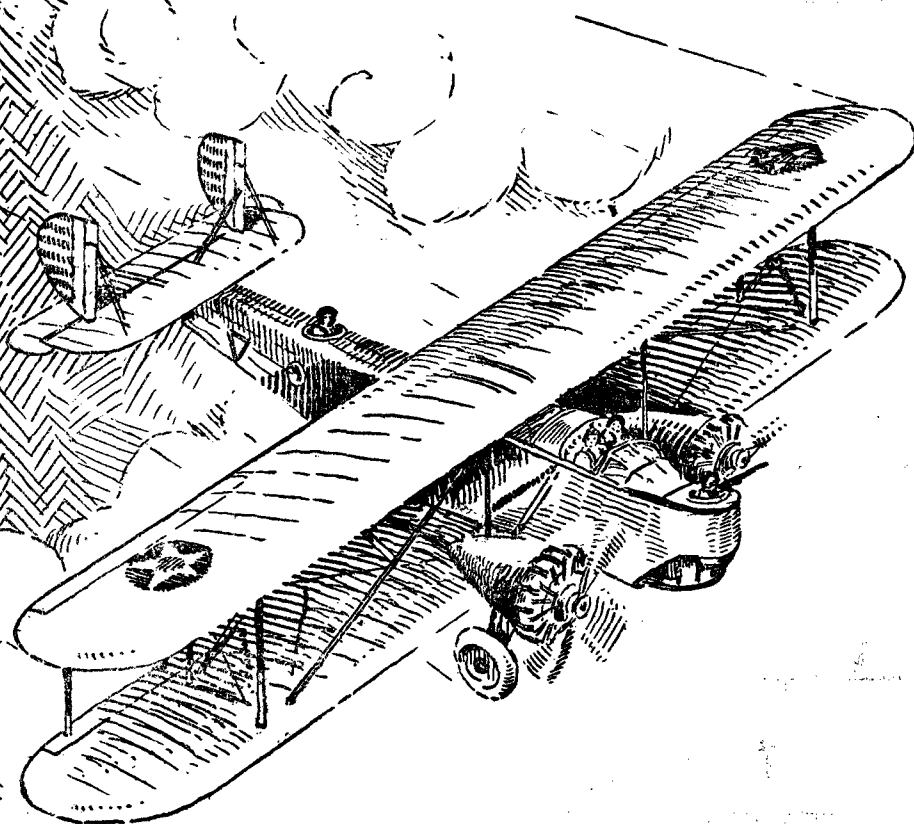
The Clark Field Golf Club is recruiting enthusiasts at a pleasing rate. Cpl. John J. Cook, our tennis south paw, turned in a low score of 33. This stands as a record to date. He knows how. However, just to retard the growth of his head, which would require extra expense for new hats, we will announce that he also turned in a 57. The use of profanity is prohibited on the links. By way of creating a unique competition and stimulating additional interest among outsiders, a match between our pro and our archer was played off on the afternoon of June 27th. Staff Sgt. Lord, doing a William Tell, and the pro, Pvt. Manning, using the prosaic clubs tied for a 37.

Maj. Cousins, having returned to us on June 15th, drove off from number one tee at 1:30 P.M., on June 17th for an official opening. The members of the club were highly pleased by the interest displayed by Maj. Cousins in their new undertaking. The Major expressed a desire to have as many men as possible join the club and assured the members that he would lend his assistance in every way toward bettering conditions.

On June 18th our double bowling alley was opened. The men are greatly pleased with this recreational addition and have shown their interest by keeping the alleys employed early and late. Pvt. Owens at present has the distinction of holding the high score of 201. His general average is so high that we are inclined to pick him as captain of our bowling team. With the prospects of service and civilian matches in bowling and golf, the squadron is taking a serious turn toward athletic sports.



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

September 23, 1929.

Munitions Building  
Washington, D.C.

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

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### THE NATIONAL AIR RACES AT CLEVELAND, OHIO.

The National Air Races this year marked another step in the development of aeronautics which those who witnessed the past races, but not this year's event, will not fully realize. Those of us who witnessed all of the races thus far held cannot but feel convinced that aeronautical development has been of a most impressive character. Back in 1920 aeronautics was a circus performance for most of the people of the United States. Prior to that time the only trophy competed for was in connection with the Gordon-Bennett International Balloon Race, now still being competed for by lighter-than-air pilots.

Just before the first National Races in 1920, the officers of the Army Air Corps, together with various public-minded civilians and members of kindred services, came to the conclusion that the only way to show the public the development of aircraft and the possibilities of aircraft for commercial purposes was to stimulate some interest in aeronautics. As a result, Mr. Joseph Pulitzer, who had the opportunity, the finances and the public spirit necessary, tendered the Pulitzer Trophy as a means to stimulate this interest.

The first Pulitzer Race was held at Mitchel Field, Long Island, N.Y., in November, 1920, on Thanksgiving Day. A total of 37 planes were entered in this contest which, with four other contests for military planes, constituted the entire program. Since that time the National Air Races have been staged yearly with a gradually increasing patronage. Army, Navy and civilian pilots entered the various contests for different trophies, and the contests as well as the trophies increased in number corresponding to the increase of interest in aeronautical activities.

Incidentally, the Pulitzer Trophy, formerly the main feature of the Air Races, has not been competed for since 1925. From that time on, however, the main event of the annual National Air Races - the Free-for-all-Race - was won either by the Army or the Navy entrants, with the exception of this year when a civilian entry took first honors. The Army entrant came second and a Navy entrant fourth out of a field of seven competitors. The Mystery Ship of the Travel-Air Company came in first with an average speed at least ten miles an hour greater than its nearest competitor, Captain Breene who, piloting the Army XP-3A plane, averaged 187 miles per hour in the 50-mile race, making four turns of each lap, each lap being one five-mile course.

A straightaway course for all the entrants would have resulted in greater speed by eliminating the necessity of making so many turns.

But getting back to the recent Cleveland Show. An impressive feature was the size of the field. Cleveland had been working for some months preparing their airport to meet the conditions imposed by such a national spectacle as this, and had finished a one-mile square airdrome which was almost as flat as a floor. Along one mile of it they had prepared stands, boxes and finally a brick building in which the timers, judges, press men and announcers were stationed.

On Saturday, August 24th, the various entrants started arriving at the field. Along one entire side of the field parking space was set aside for the planes. Over the National Guard hangar at one of the other ends of the field were located some of the Army non-contestant entrants, that is, the visitors, members of the staff, etc. Across the field from the starting line of the Races were <sup>representatives of</sup> various commercial aircraft companies and their planes, which were located on the other side of the portion of the field in which the Races were held in order to be out of the way of the Race entries, the parachute jumpers, etc., which constituted the impedimenta of the National Air Races themselves.

This year the Races lasted ten days, and there was an average attendance of close to 100,000 people each day, from noon until six or seven o'clock in the evening. The preparations necessary to accommodate such a gathering were

stupendous. It was necessary for the city officials of Cleveland and the various committeemen of the National Air Races to arrange for different roads to route the traffic to the Cleveland Airport, some 15 miles from the heart of the city. Evidence that these arrangements were excellently worked out may be appreciated from the fact that in going to the Races and returning therefrom it was possible to keep going at a rate of speed of from 15 to 35 miles an hour all of the way, with no stops longer than a few seconds.

To give an idea of the importance of the National Air Races this year, it is merely necessary to mention that there were so many different events that the entire ten days were taken up in starting and stopping them with barely a moment's lull. For example, there was a Women's Air Derby, the All-Ohio Derby, the Miami-Miami Beach-Cleveland Derby, the Philadelphia to Cleveland Derby, the Portland, Oregon, to Cleveland Derby, the non-stop Derby from Los Angeles to Cleveland, the Rim of Ohio Air Derby, the Canadian Air Derby, together with all sorts of closed course events; also the Australian Pursuit Races, the Army Mitchell Trophy Race, the Army Patrick Trophy Race, parachute jumps, and all of the other events necessary towards making the National Air Races a success.

It is very interesting also to notice that the demonstrations by the Army, Navy and Marine Corps, formerly one of the outstanding features at the National Air Races, were this year merely incidental to all of the events, the greater part of which were participated in by civilians only. The tremendous interest aviation has aroused in the past few years comes to a head in an event of the kind such as the National Air Races of this year. Aircraft and accessory manufacturers, their representatives from all over the country, and every pilot in commercial life whom anyone has ever heard of was represented or present at the Races. The oil companies were there, also the gasoline companies, tire companies and the multitude of aircraft manufacturers with their newest and finest equipment. Everyone was interested in what the other fellow was doing and in noting the performance of all of the different types of planes when brought together at one time.

This gathering of the men behind the aircraft and its allied industries, together with their exhibits, brought a reminder of such an occasion as the annual Air Corps maneuvers, when the various organizations of this arm of the military service are brought together and opportunities are afforded the personnel of one branch of combat aviation to note the tactics of the other branches and to learn what they can actually do.

Studying the interest displayed in the National Races of 1929, the conclusion is reached that this interest is totally different from what it was in 1920, or even as late as 1927. No longer do the people care particularly about seeing one or two planes up performing daredevil "stunts" and the like. They appreciate a little of that sort of air work occasionally, but their primary interest is not in that field. They like to see a new airplane and to note its performance; they like to see fast planes, formation flying, pilots making dead stick landings and parachutes landing to a mark. They particularly enjoy seeing a race in which the contestants are closely rated, that is, traveling at about the same rate of speed. Close observation is made of the skill of the pilot in rounding the pylons to determine whether or not he is as good as the next fellow. Daredevil flying as such has ceased to be worth while at the National Air Races, if the statements of bystanders and interested persons are any criterion, and many were heard to express themselves in this respect.

This year the hundreds of thousands of people attending the Races were given an opportunity to see Air Corps equipment, both on the ground and in the air. The Air Corps naturally welcomed this occasion in order to demonstrate its various types of planes, such as seven of the bombers from Langley Field, Va., which had just finished the 48-hour trip from that field to the west coast and return; 18 Pursuit planes from Selfridge Field, under the command of Major Ralph Royce; 18 Attack planes from the 3rd Attack Group at Galveston, Texas, and several observation planes used by visitors from Wright Field, Selfridge Field, Chamute, Bolling, Mitchel and other fields. In addition, the Army sent to Cleveland one Prestone-cooled P-1 plane for general inspection and entered the XP-3A in the Free-for-All Race. This plane, powered with the air-cooled "Wasp" engine, was equipped with Captain Breene's latest type of cowling, on which he had been working for some time in developing.

The Navy changed from air-cooled to other types of cooling by entering a P-1 Prestone in the Free-for-All contest. This was more or less a reversal, because the Army entered an air-cooled plane instead of their standard type of

water-cooled and the Navy entered a water-cooled or, rather, a Prestone-cooled instead of their customary type of air-cooled plane.

In the Free-for-All event, Captain Breene came through with a marvelous performance of 187 miles an hour. The Prestone-cooled job which the Navy entered came in with an average speed of 153 miles an hour, which was about what the Army Prestone-cooled plane has attained. The Army did not enter its Prestone-cooled Pursuit type of plane but had it over at the National Guard hangar for general inspection. Unfortunately, this plane was not at the Races during the entire time, because when "Jimmy" Doolittle took it up in order to perform acrobatics for the crowd at about 4:30 p.m., on September 1st, several days before the Races ended, and while he was preparing to go before them it crashed about five miles from the field because, during a dive, his wings pulled off and there was not much left of the Prestone job.

Outside of the emergency parachute jump made by Lieut. Doolittle, and which the crowd did not see, there were no casualties whatever at the field itself. There were several accidents to various civilians coming to the Races or after departing therefrom, but there were none in front of the crowd, which made it fine for the National Air Races Committee.

The Army was called on daily to perform and show the people what they could do. The First Pursuit Group went through Pursuit maneuvers; the Second Bombardment Group through Bombardment maneuvers and the 3rd Attack Group performed Attack tactics. In keeping with the policy of the War Department with respect to air racing, which was announced recently, it will be recalled that in the early years of such events, that is, from 1920 to 1925, inclusive, the Army and the Navy furnished almost all the interest in the National Air Races. In those days the Army designed its own planes and everything was an experiment. The engineers were not sure of their data and were constantly playing with new data to determine something else.

Now, however, the Army Air Corps has withdrawn from general participation in the Races, limiting their activities to the closed event races for Army entrants only. This is done for two reasons; first, because funds are not available to build special planes for racing purposes, especially since we are trying to keep up with our five-year expansion program on our appropriations schedule, and, second, that aircraft manufacturers are now on a sufficiently secure footing financially so that they can bend their efforts towards building for such events as the National Air Races and other race schedules special planes designed primarily and solely for that purpose, which several years ago they were financially unable to do.

It was astonishing, however, to notice the enormous amount of interest displayed by the crowd in the formation flying. Five years ago formation flying as such and by itself would not have created nearly the interest that it did at these Races. At this time the people are sufficiently educated in aeronautical subjects so that fine flying without acrobatics on the part of a well trained organization speaks much more highly for the efficiency of that organization than the performance of mimic combats by its individual members.

A pleasing feature of the Races was the efficient announcing system, the broadcasting being heard in all sections of the stand and all over the field. As a result, everyone watching the events, regardless of where they were situated, could understand exactly what was going on if the announcer was on the job. The Army announced each event by itself whenever Army events were staged. As a result, it was possible to tell the people exactly what was being done and exactly who was doing it, and hence they received a comprehensive idea of what was going to happen and what had happened.

In addition to the formation flying and other demonstrations staged by the Pursuit, Bombardment and Attack units, the Army Air Corps participated in two special events - the John L. Mitchel and the Mason M. Patrick Trophy Races. The Third Attack Group, competing for the Patrick Trophy, had a total of 15 entries, all A-3 Attack planes. Everyone, of course, knows that this Trophy was donated by the Hon. F. Trubee Davison, Assistant Secretary of War for Aviation, as a perpetual memorial to Major-General Mason M. Patrick upon his retirement as Chief of the Air Corps in December, 1927, and that it is competed for annually at the National Air Races. This contest is limited to members of the Third Attack Group, and the first time the Trophy was competed for was in September, 1928, during the National Air Races at Los Angeles, Calif. It was won by Lieut. George R. Acheson, Air Corps, who averaged a speed of 139.525

miles an hour. Second place was taken by Lieut. Herbert W. Anderson, with a speed of 139.883 miles an hour. It will be noticed that these speeds are very close. This year, however, there was a considerable difference in time, although the pilots were flying the identical type of plane flown last year. Second Lieut. Ivan M. Palmor came in first with an average speed of 149.020 miles an hour, and Lieut. G.F. Kinzie came in second with a speed of 138.84 miles an hour. Third place was taken by Lieut. F.M. Ziegler with a speed of 136.14 miles per hour. Fifteenth place was taken by Lieut. T.L. Mosely with an average speed of 135.63 miles per hour, and he received the customary last place Trophy.

The First Pursuit Group raced for the John L. Mitchell Trophy, awarded by General William Mitchell in honor of his brother who was killed in action during the World War. This Trophy is also a perpetual one - a military event for pilots of the First Pursuit Group of the Army Air Corps. The first contest for this Trophy was held during the National Air Races at Detroit, Michigan, in October, 1922, at which time Lieut. Donald F. Stace was the winner with an average speed of 148 miles an hour. This year the First Pursuit Group entered 18 planes, the winner being 2nd Lieut. Paul B. Wurtsmith, who averaged a speed of 152.17 miles an hour. This race was very closely contested, as 2nd Lieut. Aubrey L. Moore, who finished second, averaged 152.04 miles per hour, and 2nd Lieut. Kenneth R. Rogers, finishing third, 152.01 miles per hour.

Another interesting feature noticed during these Races were the means employed in starting the events. The home pylon, the starting line, was right alongside the center of the grandstand. The planes all taxied out into the field and took off at the wave of the starter's flag. They did not at this time, however, cross the starting line but went up in formation and then broke. As soon as they broke, the planes in the order of their starting number, flashed across the starting line after a dive at full speed. As they crossed the line the timers started them and from then on the race was one of the greatest amount of speed and the greatest ability in turning the pylons.

The pylons were placed very close together in most of the races. There was a five-mile course and another of ten miles, and in both courses the airmen had to make turns around four pylons. Starting the entries this way made it very interesting for the spectators.

This year marked another change in Army participation in the Races which was very notable. It will be remembered that last year there were acrobatics in formation by members of both the Army and the Navy. This year the Army, receiving instructions that there would be no acrobatics in formation, studiously avoided that type of flying and none of the members of the First Pursuit Group indulged in any acrobacy work during the period of the Races.

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#### UNITS MADE INACTIVE FOR THIRD AIR CORPS INCREMENT

The War Department has directed the Corps Area Commanders concerned to discontinue at once all enlisted promotions and new appointments within the regiments and organizations from which units are being made inactive for the third Air Corps increment and for other purposes.

The dates on which these units are to be made inactive have been selected as either September 30, 1929, or October 31, 1929, the exact dates to be decided on by the Corps Area Commanders concerned, except that Co. A, 4th Engineers, has been definitely placed on an inactive status effective on September 30, 1929.

The organizations to be made inactive follow:

1st Battalion, 13th Infantry, Fort Strong, Mass.

3rd Battalion, 8th Infantry, Fort Moultrie, S.C.

1st Battalion, 10th Infantry, Fort Thomas, Ky.

3rd Battalion, 6th Infantry, Jefferson Barracks, Mo.

2nd Battalion, 17th Infantry, Fort Des Moines, Iowa.

15th Field Artillery, less one battalion, Fort Sam Houston, Texas.

One gun battery and one battery section of the battalion combat train of the 4th Field Artillery Battalion, Fort Robinson, Nebraska.

One Company, 1st Engineers, Fort Hancock, New Jersey.

One Company, 2nd Engineers, Fort Logan, Colorado.

Company A, 4th Engineers, Fort Bragg, North Carolina.

8th Ordnance Company (Maintenance) Watertown Arsenal, Mass.

Those Companies and Batteries to be made inactive which have not been designated by the War Department are to be designated by the Corps Area Commanders concerned.

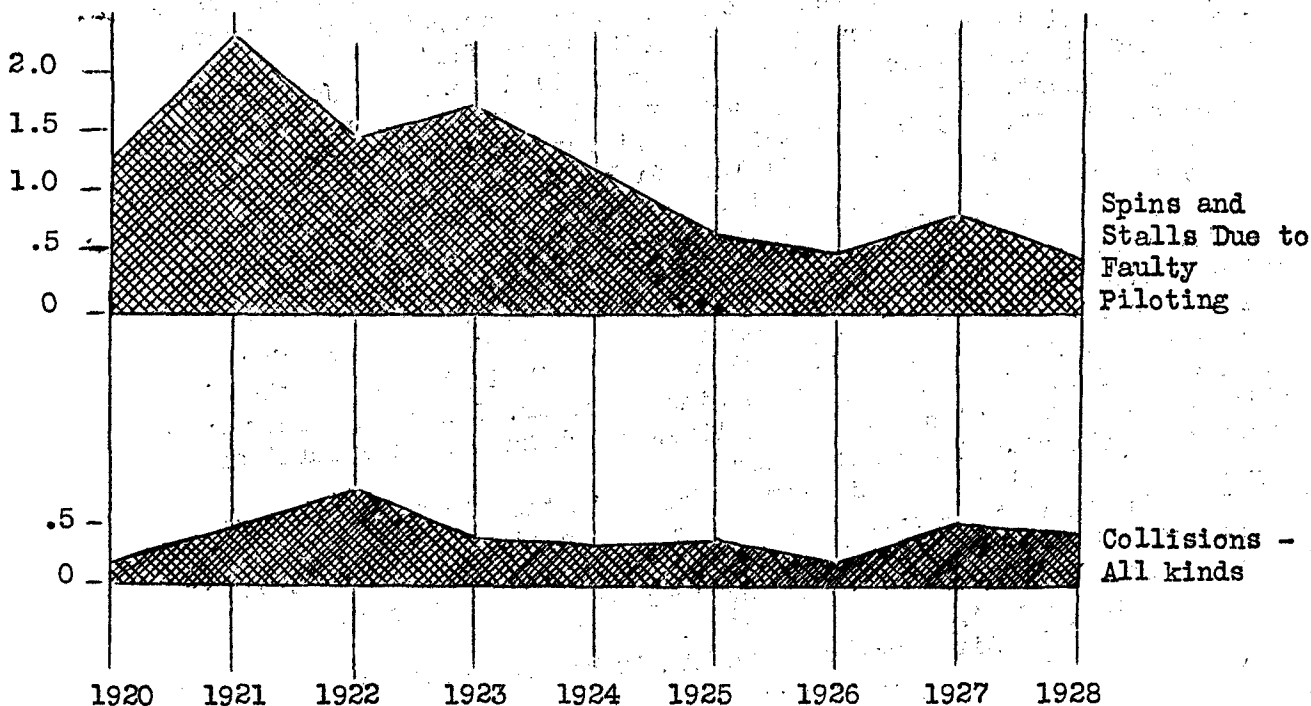
## AIRCRAFT ACCIDENTS

The News Letter will publish from time to time some data regarding aircraft accidents in an attempt to present to its readers the general trend of aircraft accidents, and set the pilot to thinking of ways and means to prevent accidents. All charts and graphs will be presented without the rate scale. For more complete information upon this subject, Aircraft Information Circulars are published from time to time.

The National Advisory Committee for Aeronautics, Special Committee on Aircraft Accidents, has been engaged since February 18, 1928, on the study and analysis of aircraft accidents. Two officers of the Office of the Chief of the Air Corps are members of this Committee.

All Air Corps, Reserve Corps and National Guard accidents are analyzed and classified in the Office of the Chief of the Air Corps, and some interesting conclusions can be drawn from these studies.

The charts below show the downward trend of Air Corps and Reserve Corps fatal accidents resulting from two major causes by calendar years. Rate per aircraft hours is omitted.



It is noted that spins and stalls are decreasing and that collisions seem to remain fairly level. Collisions can be avoided. We are still careless in applying the rule "Think of the other fellow - you are responsible for his safety."

In the study of errors of pilots, 32.3% of all accidents in 1927 were due to pilots' errors, which increased to 44.13% in 1928. In 1928, 63% of the fatal accidents were due to pilots' errors. What can be done to decrease this percentage? The problem is up to the individual pilot. During 1928, the fatal accidents due to pilots' errors, may be classified as follows:

Error of judgment	24%
Poor technique	30%
Disobedience of orders	3%
Carelessness or negligence	6%
<b>Total</b>	<b>63%</b>

Having sufficient basic training and special experience, why does a pilot select the wrong field, undershoot his landing, permit the plane to ground loop, deliberately disobey orders, or err in any other way? The underlying causes can be grouped into (1) overconfidence; (2) overzealousness; (3) apprehension; (4) distraction, and (5) miscellaneous.

For the year 1928, about fifty percent of pilots' errors can be traced to overconfidence, with about 25% due to overzealousness, about 15% to apprehension, 5% to distraction and the balance to miscellaneous causes.

Inasmuch as 85% of pilot fatalities occurred among officers with less than two years' experience, it would indicate that our young pilots are overconfident and overzealous.

During this year, 46% of the pilot fatalities occurred with pilots of less than 200 hours of flying; 17% had from 200 to 500 hours to their credit; 25% from 500 to 1,000 hours, and 12% from 1,000 to 1,200 hours.

The successful pilot of today is the one who eliminates unnecessary hazards, when the taking of such hazards is not mandatory in the proper performance of the military mission. He learns from the costly experience of his predecessors. With modern equipment, the well-trained and alert pilot of today, who always uses good common "horse sense", can expect to live a long time. Ask the old-time pilot with over 2,000 hours to his credit.

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#### MAJOR BRADLEY JONES LEAVES THE AIR CORPS

It was with deep regret that Wright Field accepted the resignation of Mr. Bradley Jones, who for several years has been an engineer assigned to the development and use of various instruments necessary to successful aerial navigation. The rare combination of teacher, engineer, sea navigator and airman, such as Mr. Jones, will leave a vacancy most difficult to fill.

During much of his experience with the Materiel Division, Mr. Jones has been connected with Lieut. Albert F. Hegenberger of Wright Field, navigator of the first Hawaiian Flight, and Captain Clyde V. Finter, now instructor in the Navigation School being held at Wright Field. With Lieut. Hegenberger, Mr. Jones has not only planned many an unusual trip, including the Hawaiian trip, but has also navigated on many hazardous and pioneer flights. His most recent flight accomplishment was that of navigator on the Air Corps bomber which bombed New York with parachute flares during the maneuvers of last May. His many hours in the air and thorough cooperation and assistance have won for him a great esteem, not only among the personnel of Wright Field but among the officers of the Air Corps in general. As a side line, Mr. Jones has contributed many articles along general aeronautical lines which have been brimful of human interest and authoritative information.

Mr. Jones, who now holds a commission as Major in the Air Corps Reserve, and who left the Air Corps to become head of the aeronautical course, University of Cincinnati, will be a most valuable addition to the faculty of that institution of learning, and will have the opportunity there of making his wide experience available to the new generation.

The good wishes of the Air Corps go with him in his new endeavor.

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#### EXPERIMENTING WITH MOTOR OILS

The 6th Pursuit Squadron, Schofield Barracks, T.H., conducted an experiment with motor oils which apparently solved a majority of the motor troubles at that station. Statistics furnished by the Air Depot at Luke Field show that the viscosity of the oil used at the present time in the Curtiss D-12 motors at Wheeler Field is between 115 - 120° (actual test 118°).

Investigation of the Curtiss Handbook shows that the oil recommended has a viscosity of 90-95°. The use of Mobile "B", which has this viscosity, in two of the motors - one in station airplane No. 3 and one in station airplane No. 10, has caused the motors to function properly. The motor in station airplane No. 10, while using the present oil, would miss badly on both switches, more so on the left, after approximately 20 minutes' flying time. The motor in station airplane No. 3 missed after approximately one hour and five minutes.

With Mobile "B" oil, both airplanes remained in the air, functioning properly for over two hours without any change except the oil. The oil was then changed to that regularly used at the station (viscosity 118°) and motor again tested in station airplane No. 10. After approximately 20 minutes' flying time, the motor missed on both switches. The oil was then again changed to Mobile "B" and another test was made. The ship remained in the air for one hour and 40 minutes and functioned properly.

## FORCED LANDINGS

While the spectacular crashes of aircraft may be of great interest to many of the public, there is little which those technically interested can learn from them in the way of taking means to prevent their recurrence. Too often the pilot is unable to report the causes leading to the crash. Too often the wreckage is just a jumbled mass in which not even the cleverest mechanic can find just one specific thing wrong which caused motor or wing failure.

The Inspection Division of the Army Air Corps is devoting a great deal of attention to the matter of forced landings. The definition of such a landing is one that is unpremeditated, whether caused by adverse weather conditions, failure of the airplane or its power plant. A bad storm, fog, a sputtering motor, an oil leak, controls too stiff, and a great many other causes may force the pilot to land at a place other than his intended destination.

In the past a forced landing, involving no injury to the pilot or damage to the airplane, was seldom reported except to the pilot's own organization at his home station. If the plane or its motor needed adjustment, same was attended to and the matter forgotten. The Inspection Division, however, is now requiring all these minor flight difficulties at Army airdromes throughout the country to be reported to it. Accompanying each report must be an analysis by the authorities concerned at the field of the reported cause of the landing. By gathering and studying such a mass of statistics concerning these landings, the Inspection Division hopes to be able to recommend action leading to the reduction of forced landings.

If statistics show that a certain type of motor develops magneto trouble too often, that is a point to take up with the Materiel Division. If unforeseen fogs often prevent the completion of scheduled flights between two points, that is something that may be avoided by supplying weather data more often than is now the case to pilots flying between those points.

The point is that forced landings is a proposition which the Air Corps is taking seriously, even though nothing more spectacular has happened in the case of a forced landing than the landing itself. It is only by gathering reports on all such landings in the Air Corps that, through the frequency of their occurrence, their seriousness can be determined and corrective measures can be applied, especially when the pilot is able to make an intelligent report of his actions or the airplane is in such condition that a careful inspection reveals the defect sought and which necessitates correction.

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## PREPARATIONS FOR TACTICAL SCHOOL

Work is progressing rapidly on the destruction and removal of the old engine and aero repair buildings near the flying area of Maxwell Field, Montgomery, Ala. These old buildings are relics of war days when Maxwell Field was a repair depot and have not been in use for some time. Their removal is in line with the plans for permanent construction to be made later in connection with the Air Corps Tactical School to be located at this post. Progress has been made in clearing of the land northeast of the post in preparation for its becoming a part of Maxwell Field.

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## POWER PLANT ENGINEER RESIGNS FROM AIR CORPS

Mr. Opie Chenoweth, formerly in charge of the Power Plant testing laboratories at the Materiel Division, Wright Field, Dayton, Ohio, has severed his connection with the Air Corps in order to become a research engineer in the laboratories of the General Motors Research Corporation, Detroit, Mich. His loss to the Materiel Division will be keenly felt in view of his long experience there.

During Mr. Chenoweth's five years with the Division he has conducted hundreds of laboratory tests, the best known of which concern superchargers and carburetion. Following a year of graduate work at Purdue University, he joined the Materiel Division to carry on the test work of Mr. Glenn Shoemaker, well known engineer formerly with the Division. For several seasons Mr. Chenoweth has been a most active worker in the Dayton chapter of the Society of Automotive



Engineers, having presented several technical papers before this society.

Since the resignation of Mr. Robert Insley of the Power Plant Branch, several months ago, Mr. Chenoweth has been in charge of the testing work carried on in the engine laboratory.

Engineers of the type of Mr. Chenoweth, who have received most of their experience at Wright Field, form valuable contributions to the industry at large, and the General Motors Research Corporation may be congratulated upon securing the services of this young engineer.

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#### ATHLETICS AT THE FAIRFIELD DEPOT

Through the influence of the new Commanding Officer of the Fairfield Air Depot, Fairfield, Ohio, - Major H. H. Arnold, - athletics at this post received an additional inspirational impulse.

Under the Commanding Officer's direction, athletics at Fairfield were placed on a better basis than ever before. The Officers' Clubs at both the Fairfield Air Depot and Wright Field were combined, and under the direction of different committees the various branches of athletics are being developed to a greater degree than ever before.

There is probably no military post in the country where a greater variety of outdoor and indoor games may be played than at the Fairfield Air Depot. Here is one of the finest 18-hole golf courses to be found anywhere, and it is now in especially fine condition. A squash court has already been built, and three very fine tennis courts are in process of construction. There will also be directors for the following sports: swimming, target practice, bowling, basket ball, hand ball and volley ball. It is hoped to get all the officers of both posts interested in one or more sports so that teams may be organized with the idea of having competition play in all branches of athletics.

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#### BAN ON IMMEDIATE SEPARATION FROM AIR CORPS OF PILOT GRADUATES

Circular No. 47, War Department, August 14, 1929, inaugurates a change of policy with respect to Flying Cadets graduating from the Advanced Flying School at Kelly Field, Texas. Paragraph 1 of this circular provides:-

" \* \* \* c. Candidates must agree to sign articles of service. Each applicant for appointment as a flying cadet prior to appointment or enlistment shall sign articles, with the consent of his parents or guardian (if any) if he be a minor, by which he shall engage to serve three years, one as a flying cadet and two as a second lieutenant, Air Corps Reserve, on active duty, or as a commissioned officer in the Regular Army, unless sooner relieved by competent authority."

While graduates of the Air Corps Advanced Flying School are in great demand in commercial aviation, where many of them today fill positions of trust and responsibility not only as pilots but as executives and technical advisers, it is held in War Department circles that, upon their graduation from this school, they are equally valuable to aviation as a whole as Army pilots. Accordingly, all Flying Cadets, most of whom receive their appointment as such from civil life, will hereafter be required to serve Uncle Sam for a period of two years following their graduation and the receipt of the much coveted wings.

Formerly, after receiving this training, which is conceded to be the finest and most thorough flying training in the world, graduates were free to leave the organization which had given them this training and accept positions in the commercial field. While the majority of them chose active duty in the Air Corps, a considerable number preferred a career in the commercial world. Practically all of this latter class felt that an Army career, while attractive in many ways, did not compensate for the high salaries they would command as civilian pilots.

Under the Five-Year Program for the expansion of the Air Corps, every effort is being made to fill the quota of officers required by the terms thereof the final number being 1650 officers of the Regular Army Air Corps and 550 Reserve officers on extended active duty. Funds for carrying on the training of new flying personnel are limited, and it is felt that the Army, having trained a pilot, should have a prior claim on his services for at least two years following the completion of his flying training. Under the new regulations, Fly-

ing Cadets before their appointment must enlist for a period of three years, one of which will ordinarily be devoted to his training at the Flying Schools and the two remaining years to a tour of active duty as a Reserve or Regular Officer in the grade of 2nd Lieutenant. Graduation from the Advanced Flying School entitles the graduate to a Reserve Commission as 2nd Lieutenant in the Air Corps.

While the needs of commercial aviation for competent pilots are still very great, such needs are now being partly supplied by young men completing flying courses in some of the better grade of civilian flying schools throughout the country. Patterned in their curriculum after the Army schools, these civilian institutions are now on a solid footing and are slowly effecting a reduction in the cost of the courses to students and at the same time increasing their equipment and perfecting their system of training.

The War Department holds that it should be entitled to some service in return for the training it has gratuitously given its pilots and, further, that it should in no way enter into competition with civilian schools in training flyers to fill vacancies in commercial aviation. Since these civilian schools will form a great reservoir from which trained pilots may be drawn in the event of future wars, they will be given every encouragement to develop. One of these aids to their development will be the knowledge on the part of their newly graduated pilots that they will have no serious competition in the commercial world with those who have earned their "wings" at government expense.

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#### PROPOSED CHANGE IN THE AIR CORPS STANDARD PARACHUTE

By A. M. Jacobs

Experimental work has been in progress for more than a year at the Materiel Division, Wright Field, Dayton, Ohio, upon parachute improvements and refinements which, if they prove successful in the extensive tests which are now under way, may cause certain changes in the standard type parachutes in present use. Whether eventually adopted or not, these changes are extremely interesting in character. Materials, area, and the principle of operation of the standard chute remain unchanged.

Instead of the circular mainsail, however, a triangular one has been substituted. This triangle is rounded at two corners, while the third is sheared straight across. The shroud lines extend down, spaced regularly as in the standard chute, except across the sheared-off corner, which has no shroud lines whatsoever. When the chute is open, this portion upon which there are no shroud lines to pull forms a tail-like vent through which the air escapes.

Approximately a dozen jumps and a hundred dummy drops have been made with the new chute. These indicate a decreased oscillation and shock load to the jumper upon opening, and greater manual steerability in descent. This improved operation is accomplished mainly by the different shaping of the mainsail. The air escaping through the tail-like vent propels the chute horizontally at a speed of from three to four miles an hour. Because the parachute inherently possesses this horizontal motion, steering can be accomplished by the manipulation of the shroud lines and the parachute be so turned that the vent is with or against the wind, controlling direction.

The decreased shock to the jumper results from a second round vent at the apex of the mainsail, somewhat different from that of the standard chute. During low shock loads this vent remains closed and at high shock loads automatically opens. The chute has very little oscillation. It may turn in its direction, but there is virtually no swing.

A feature adding to the safety of operation upon opening is the new springless, nonfoulable pilot parachute. This is 30 inches long and 36 inches in diameter. The lobes have partitions which extend to a long central elongation fastening directly to the apex of the mainsail, making shroud lines unnecessary. The actuation of the pilot parachute in the standard chute is supplied by springs. In the new parachute this actuation is achieved by a different method of packing.

The new pack has rounded corners for better wear and to prevent folds of the silk slipping through. As in the standard chute, the shroud lines are packed in pockets, zigzagged across the bottom of the pack. The mainsail is folded on top. Two pieces of canvas under great tension from heavy elastics are drawn diagonally across the shroud lines and mainsail and are fastened with

diagonal pieces and is partially rolled in a fold of canvas attached to the canvas which forms the outside cover of the pack. This cover is drawn along with the diagonal pieces under the outside bottom of the pack and secured with the same pins.

When the jumper pulls the rip cord, these pins are snatched out, the diagonal pieces under strong elastic tension draw back sharply, throwing open the top cover and flinging the pilot chute out into the wind. The edges of the mainsail skirt are snapped to the bottom of the pack with glove fasteners, so that the chute and shroud lines are strung out before the skirt bottom is released. This prevents bunching of the folds and tangling of the shroud lines, permitting the chute to fill with air in swift and orderly fashion.

Major E. L. Hoffman, Air Corps, has been in charge of this special parachute experimental work, and this new project has all the promise of success that crowned his earlier parachute labors.

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#### ENGINEER AT MATERIEL DIVISION RECEIVES MANLY MEDAL

The famous Manly Medal for achievement in aeronautical engineering for 1928 was awarded to Samuel D. Heron, well known power plant engineer of the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio. The presentation took place at the Society of Automotive Engineers dinner held in Cleveland, Ohio, on the evening of August 27th.

It will be remembered that the Manly Medal is bestowed each year by the S. A. E. upon the person considered to have made the most worth while contribution to aeronautical engine development. The award is named in honor of Mr. Charles M. Manly, who was the chief engineer for Professor Samuel P. Langley in the design and building of his famous radial engine which powered the early Langley monoplane.

Mr. Heron is well known by the personnel of the Air Corps and also by the industry. Since 1921, with the exception of two years, he has been a research engineer of the Materiel Division. Prior to joining the Materiel Division, Mr. Heron was engaged in special research work under the famous English scientist, Dr. A. H. Gibson. During the past ten years he has specialized upon the development of the air-cooled engine, the success of which today is in no small measure due to his painstaking work in connection with the design and development of satisfactory air-cooled cylinders. Mr. Heron has patiently and ably conducted hundreds of tests of various types of cylinder construction, tests to determine the proper valve seats, valve designs and materials, and particularly the cylinders which combine the aluminum alloy head screwed and shrunk on to a steel valve.

One of the outstanding developments of the Materiel Division in recent years has been the "air-cooled Liberty engine," which was built primarily to determine if a 12-cylinder air-cooled Vee engine could be operated satisfactorily. For months Mr. Heron's energies were spent in perfecting cylinders for this engine and in determining the proper cowling which would provide sufficient air cooling. The success of the cooling of this engine has aroused much interest in the design of air-cooled inverted Vee and in-line engines.

Among many other projects in which Mr. Heron has interested himself should be mentioned his research work in connection with various anti-knock fuels, which permit the use of higher compression with a resulting increase of power and fuel economy. For several years his work as an instructor during the course of Engine Design given by the Air Corps Engineering School has been of an unusually high caliber and most valuable to the Air Corps officers pursuing this course.

The personnel of the Air Corps may well take pride in seeing an engineer of their organization thus honored by so outstanding a group as the Society of Automotive Engineers.

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#### LIEUT. DOOLITTLE SAYS LITTLE

Lieut. James H. Doolittle, the well known Army flyer, is evidently a firm believer in the well-known adage that "brevity is the soul of wit," if the official report covering the emergency parachute jump made by him on September

1st may be considered as evidence.

This officer joined the Caterpillar Club when his plane disintegrated in the air while on a practice flight preparatory to giving an exhibition at the National Air Races at Cleveland, Ohio, and, incidentally, is the 150th person in this country to join this mythical organization.

Army officials at the Air Races had been anxiously awaiting his return from his practice flight in order to service his plane for the actual exhibition. Thirty minutes before he was scheduled to take off for this exhibition flight he walked into Army headquarters with the parachute under his arm, and said: "Gentlemen, I guess I'll have to borrow another plane." This was the first intimation received of his jump.

Within the proscribed thirty minutes Lieut. Doolittle taxied his borrowed plane to the starting line, took off at the wave of the flag, and staged an excellent demonstration of flying and acrobatics.

In submitting an official report, which every officer of the Air Corps is required to do when an emergency parachute jump is made, the person making it is required to answer in detail eleven questions. Lieut. Doolittle's report is a masterpiece of brevity, he having used but 38 words in answer to all the eleven questions. Under the provisions of Circular No. 15-59, Office of the Chief of the Air Corps, 1928, narrative statements are required to be given in answer to the questions quoted below. Lieut. Doolittle's answers are given in regular sequence, viz:

- A. Place, date and time of jump.
- A. Cleveland, Ohio, September 1, 1929, 3:10 p.m.
- B. Type and Air Corps number of aircraft.
- B. P-1C, Prestone-cooled, A.C. No. 29-227, P537.
- C. Whether or not the aircraft was under control at the time of the jump.
- C. No.
- D. Type of parachute used.
- D. Irving seat type.
- E. Estimate of engine speed at time of jump.
- E. 2800 r.p.m.
- F. Estimated speed of aircraft at time of jump and its position with relation to flight; i.e., climbing, diving, spinning, etc.
- F. 200 m.p.h., 30° past vertical - diving.
- G. Description of method of leaving the aircraft.
- G. Thrown out.
- H. A complete and accurate account of the causes for the emergency jump.
- H. Wings broke.
- I. An accurate account of the feelings and reactions of the jumper during and immediately after the jump.
- I. This space was left blank.
- J. Velocity of the surface wind at time of the jump and the general weather conditions.
- J. Gusty wind.
- K. What ill effects or injury was sustained from the jump. If any, state the cause.
- K. None.

The aviation editor of the Associated Press who happened to see Lieut. Doolittle's jump and who drove over to help him to his feet when he landed, asked the Air Corps officer what his reactions were. Lieut. Doolittle replied: "I am glad it happened. I have always wanted to be forced to jump. I have almost had to go over the side several times, but this time there wasn't any other choice. I had to."

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#### WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major Norman W. Peek, Langley Field, to Baltimore, Md., reporting to Comdg. Gen., 3rd Corps Area, for duty with Air Corps at his headquarters.

Major Walter G. Kilner to Langley Field, Va., upon completion of tour of duty in the Philippines.

Major Vincent B. Dixon relieved from assignment at Fort Leavenworth, Kans., and to Langley Field, Va., for duty.

Major Henry W. Harms from Office Chief of Air Corps to Philippines, sailing

from San Francisco about February 8, 1930.

Captain George M. Palmer, Langley Field, to Minneapolis, Minn., for duty as Instructor, Minnesota National Guard.

Captain Edmund W. Hill, Chamute Field, to Fort Leavenworth, Kansas, for duty as student, Command and General Staff School, 1929-31 course.

1st Lieut. Carlton F. Bond, Crissy Field, to Pearson Field, Wash., for duty with Organized Reserves, 9th Corps Area.

1st Lieut. Frank B. Tyndall, Langley Field, to Air Corps Tactical School for duty as student, 1929-1920 course.

1st Lieut. Carl A. Cover, upon completion of tour of duty in Hawaiian Department, to Wright Field, Dayton, Ohio.

1st Lieut. Clarence H. Welch to 1st Balloon Company, Post Field, Fort Sill, Okla., upon completion of tour of duty in Panama.

1st Lieut. Wendell B. McCoy, Maxwell Field, to Crissy Field, Calif.

1st Lieut. Fred E. Woodward and 2nd Lieut. Henry W. Dorr, Mitchel Field, to Crissy Field, Calif., sailing from New York December 11, 1929.

1st Lieut. John G. Moore, Fort Crockett, Texas, to Panama Canal Zone, sailing from New York City about November 22, 1929.

1st Lieut. Peter E. Skanse, Instructor Minnesota National Guard, Minneapolis, to Pope Field, Fort Bragg, N.C.

1st Lieut. Langhorne W. Motley, upon expiration of tour of foreign service, to Langley Field, for duty as student, A.C. Tactical School. Orders assigning him to Pope Field revoked.

Following officers relieved from duty at March Field to proceed to stations indicated: 1st Lieuts. Harvey W. Prosser and Isaac J. Williams to Crissy Field, Calif.; 1st Lieut. Wm. B. Clarke and 2nd Lieut. Walter L. Wheeler to Fort Crockett, Texas; 1st Lieut. George E. Rice to Post Field, Fort Sill, Oklahoma.

1st Lieut. Edward A. Hillery, Langley Field, to Pope Field, N.C.

1st Lieut. Ployer P. Hill, Mitchel Field, to Philippines, sailing from New York about January 17, 1930.

2nd Lieut. James A. Willis, Jr., Langley Field, to Bolling Field, D.C.

Upon completion of tour of duty in Hawaiian Department, 2nd Lieut. Carlisle I. Ferris to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Mark D.S. Steenson, March Field, to Hawaiian Department, sailing from San Francisco about November 6, 1929.

1st Lieut. David J. Ellinger, Dodd Field, to Panama Canal Zone, sailing from New York about November 22, 1929.

Orders assigning 1st Lieut. Phillips Melville, Langley Field, to the Philippines, revoked.

Orders directing Capt. Claire L. Chennault, Brooks Field, to Langley Field for duty as student, Tactical School, revoked.

2nd Lieut. Charles B. Overacker, Jr., Brooks Field, to Fort Sam Houston, Texas, for duty with Air Corps troops.

1st Lieut. Reuben D. Biggs, Procurement Representative, Buffalo, N.Y., to Philippines, sailing from New York about December 11, 1929.

2nd Lieut. Frank K. Park to March Field, Calif., upon completion of tour of duty in Panama.

2nd Lieuts. William C. Bentley, Langley Field; Robert E.L. Choate, Fay J. Dice, Draper F. Henry, Benjamin S. Kelsey, Mitchel Field; John F. Egan, James A. Ellison, Selfridge Field; Harry J. Flatequal, Fort Sill, Okla.; John J. Keough, Fort Sam Houston, Texas; John W. Person and Murray C. Woodbury, Maxwell Field, to Brooks Field, Texas, for duty as students at Primary Flying School.

2nd Lieut. Charles W. O'Connor, Fairfield Air Depot, to Langley Field, Va.

1st Lieut. Edgar E. Glenn, Organized Reserves, Muskogee, Okla., to Air Corps Training Center, Duncan Field, Texas, for duty.

2nd Lieuts. Wm. B. Blaufuss, Langley Field; Wentworth Goss, Crissy Field; Ford J. Lauer, Mitchel Field; Frederick W. Ott, Lee Q. Wasser and Roger V. Williams, Rockwell Field, to March Field, Calif., for duty.

Following officers, stationed at Fort Crockett, Texas, to Brooks Field, for duty: 2nd Lieuts. George R. Acheson, Archibald M. Kelley, George H. MacNair, Herbert M. Newstrom and Elmer P. Rose.

Relieved from detail to the Air Corps: 2nd Lieut. Mayer H. Half to 1st Cavalry Officer, Fort Bliss, Texas.

2nd Lieut. George Selman to the 29th Infantry, Fort Benning, Ga.

2nd Lieut. George P. O'Neill to 1st Tank Regiment, Fort Benning, Ga.

2nd Lieut. Arthur L. Cobb to 1st Tank Regiment, Fort Benning, Ga.  
1st Lieut. Gilbert Hayden to Fort Monmouth, N.J., for duty with Sig. Corps.  
2nd Lieut. Joseph F. Trent to 29th Infantry, Fort Benning, Ga.  
2nd Lieut. Thomas R. Horton to Infantry, 2nd Division, Ft. Sam Houston, Tex.  
2nd Lieut. John F. Bird to 18th Field Artillery, Fort Sill, Okla.  
2nd Lieut. Raleigh R. Hendrix to 14th Coast Artillery, Fort Worden, Wash.  
2nd Lieut. James F. Collins to Field Art., 2nd Division, Ft. Sam Houston.  
2nd Lieut. Donald J. Bailey to 52nd Coast Artillery, Fort Eustis, Va.  
Major Walter D. Mangan, F.A., to East Orange, N.J., for duty with Organized Reserves, 2nd Corps Area.

Captain Harry K. Coulter to Infantry 2nd Div., Fort Sam Houston, Texas.

Captain Robert M. Bathurst to 1st Field Art., Fort Sill, Okla.

2nd Lieut. Frank T. Ostenberg to 51st Coast Artillery, Fort Eustis, Va.

2nd Lieut. Ephraim H. McLemore to Field Art., 2nd Div., Fort Sam Houston.

2nd Lieut. Robert G. Lowe to 6th Cavalry, Fort Oglethorpe, Ga.

Detailed to the Air Corps and to Primary Flying School, Brooks Field, for training: 2nd Lieut. Howell H. Jordan, Infantry; 2nd Lieut. Samuel L. Myers, Cavalry; Major Hollis L. R. Miller, Coast Artillery Corps;

Reserve Officers assigned to extended active duty: 2nd Lieut. Harry Alston Smith to Marshall Field, Kansas, Sept. 7 to June 30, 1930.

2nd Lieut. Charles F. Carter, Jacksonville, Fla., to Pope Field, N.C., September 7, 1929, to June 30, 1930.

2nd Lieut. Philip Arthur Roll, Fort Myers, Fla., to Pope Field, N.C., Sept. 1 to June 30, 1930.

2nd Lieut. Charles Clay Cunningham, Indianapolis, Ind., to Marshall Field, Fort Riley, Kansas, to June 30, 1930.

2nd Lieut. Ferdinand Eble, Jr., Washington, D.C., to Mitchel Field, N.Y., to June 30, 1930.

2nd Lieut. W. Hill Snyder, Columbia, S.C., to Pope Field, N.C., to June 30, 1930.

2nd Lieut. Ernest Cecil Slye to Maxwell Field, Ala., to June 30, 1930.

Transferred to the Air Corps: 2nd Lieut. Harvey L. Boyden, Cavalry, with rank from June 15, 1925.

Resignations: 2nd Lieut. Julius A. Barr

2nd Lieut. Harold Frederick Brown

1st Lieut. Victor E. Bertrandias

Retirement: Lieut.-Colonel Harry Graham, December 15, 1929, after more than 30 years' service.

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#### LIEUT. LOUTZENHEISER JOINS CATERPILLAR CLUB

While ferrying an airplane from Rockwell Field to Chamute Field recently, Lieut. Joe Loutzenheiser ran into bad weather. In an effort to go around the storm he was compelled to use his parachute over Hermosillo, Mexico. The plane was completely wrecked, nothing worth salvaging, but fortunately the pilot was uninjured.

This officer arrived at Rockwell Field on August 26th for the purpose of ferrying o2-C plane #26-397 to Chamute Field, via Tucson, Arizona.

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#### HOUSING PROJECTS AT ROCKWELL FIELD

Major Frank M. Kennedy, Chief of the Buildings and Grounds Section, Office of the Chief of the Air Corps, arrived at Rockwell Field, Coronado, Calif., on August 27th, and while there looked over the grounds and discussed with the Commanding Officer and the Constructing Quartermaster the types of construction, buildings desired, and funds necessary to maintain the post.

Major Kennedy, who is in charge of all Air Corps building programs, carried back with him definite ideas as to the necessity for bachelor officers' quarters being completed at once; also the necessity for establishing proper landing and take-off runway and, in general, the cost to the Government to maintain troop shelter now provided.

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Two candidates in the persons of Lieut. Thomas Power, of Langley Field, and his brother-in-law, Harry Hall, of New York, joined the Caterpillar Club September 11th when forced to jump because of the crumpling of one wing.

## RESERVE OFFICERS AT MAXWELL FIELD COMPLETE TRAINING

The month of August marked the completion of the summer training period for the Organized Reserves at Maxwell Field. During this training period of approximately two months, (July and August) a total of fifty-four Reserve Officers were on active duty, each for two weeks. These officers included thirty-seven pilots, seven observers and ten not rated. In the ten PT-1's used for their training, a total of 285 hours were flown, giving each officer an average of about seven hours flying time.

In addition to the actual flying training given, training was carried on in "duties of Squadron Officers", each Group of officers upon reporting for duty being organized as a Squadron and functioning as such during their two weeks' training period.

As a final exercise, each Squadron participated in a one-night field maneuver, a portion of the flying field being utilized as a camp site where an over-night camp was established and from which all operations originated for a period of twenty-four hours.

Lieut. W.B. McCoy had charge of the Reserve Officers Summer Training and it was largely due to his untiring efforts that such a successful training period was made possible.

The Maxwell Field Correspondent states that it is with much regret that Lieut. McCoy leaves Maxwell Field this December for foreign service in Hawaii, after having served a tour of duty of four years at this station. He is to be replaced by Lieut. R.R. Brown, at present stationed in Hawaii.

Additional work performed by Maxwell Field personnel, in connection with summer training, includes the tow-target and spotting missions conducted at Ft. Barrancas, Fla., for anti-aircraft machine gun and Coast defense firings for the Reserve Officers Training Corps, National Guard, Citizens Military Training Camp and Organized Reserve Corps during their summer encampments at that station. Actual flying time and flights for these missions amounted to seventy-one hours and forty-five flights, allotted as follows:

R.O.T.C.	9 hours	and	6 flights.
National Guard	33 "	"	18 "
C.M.T.C.	6 "	"	4 "
O.R.C.	23 "	"	17 "

An Air Corps problem was recently conducted at Ft. Barrancas, consisting of aerial observation for six and ten inch Coast Artillery firing. It is estimated that this mission required about twenty hours' flying time.

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## A MATTER OF GOLF ETIQUETTE

Enlisted golfers at Clark Field, Philippine Islands, are still digging their eighteen holes per day in anticipation of a game with Nichols Field personnel.

One might relate an incident which occurred on the links recently. A two-some, having just driven off from the tee, another twosome prepared for their departure. One of the players, being a brand new member of the Club and not acquainted with golf rules or etiquette, rapidly overtook the first twosome and announced: "Hey, you fellows! You better let us pass, 'cause I've got nine clubs and you fellows have only four apiece". Having parted with this startling information, he nonchalantly passed them up, leaving behind two very awed members and a much amused partner following.

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## NAVY FLYERS STAGE SHOW AT FAIRFIELD

Twenty-two airplanes arrived at the Fairfield Air Depot, Fairfield, Ohio, on August 24th in formation. The arrival of any group of ships at this field is ordinarily a matter that would cause no comment whatsoever. But when the Navy came in, they monopolized the attention of the whole field, performing evolutions while in formation such as were never seen at this field.

While in formation they performed such feats as looping-the-loop, barrel rolling and other evolutions in such perfect unison that they excited the praise and admiration of everyone. It was inspiring to know that the drill among the flying officers of the United States has reached such a point of perfection as

to attract the attention of officers and other personnel of this field where flying is being done continuously, and acrobatic flying is always being performed but by individuals.

The Fairfield Correspondent states that, "the careful training which is necessary for the type of flying that was observed here on August 24th speaks well for the Navy branch of our national defense. We congratulate the Navy."

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#### PROGRESS OF FLYING CADETS AT MARCH FIELD

After one month of restrictive bondage at the Primary Flying School at March Field, Riverside, Calif., Mr. Dumbjohn Kaydot, officially known as the members of the Lower Class, received permission to leave the post. The exodus of blue-coated 615-160's caused many a jam at the gate, but nothing compared to the speed records broken to get back in before bed check.

Forty-six members of the class have taken off with solo streamer floating from the rudder, and all members are on the verge of soloing, or else,?????

Eleven members met the Faculty Board on August 12th, due to failure to meet flying requirements, and were disqualified for further training.

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#### FAMOUS REFUELING PLANE GOES TO MAXWELL FIELD

The famous C-2 Fokker Transport, "Question Mark", with which the Army Air Corps set the vogue for refueling duration flights, has been assigned to Maxwell Field, Montgomery, Ala., and will be used in transporting personnel and supplies. This plane was recently flown by Capt. Donald P. Muse, pilot, with Cpl. T.H. Moore, passenger, from Bolling Field, D.C., via Dayton, Ohio, to Maxwell Field.

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#### ATHLETIC EVENTS AT CHANUTE FIELD

The Chanute Field Athletic Association, an organization formed for the purpose of providing entertainment for both enlisted men and officers, has met with great success both in promoting and financing athletic events on the Field. The system that has been worked out to finance the club is as follows: All officers contribute one dollar monthly; enlisted men drawing fifty dollars or more monthly contribute fifty cents; and enlisted men drawing less than fifty dollars monthly contribute twenty-five cents.

All officers, soldiers and their immediate families are admitted free to all athletic events held on the field. During the month of August, the Recreation Department sponsored three baseball games, one dance, and one boxing card of ten bouts. All of these events were free to members of the Chanute Field Athletic Association.

The Recreation Department sponsored two boxing programs this summer, July 23rd and August 13th, and planned another September 24th. On the first card twelve bouts were featured. Each bout was scheduled for three rounds in length and in case of a draw the bout went one additional round. The show as a whole was such a great success that another similar program was arranged for August 13th. These programs provide the best of entertainments and it is proposed to continue them during the winter months, holding them in the Post Gymnasium.

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#### CONGRESSMAN JAMES VISITS ROCKWELL FIELD

The Hon. Frank W. James, Chairman of the House Military Affairs Committee, visited Rockwell Field, August 13th in a Ford Transport, piloted by Capt. Harry A. Dinger. He remained at the Field for several days and then proceeded to March Field, Riverside, Calif.

This visit on the part of Mr. James marked the third successive year he inspected Army activities at Rockwell Field and vicinity. On this trip he made a minute inspection of Rockwell Field and the Rockwell Air Depot.

Upon his arrival at Rockwell Field, Congressman James, who was en route on an aerial inspection of Army Posts and Army Air Stations in the United States and Panama, has completed 504 hours of flying, involving a distance in excess of 50,000 miles.



On Aug. 16th, Mr. James was flown to Los Angeles, escorted by the 7th Bombardment Group, consisting of six LB-7's and nine Pursuit planes. After inspecting all of the Los Angeles area (including Long Beach and Fort MacArthur) from the air, all planes were landed at Mines Field for a brief stay, after which the return flight to Rockwell Field was made. Majors A.L. Sneed and Carl Spatz formed a part of the personnel who accompanied Mr. James on this trip.

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#### MAXWELL FIELD PERSONNEL TO PARTICIPATE IN ARMY MANEUVERS

With the completion of summer training, preparations have begun for participation of the personnel of Maxwell Field, Montgomery, Ala., in the Corps Area field maneuvers to be held at Camp Jackson, S.C., October 1st to 21st. These maneuvers will bring together at Camp Jackson a large concentration of all branches stationed in the 4th Corps Area.

The 22nd Observation Squadron and 4th Photo Section, with 15 officers and six airplanes, from Maxwell Field, will attend the maneuvers, the travel to Camp Jackson to be performed by trucks and by air, the motor element leaving the field September 20th and the air element on September 30th.

In preparation for these maneuvers, all equipment is being thoroughly inspected and tested. The personnel have been devoting school hours to a thorough review of observation missions and radio work. Present flying missions consist largely of puff target range practice, photographic and radio missions.

Upon the completion of the maneuvers at Camp Jackson, the 22nd Observation Squadron will spend two weeks at Fort Bragg, N.C., before returning to its home station. During this period the annual machine gun and bombing practice will be held.

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#### TRANSCONTINENTAL FLIGHT OF 2ND BOMBARDMENT GROUP

The 2nd Bombardment Group of Langley Field, Va., successfully completed on Aug. 6th a transcontinental flight from Langley Field to Rockwell Field, Coronado, Calif., in 40 hours, the actual flying time being 31 hours.

The flight took off from Langley Field at 6:00 A.M., Aug. 5th, arriving at Rockwell Field at 6:50 P.M., Aug. 6th. The flight consisted of nine LB-7 Bombers. One of the Bombers, however, piloted by Capt. George M. Palmer, due to reported gas line trouble, was forced down at Winslow, Ariz., and arrived at Rockwell Field at 1:40 P.M., Aug. 7th.

The C-2 tri-motored Transport which accompanied the flight west, proceeded on to March Field, Calif., piloted by Capt. Frank D. Hackett, and returned to Rockwell Field the following morning.

Immediately following the arrival of the Bombing Squadron at Rockwell Field, a flight of three of them took off in an imaginary attacking force for a point twenty miles off Point Loma, in the "defense" of San Diego.

In commenting on the flight, Major Knerr, the commander, declared that the journey demonstrated the fact that the Army Air Corps could move either an offensive or defensive Air Force from one coast to another within less than 40 hours flying time and still be able to undertake defense or attack maneuvers upon reaching the objective.

The following-named commissioned personnel accomplished the flight: Maj. Hugh J. Knerr, Capts. Charles E. Rust, George M. Palmer, Frank D. Hackett, 1st Lieuts. Frank B. Tyndall, Harold W. Beaton, James E. Adams, James W. Hammond, 2nd Lieuts. Marvin M. Burnside, A.J.K. Malone, Willard R. Wolfenbarger, Maurice F. Daly, Marion Huggins, Ford L. Fair, Warren Higgins, Walter G. Agee, Emery J. Martin, William C. Bentley, Leonard F. Harman, Edwin M. Day, and Jack W. Wood.

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#### NEW SWIMMING POOL AT LUKE FIELD

Work has commenced at Luke Field, T.H., on a new swimming pool which will be equipped with the most modern diving boards and when completed will provide a place where the flyers may hold tournaments and championship meets. Army authorities have secured the cooperation of the Hawaiian Swimming Association and the A.A.U., and when the pool is completed it will be the only one of its kind provided for the enlisted personnel of any Army Post. Climatic conditions at Luke Field make swimming an all year round sport.

NOTES FROM AIR CORPS FIELDS

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Rockwell Field, Coronado, Calif., Aug. 16th.

An Entertainment Committee was appointed to propose plans for repairing and improving the Officers' Club of Rockwell Field and forms of entertainment for the Post Personnel. Plans are being made to have a bridge party every Wednesday afternoon, the officers attending for tea after their exercises. On the first Friday of every month a party for the Post will be held at the Club with dancing and cards.

Alterations are being made in the Officers' Club to provide facilities more in keeping with the needs of the Post. Since the War Rockwell Field lacked a suitable Officers' Club providing facilities so necessary in maintaining the esprit de corps of the personnel and entertainment for visiting officers. This emphasizes one of the first needs in permanent construction at this Post, proper bachelor officers' quarters, club and mess.

Among recent visitors at Rockwell Field were the following: Maj. William A. Crom, ferrying an O2-H to Wright Field; Lieut. E.C. Keil, ferrying a PW-9 to Kelly Field; Lieut. E.C. Bayley, ferrying an O2-H to Middletown Air Depot; Maj. Ruben Fleet, former Air Corps Officer, now President of the Consolidated Aircraft Corporation, flew in on August 1st in a "Fleet-Air" two-seater biplane. This is a light training plane, equipped with a J-6, 150 H.P. engine.

Rear-Admiral Henry V. Butler, Commanding Aircraft Squadrons, Battle Fleet, recently paid an official call on the Commanding Officer, Rockwell Field.

The wedding of Lieut. A.F. Solter, 95th Pursuit Squadron, and Miss Effie Lockman, took place at St. Francis Chapel, Balboa Park, San Diego, Calif., Saturday, Aug. 3rd, at high noon. Maid of honor was Mrs. Eugene C. Batten and best man, Lieut. R.B. Stith, A.C. The ushers were Lieuts. John P. Kenny, Allen J. Mickle, Irvin A. Woodring, Stanley K. Robinson, Sam W. Cheyney and David D. Graves. A reception was held after the wedding at the home of the bride's parents. Lieut. and Mrs. Solter left for a short visit in Los Angeles before sailing from San Francisco, for New York, thence by rail to Chanute Field, Ill., where Lieut. Solter will be on Detached Service for about four months.

Maj. A.E. Von Harten and Capt. Earl H. McCollister, Air Res., completed two weeks' active duty training at the Rockwell Air Depot.

Capt. William R. Johnson, Air Reserve, reported for two weeks' active duty and was assigned to the 7th Bombardment Group.

2nd Lieut. Cedric B. Davis, Air Reserve, reported for one year's active duty, and was assigned to the 11th Bombardment Squadron.

Capt. H.M. Elmendorf, 2nd Lieuts. K.J. Gregg and R.V. Williams, of the 95th Pursuit Squadron, participated in the dedication of the Municipal Airport at Salem, Oreg., on Aug. 8th. The flight was made in three P-12's, arriving at Salem on Aug. 8th. Two exhibition flights were staged on that date and the flight returned to Rockwell Field on Aug. 10th.

Lieut. John C. Bundy, Athletic Officer, organized a baseball team to represent Rockwell Field. Due to maneuvers, the team was too late to enter the regular series but found an opponent in the Fort Rosecrans team, and has been playing weekly games with them.

Several of the officers have taken up tennis quite seriously and the Post courts are filled every afternoon. A strong contest in the doubles has been going on for some time - Lieuts. Dallas and Fry defending their honor against Lieuts. Howard and Cheyney.

The Squash Courts are completed and with the able coaching of Maj. Spatz and his understudies - Lieuts. Bundy, Stith, Kenny and Robinson, all expect to become experts in the game.

2nd Lieuts. James S. Stowell and H.C. Lichtenberger left during the week of Aug. 5th, via transport, for New York City, thence by rail for Chanute Field, Ill., where they will take the course in Aerial Photography and Engineering Maintenance, respectively.

Rockwell Field, Coronado, Calif., Sept. 3rd.

During the last two weeks of August many visitors from the Office of the Chief of the Air Corps, Materiel Division and other Army Posts passed through Rockwell Field.

Capt. E.A. Adler, from the Office, Chief of the Air Corps, arrived at Rockwell Field, Aug. 26th, for conference with the Commanding Officer regarding Air Corps supply matters. Two days later Capt. Adler left for Yuma, Ariz., being ferried to that point by Lieut. Baez.

Lieut. Ennis C. Whitehead, of the Materiel Division, arrived at Rockwell Field, Aug. 30th, for the purpose of conferring with the Commanding Officer concerning supply matters.

Capt. E.E. Duncan, and Lieut. Fred A. Bacher, Jr., arrived at Rockwell Field, Aug. 16th for the purpose of ferrying O2-C plane #6-411, and O2-A plane #25-400, to Selfridge Field, Mich.

Lieut. Norman Ives, Air Corps, is the proud father of a baby girl, Barbara Dinae, born Aug. 23rd.

Telegraphic orders were received at Rockwell Field for Lieut. Irvin A. Woodring, of the 95th Pursuit Squadron to depart in C-1 airplane, equipped for refueling, for the purpose of participating in the transcontinental refueling experiment. Lieut. Woodring left Rockwell Field, Aug. 23rd, for Omaha, Nebr.

Lieut. Joel E. Mallory departed by rail, Aug. 22nd, for Pearson Field, Vancouver Barracks, for the purpose of ferrying PT-1 plane #25-268 to Rockwell Field.

Two P-12 planes from the 95th Pursuit Squadron were dispatched to Crissy Field, Aug. 24th, to assist as police escorts to ward off civilian airplanes flying dangerously close to the Graf Zeppelin scheduled to pass over San Francisco early on the morning of Aug. 26th. The pilots returned to Rockwell Field the following day.

Capt. Walter Warlimont and Helm Speidel, of the German Army and attaches of the German Embassy, Washington, D.C., paid a visit to Rockwell Field, Aug. 22nd. While here they were extended the courtesies of the Post by the Commanding Officer. On Aug. 23rd, Capt. Speidel was ferried to March Field in an LB-7 of the 11th Bombardment Squadron.

Lieut. John K. Nissley, in addition to his other duties, was appointed Assistant Station Supply Officer and Assistant Fire Marshall.

Lieut. E.M. Robbins, Station Supply Officer, was ordered to Letterman General Hospital for observation and treatment.

Lieut. Robert E. Selff, A.C., was appointed Post Adjutant during the absence on a month's leave of Lieut. Jack Greer.

Capt. Edward C. Black, Commanding Officer of the 11th Bombardment Squadron, who has been on detached service at Wright Field, Ohio, for three months, returned to duty at Rockwell Field.

Lieut. Dan McGrew Medler, Air Res., on active duty at Rockwell Field, was married to Miss Elizabeth Derby of Riverside, at La Jolla, Calif., Aug. 17th.

Lieut. John H. Bundy, Air Res., was married to Miss Lenore Kenny, Saturday, Aug. 31st, the ceremony being held in the Japanese Tea Gardens of Coronado. Lieut. Fisher of March Field was best man. Lieut. and Mrs. Bundy have gone East on an extended honeymoon.

#### Clark Field, Pampanga, P.I., Aug. 3rd.

The rainy season arrived at Pampanga, P.I., and the daily ritual of shaving a half inch growth of mildew from boots and shoes has commenced. Each morning, however, is "brite and fair", and its only when the golfing hour approaches that the clouds roll up and the downpour starts.

The first prize of our initial monthly officers' golf tournament went to Lieut. Anderson, who took the 18th hole in the final match from the runner-up leaving Lieut. Bump one down at the finish.

Some entertaining amusement is assured by the competitive groups which have been organized among the departments at Clark Field for the Bowling Tournament. Bubbling over with enthusiastic participants and "Sideliners", whose moral support is invaluable, the nightly contests waged are hilariously played until "taps", at which time spectators and bowlers can be seen making their way to the barracks with satisfied smiles on their faces and renewed vigor for their work on the morrow. The captains of several teams have added immeasurably towards the "esprit de corps" by continually engaging in verbal debates and numerous written challenges conspicuously posted for all to see. These not only arouse sectional antagonistic feeling but are also the cause of much razzing by the winners. So all in all each individual player is doing his absolute best to win for the glory of his team, thereby escaping the scathing

ridicule of victorious opponents. Of course, its all in fun!

During the month the Engineering Department repaired and tested nine PW-9's and PW-9-A's as well as 3 DH-4M-1's.

Flying consisted mainly of Machine Gunnery (50 Cal.) and attack and formation.

The usual Clark Field parties were held during the month and were lots of fun.

The outstanding official event of the month, was occasioned by the inspection on July 27th, by Brig.-General Frank C. Bolles, Commanding Fort Stotsenburg, of all Clark Field activities. "We aimed to please" and that we did so is best evidenced by the complimentary comment of General Bolles. He thought well enough of the outfit to put his commendation in writing and we're all a bit pleased with ourselves.

#### Maxwell Field, Alabama, Aug. 15th.

Lieut. R.C. Wriston left Aug. 1st for a leave of one month and five days; Capt. A.F. King, Jr., Aug. 5th for ten days.

Capt. George H. Schumacher, Quartermaster, U.S. Army, was relieved from duty as constructing quartermaster and left Aug. 2nd for Ft. Monroe, Va., for assignment to duty as constructing quartermaster.

Capt. John D. Patrick arrived from Tallulah, La., and left Aug. 2nd for Anderson, S.C., where he will spend part of his leave of absence from March Field, Calif.

Capt. H.N. Heison, A.C., in command of five A-3 airplanes, stopped over Aug. 5th en route to home station at Ft. Crockett, Galveston, Texas. These planes were flown in smoke screen demonstrations at Edgewood Arsenal, Md., for two weeks.

Majors H.W. Harms and John B. Brooks, A.C., arrived Aug. 5th from Santa Monica, Calif., ferrying two O-2H airplanes to Middletown, Pa. They departed on the 6th by way of Pope Field, Fort Bragg, N.C.

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San Antonio Air Depot, Duncan Field, San Antonio, Texas, Aug. 28th.

Capt. Walter J. Reed, of the Office of the Chief of the Air Corps, while in this vicinity in connection with Randolph Field construction matters, visited this Depot on July 23d for a conference with the Commanding Officer on proposed construction at the Depot.

Flight Lieut. H.C.B. de Kruyff van Dorssen, of the Netherlands India Air Force, en route through the United States on his return to Europe, visiting various aviation activities and observing this country's progress in military aviation since his attendance at the U.S. Air Corps Technical School three years ago, visited the San Antonio Air Depot July 24th to 27th, and expressed great interest and appreciation in viewing the activities of our engineering shops and supply warehouses.

Maj. Davenport Johnson of the Army War College, was a visitor at this Depot on Aug. 1st, for the purpose of ferrying a PT-1 airplane from the Depot for delivery to the Middletown Air Depot.

Maj. John B. Brooks, G.S.C., of the Office of the Chief of Staff (G-3), and Maj. Henry W. Harms, of the Office of the Chief of the Air Corps, were informal visitors at the Depot on Aug. 2nd, en route ferrying an O2-H plane from the Douglas Company's factory at Santa Monica, Calif., to the Middletown Air Depot.

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Lieut. Donald G. Stitt, A.C., of March Field, Calif., arrived at the Depot Aug. 25th to ferry a DH-4M-1 back to March Field, leaving on his return the following day.

The Engineering Department of the Depot turned out the following in airplane and engine overhaul and repair during July:- Airplanes, Overhaul: 5 A-3, 2 O2-C, 1 DH-4M-1T, 1 Pl-D, 1 Pl-E, 2 Pl-F, 3 PT-3, Total 15. Airplanes, miscellaneous repair: 1 O2, 1 O2-C, 3 O2-H, 2 O2-K, 1 DH-4M-2K, 2 Pl-A, 1 Pl-F, 7 PT-1, 1 C-4, Total, 19. Engines, Major Overhaul: 6 Curtiss D-12, 4 Wright E, 5 Wright J-5, Total 15. Engines, Minor Overhaul: 70 Liberty, 11 Curtiss D-12, 1 Wright J-5, Total 82.

Luke Field, T.H., Aug. 1st.

Capt. R.E.O'Neill took over the duties of Commanding Officer of Luke Field pending the arrival of Maj. Maxwell Kirby.

1st Lieut. Carl W. Pyle, who arrived here on the USAT "Somme" on May 30th took charge of the Engineering Department of the Fourth Observation Squadron, relieving 1st Lieut. George W. Polk.

1st Lieut. George W. Polk departed from this station last month for Brooks Field, San Antonio, Texas, his new post.

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Maj. Frank D. Lackland was an informal visitor at the Depot from Ft. Crockett on Aug. 13th and 14th, before proceeding to his new assignment, the General Service Schools at Ft. Leavenworth.

Lieut. Donald G. Stitt, A.C., of March Field, Calif., arrived at the Depot Aug. 25th to ferry a DH-4M-1 back to March Field, leaving on his return the following day.

The Engineering Department of the Depot turned out the following in airplane and engine overhaul and repair during July:- Airplanes, Overhaul: 5 A-3, 2 O2-C, 1 DH-4M-1T, 1 P1-D, 1 P1-E, 2 P1-F, 3 PT-3, Total 15. Airplanes, miscellaneous repair: 1 O2, 1 O2-C, 3 O2-H, 2 O2-K, 1 DH-4M-2K, 2 P1-A, 1 P1-F, 7 PT-1, 1 C-4, Total, 19. Engines, Major Overhaul: 6 Curtiss D-12, 4 Wright E, 5 Wright J-5, Total 15. Engines, Minor Overhaul: 70 Liberty, 11 Curtiss D-12, 1 Wright J-5, Total 82.

Luke Field, T.H., Aug. 1st.

Capt. R.E.O'Neill took over the duties of Commanding Officer of Luke Field pending the arrival of Maj. Maxwell Kirby.

1st Lieut. Carl W. Pyle, who arrived here on the USAT "Somme" on May 30th took charge of the Engineering Department of the Fourth Observation Squadron, relieving 1st Lieut. George W. Polk.

1st Lieut. George W. Polk departed from this station last month for Brooks Field, San Antonio, Texas, his new post.

2nd Lt. John P. Kirkendall was recently transferred to the 18th Pursuit Squadron at Wheeler Field.

Maj. P.E. VanNostrand, Commanding Officer of Luke Field for the past three years, is on leave of absence. He is making a short trip to the Philippines and the Orient before going to Langley Field for duty.

1st Lieut. Langhorne W. Motley left on the July transport for Pope Field, Ft. Bragg, N.C.

1st Lieut. James C. Shively was appointed Adjutant and Commanding Officer of Headquarters Detachment, relieving 1st Lieut. Leon E. Sharon, who was transferred to March Field, Calif.

1st Lieut. Harold Lee George, who arrived in this department on the last transport, is the new Commanding Officer of the 72nd Bombardment Squadron.

1st Lieut. John A. Laird, who arrived in this Department on July 24th, was assigned to the 4th Observation Squadron for duty. Before receiving his commission, Lieut. Laird was a star half-back on the Harvard football team.

The following officers who recently arrived at this station were assigned to the 4th Observation Squadron for duty: Lieuts. Richard H. Dean and Thomas M. Lowe.

The Luke Field Baseball Team is tied with the Naval Air Team for first place in the Sector-Navy League, each team having won nine games and lost two. The loss of Don Moses, probably the best pitcher in the League, and Tarpley, Luke Field's star outfielder and long-distance hitter, has only served to make the boys fight harder, and at present they are conceded a very good chance of winning the service championship of the Islands. The team is ably coached by Staff Sgt. "Shorty" Gordon, an old timer in Army baseball circles.

The Post theatre was remodeled and an electric Victrola installed for entertainment during the shows.

Cpl. Thomas Adams of the 72nd Bombardment Squadron won the Enlisted Men's Tennis Tournament. Pvt. Frank Neal of the same squadron was runner-up.

72nd Bombardment Squadron: Cpl. Theo. R. Hottenfeller was appointed second class air mechanic. He was stationed at Kelly Field before coming to this Department.

Cpl. Thomas Adams was appointed second class air mechanic.

Staff Sgt. Donald L. McClosky, after nine years in the Air Service, left for the coast to be discharged. He has taken a position with the Western Air Express.

Sgt. Charles E. Butcher left for Langley Field. He has been in this Squadron for four years and leaves a host of friends here.

Cpl. Charles Moor, Air Mechanic, 1st Cl., left recently for an extended furlough in the States.

Staff Sgt. Clarence H. Swenson arrived in this Department from Kelly Field as a replacement of Staff Sgt. Charles McCracken.

Sgt. Morris Aubree left for a furlough in the States after serving here for three years. Sgt. Aubree has the reputation of being one of the fastest runners in the Hawaiian Islands. He has several cups and medals to his credit.

Headquarters Detachment: Sgt. Lewis T. Murphy, Acting 1st Sgt., of this detachment, was honorably discharged by purchase to accept a Civil Service appointment at Schofield Barracks.

Pvt. 1st Cl. Homer T. Ferguson was appointed Sgt. and acting 1st Sgt. of this outfit. Sgt. Ferguson has seen service in China, Philippines and several posts on the mainland.

Pvt. 1st Cl. Thomas L. Daly was appointed Sgt. replacing Sgt. Leonard Quinn, who has been transferred to Wheeler Field.

Pvt. 1st C. James Robinson was appointed corporal.

23rd Bombardment Squadron: Mr. Sgt. Harry P. Carmen was honorably discharged and re-enlisted in grade for three more years in this Department. Staff Sgt. William Fitzpatrick proceeded to do likewise.

Sgt. Jerone B. McCauley left on the July transport for Kelly Field, Texas.

Pvts. John Callahan, Roy A. Holman, Edward J. Napier and Edward Barnes left on the July transport for a furlough in the States.

4th Observation Squadron: Staff Sgt. Fred J. Gordon was appointed acting 1st Sgt. of this outfit.

Pvt. 1st Cl. Gustav Schaffer was appointed cpl. and air mechanic, 2nd cl.

Cpl. Nicholas Thermos was recently appointed Sergeant.

Staff Sgt. Stanley Madezelski left for a furlough in the States.

65th Service Squadron: 1st Sgt. Roscoe C. Rogers left on the July transport for discharge by Purchase.



1st Sgt. Walter Grabsky from Kelly Field, is replacement for 1st Sgt. Rogers. Staff Sgt. Dewey L. Grimes is leaving for Ft. Crockett, Texas. Pvt. James R. Harmon and Walter Peterson left on the July transport for a furlough in the States.

Nichols Field, P.I., July 26th.

4th Composite Group: On July 4th there being the usual Independence Day festivities, the Group, as its share of the exercises, led off the day by an aerial review over Manila. This review was made up of 6 Bombers from the 28th Bombardment Squadron, 6 O2-H's and 1 Amphibian from the 2nd Obs. Sqdn, (the Amphibian was for patrol in case of forced landing in water) 8 Pursuit planes from Clark Field.

Since the rainy season started with full force, flying was considerably curtailed during the month. Such flying as was performed consisted of radio missions, formations, and the regular routine tests.

During the first six months of 1929, the Group accumulated 3654:28 ship hours and a total of 7965:35 man hours. April was the high month with 828:15 ship hours and 1356:29 man hours.

Since no one has devised a game of Swamp Golf, the energies of the golf fans on this Post have been diverted to bowling. Modesty and possibly fear of razzing by other posts, prevents our making known the scores to date. However, Maj. Wilmerding, our Post Surgeon, heads the list of singles with a score of 200, but Capt. Butler heads the list of the three singles. Also Maj. Wilmerding with his partner Lieut. Holder, Q.M.C., head the list in the doubles. Clark Field, hearing of the prestige of the Nichols Field officers, issued a challenge which was accepted by Lieut. Yeager, our Post E. & R. officer, and at some future date the officers of Nichols Field will do combat with the officers from Clark Field, while the enlisted men of Nichols Field are also taking the enlisted team of Clark Field into camp. More will be stated later as the proficiency of the officers improves. It is expected that shortly our scores will make any bowler envious.

6th Photo Section: Now that the rainy season has set in, the Photo Laboratory is receiving a general clean up. Paint brushes have been swinging with pep and vigor all month and the signs reading "Watch the Paint" are more popular around the Hut than "Picture as you go".

A photographic project for the Bureau of Lands, covering about 150 miles over the Laguna de Bay area, was recently completed and mosaic laid and delivered. This area is 50 miles southeast of Manila.

Orders were issued for a photographic expedition from Nichols Field, using three Amphibians to base at Aparri, and map the Islands of the Batanes and Babuyan Groups, which lie between Northern Luzon and Formosa. Personnel are Lieuts. William A. Hayward, John M. McDonnell and Bob. E. Nowland, Tech. Sgt. James A. Lee, St. Sgt. John J. Dooney, Pvts. Adkins and Fox. The expedition expects to take off at the earliest favorable weather.

28th Bombardment Squadron: The Inter-Post Duck Pin Tournament was completed on July 16th with the 28th Squadron in the lead. This tournament was a race throughout between the 28th and 66th.

The Squadron is also in the lead in the Inter-Post Basketball Tourney. On July 10th the team lost its first game of this season to the 2nd Observation Squadron by one point. However we will play them again and hope to win and thereby annex the trophy, since it will be our third straight championship.

Capt. Arthur W. Brock, Jr., A.C., our Squadron C.O., is now on detached service in the Northern Islands. He is making the trip on the "Pathfinder", a boat of the Coast and Geodetic Service. The Post radio has kept us in touch with the bad weather, etc., in that vicinity and reports from the Captain indicate plenty of wind, rain and bad weather in general.

During the Captain's absence Lieut. James L. Grisham is again in command.

Now that the rainy season started, the men of the organization are trying to solve where it all comes from and also where it goes. Most of it stays on the ground.

Lieut. E.M. Morris for this month (July) is in attendance at the Cooks & Bakers School at Fort McKinley. From all reports he is getting lots of new information which will be displayed in our Mess next month.

Lieut. G.H. Steel, A.C., and Staff Sgts. Kirby and Zombro just completed the Dept. Chemical Warfare School. As a result of their graduation, they will

impart their knowledge to this Squadron on some future date.

Office of Recreation Officer: An Officers' bowling tournament has taken place on the bowling alleys at the E & R building. Capt. William O. Butler won the singles and Capt. Butler and Lieut. James L. Grisham brought home the bacon in the Doubles. Clark Field challenged Nichols Field to a bowling match and the only thing to be decided is the place and the date.

The Inter-Squadron basketball league commenced June 12th and the 2nd Squadron and the 28th Squadron are having a close race, with two games remaining on the schedule.

The 28th Bombardment Squadron won the Inter-Squadron duckpin tournament with the 66th Squadron in second place. The Inter-Squadron tenpin tournament will commence in the near future.

A good fight card was given at the Post Theatre on June 27th.

66th Service Squadron: Capt. Benj. F. Giles, A.C., returned from leave of absence spent in China and assumed command of the Squadron, relieving 1st Lieut. John C. Kennedy, A.C.

1st Lieut. Earl S. Hoag returned for duty from Ft. William McKinley, Rizal, P.I., after completing a course of instruction in Mess Management, at the School for Bakers and Cooks.

An excellent dinner was service on the 4th of July - turkey and all the "fixins". A vote of thanks was given the Mess Sergeant and Cooks.

#### Chanute Field, Rantoul, Ill., Sept. 5th.

This is the time of the year when organizations are checking through their last year's football equipment to determine just what articles must be replaced in order to start the pigskin moving. We find our equipment is such that preliminary practice can be started without a great deal of replacement. It is planned to start football practice early in September. Probably 200 men will turn out for preliminary practice, and it is hoped a winning team can be produced. Coaches desiring games with the Chanute Field eleven should write to the Recreation Officer, Chanute Field, Rantoul, Ill.

Work on shops, class rooms, buildings, hangars, etc., was completed, and the Departments of the Technical School resumed their regular school activities commencing Sept. 3rd. The month of August was devoted entirely to renovation of buildings, equipment and grounds, using the services of the men who did not wish to take the newly established "academic furloughs".

It is hoped the proposed consolidation of the courses for Airplane and Engine Mechanics is approved and made effective as of the first of the year, and also that the much talked of proposed creation of an independent course for Aircraft Welders will become a reality. The latter would undoubtedly cause many of the old timers to apply at once for this course.

The following students graduated from the courses indicated on Aug. 2nd last:

Parachute Riggers - 11 enlisted men, U.S. Army.

General Photography - 8 enlisted men, U.S. Army; 1 Non-commissioned officer, 36th Div., Air Corps, Texas National Guard.

Total number of graduates for month of August, 1929 - 20.

On Sept. 3rd, classes commenced in the following courses: Airplane Mechanics, Armorers, Crew Chiefs, Engine Mechanics, General Mechanics, Parachute Riggers, Photography and Radio Mechanics and Operators.

#### Scott Field, Belleville, Ill., Sept. 4th.

The greater part of the month was utilized in cross-country and night flights, ranging from 50 to 200 miles in radius. Radio communication was used on all flights, with excellent results, no failures being encountered at any time.

Airship TC-271 was used by Mr. Shangraw in making tests of the Radio Beacon, which has been completely installed and is working perfectly. On all the longer flights the Radio Beacon was used in order to acquaint the Post personnel with its functions and for further check on its accuracy.

The flight of nine Bombers and one transport from Langley Field, Va., commanded by Maj. Knerr were serviced at this station while proceeding to and returning from the Pacific Coast. This flight was able to make use of the Scott Field Radio Beacon from Louisville, Ky., to Scott Field and thence to Kansas City, Mo.

A flight of 18 Navy Pursuit planes and three Sikorsky Amphibian Transports, commanded by Lieut.-Commander Wiek, were serviced on Aug. 2nd while proceeding from San Diego, Calif., to Cleveland, Ohio.

Baseball games for the month were played as scheduled, and more enthusiasm than usual was shown owing to the fact that the Staff team and 9th Airship Company had to play off a tie for first place and are still tied for the Post championship after playing two games of the series. The attendance was better than usual.

Preliminary pistol target practice was begun Aug. 19th to be continued throughout the month of September.

Sleeping porches for four sets of non-commissioned officers' quarters were completed.

The main road through the reservation was re-asphalted and is now in very good condition. The secondary roads were oiled.

#### March Field, Riverside, Calif., Aug. 15th.

Capt. H.E. Eastwood, Athletic Officer of the 9th Corps Area, recently visited March Field for the purpose of interviewing candidates for the West Coast Army football team. Numerous applicants, "footballly" inclined, were present for the Captain's inspection. Between six and ten men from this station will be selected for three months training at Corps Area Headquarters.

The West Coast Army football team, located at the Presidio of San Francisco, is one of the strongest aggregations on the Pacific Coast. Games with the leading Universities, including Stanford, Utah and Washington, have been arranged, and inter-service games with the Navy and Marine teams stationed on this coast.

Maj. R.H. Fleet, A.C. Res., President of the Consolidated Aircraft Corporation, manufacturers of the Army's PT-3 training plane, recently arrived at March Field. He was accompanied by Leigh Wade, former Air Corps Officer, who is now Chief Test Pilot for the Consolidated.

During his brief stay at this station, Major Fleet was the guest of Major and Mrs. M.F. Harmon, and was entertained with an informal luncheon. After the inspection of the construction work now in progress at the Field, the party left for Los Angeles. The trip around the country is being made in two of the Consolidated's commercial planes.

Under the command of Major Hugh J. Knerr, eight Bombers accompanied by a tri-motored Fokker, arrived at March Field on a trans-continental flight from Langley Field.

The Bombers, manned by a crew of four men to each ship, flew the 2400 miles in approximately 30 hours' flying time. One plane was delayed in Arizona, due to engine trouble. After an all night stop at the Field, the planes took off from Oakland on the first leg of their return journey to their home station.

The Lower Class of Cadets were revenged for the many insults suffered at the hands of the Upper Classmen, when they severely trounced the Old Timers in a swimming meet. Piling up a total of 56 points in the various events, while the Upper Classmen were gathering a total of 23, the Dodos proved that at least they have co-ordination of arms and feet while in the water.

Cadets Doolittle and Hotchkiss were the star performers for the Lower Classmen, and Cadet Pedicord, of the Upper Class, accounted for the majority of points for the Upper Class.

"The Burble Point", described as "excess air having no uplift", made its initial appearance on the field recently. A mimeographed sheet, sponsored by the Dodos and its graphical presentation of the private lives of the Cadets on pay day is well worth reading. Flying Cadet Frank D. Scriven is Editor-in-Chief, assisted by Cadets Bell, Baker, Jones and Hotchkiss.

#### Bolling Field, D.C., Aug. 6th.

The usual cross-country and routine training was carried out during the month. This station cooperated in experimental flying with the Weather Bureau the National Guard of the District of Columbia, the Army Relief Committee and the U.S. Infantry.

During the month the following projects were completed:

Oblique views of section "G", Anacostia Park, for District Engineers,  
Vertical views of Occoquan Creek, 5 miles long, one mile wide, for the Corps of Engineers.

Mosaic map of new Bolling Field site for the Bureau of Buildings and Grounds.

Oblique views of C.M.T.C. Review at Fort Washington, Md.

Oblique views of Great Falls, Va.

Mass athletics were not engaged in during July. The baseball team is well organized and functioning. The gymnasium is well patronized by both officers and enlisted men, playing volley ball, hand ball, tennis and squash. Punching bags are installed for the use of the personnel and boxing gloves are available.

Air Corps Detachment, Edgewood Arsenal, Md., Sept. 6th.

The equipment at this station consists of one A-3 and one Pl-B, which is sufficient for the present work.

A total of 15 bombs were dropped for the Experimental Division of the Chemical Warfare Service.

Cross-country flights were made to the following points: Bolling Field, D.C., Middletown, Pa., Air Depot; Logan Field, Md.; Phillips Field, Md.; Miller Field, N.Y. Johnstown, Pa. and Gettysburg, Pa.

On Aug. 1st a demonstration of the use of chemicals by aircraft was put on at this station by the Air Corps in conjunction with the Chemical Warfare School. This demonstration consisted of a screen by five A-3 planes and an assimilated mustard spray by one A-3 and three Pl airplanes.

A smoke screen was put down at Camp Dix on Aug. 16th.

Mitchel Field, Long Island, N.Y., Sept. 12th.

Towing, tracking and observation missions were accomplished during the month with the 9th Coast Artillery (RA) Fort Standish, Boston; 11th Coast Artillery (RA) Fort Wright, N.Y.; 193rd Coast Artillery (Mass. N.G.), Bethany Beach, Del.; 197th Coast Artillery (N.H. N.G.) Rye Beach, N.H.; 213th Coast Artillery (Pa. N.G.), Bethany Beach, Del.; 241st Coast Artillery, (Mass. N.G.) Fort Wright, N.Y.; 242nd Coast Artillery (Conn. N.G.), Fort Wright, N.Y.; M.G. School, Fort Ethan Allen, Vt.

The Wright Aeronautical Corporation tendered a luncheon to the officers of Mitchel Field on August 11th, at Teterboro, N.J., after which they were taken through the plant on a tour of inspection.

For the purpose of inspecting the German dirigible, "Graf Zeppelin", many officers flew cross-country to the Naval Air Station, Lakehurst, N.J., during the stay of the big airship at that place.

Lieut. Balfour, who is recovering from his recent crash, was flown to Washington in the Ford O-9, piloted by Lieut. Ford J. Lauer, with Maj. I. B. March, M.C. and two Army nurses.

Lieut. Stanley M. Umstead piloting the O-9, with Capt. Walter Bender and Capt. V.L. Burge, attended the airport opening at Hornell, N.Y., Aug. 3rd.

Fairfield Air Depot, Fairfield, Ohio, Sept. 3rd.

Maj. Jouett, Commanding the Attack Group from Ft. Crockett, arrived at this station en route to Cleveland. In this group of ships, there was one tri-motored Ford.

Maj. Knerr, Commanding the seven planes from the Bombardment Group of Langley Field, landed at this Post, Aug. 24th, en route to Cleveland.

Commander Wick of the Navy, attached to the Navy Pursuit Group en route to Cleveland, was a guest of Maj. Arnold on Aug. 24th.

Maj. F.M. Harmon, in charge of the Primary School at March Field, was also a guest of Maj. Arnold on the same day.

This Post was delighted to receive as a guest, Maj. Chisum, former Commanding Officer. He was accompanied by his daughter, Miss Polly, and by the young daughter and niece of Lt. Lawton.

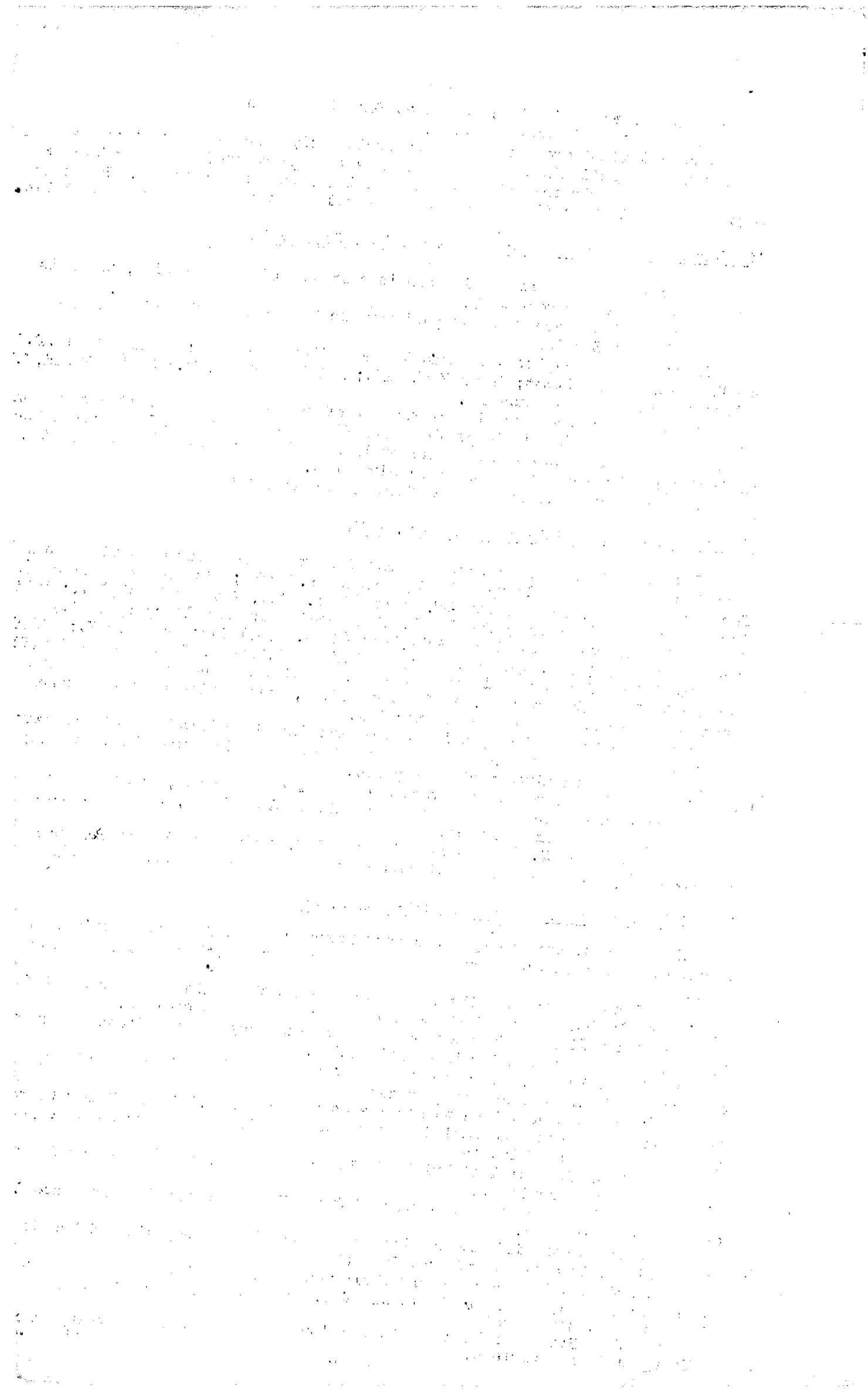
Brig.-Gen. Foulis left Wright Field for Cleveland to make a speech in connection with the Air Races.

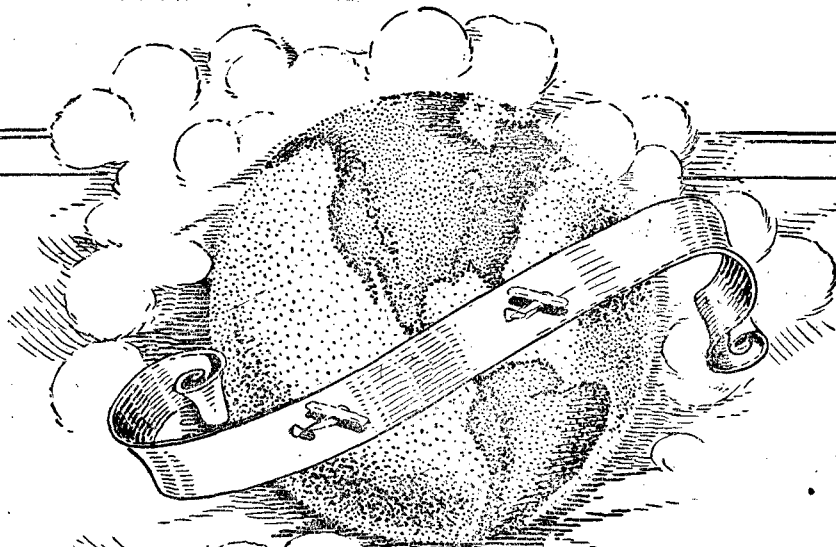
Miss Healy, of Boston, a sister of Capt. Healy, is spending her vacation at the Captain's home.

Miss Elizabeth Williams is visiting at the home of Captain and Mrs. Streett. Miss Williams is a sister of Mrs. Streett.

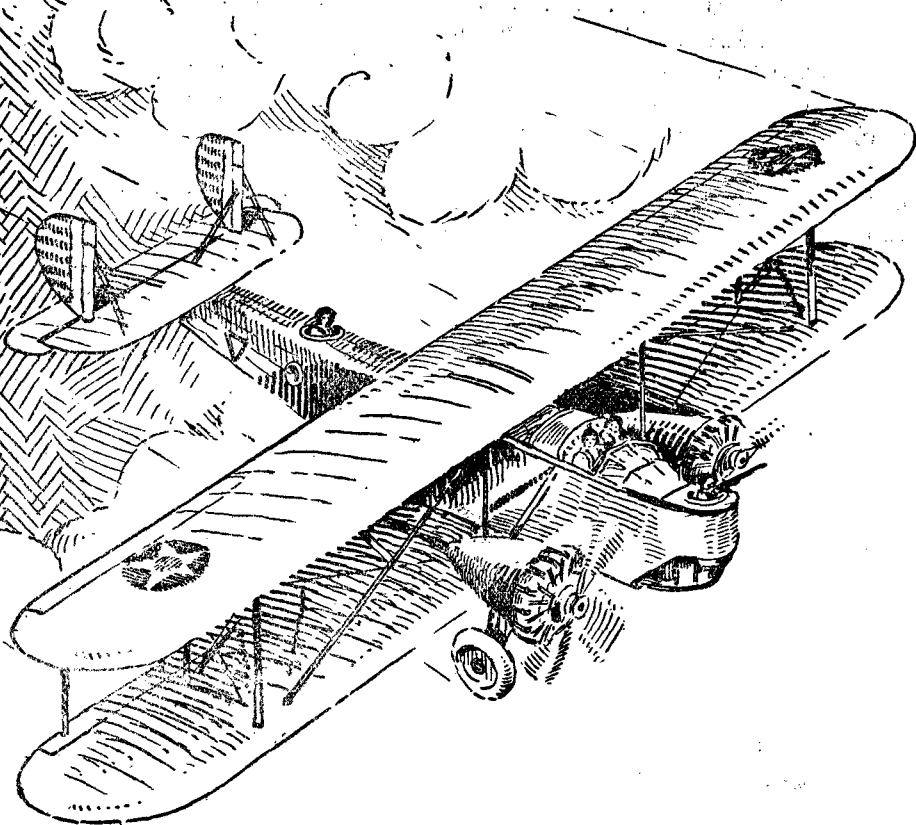
Mr. and Mrs. H.C. Binford and their young son from Richmond, Va., just completed a very happy visit with Lt. and Mrs. Martenstein. Mrs. Binford is a sister to Mrs. Martenstein.

Mrs. W.P. Priddy of Richmond, Va., and mother to Mrs. Martenstein, is now visiting at their quarters.





# 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

October 17, 1929

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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### LIEUT. DOOLITTLE GIVES SUCCESSFUL DEMONSTRATION OF BLIND FLYING

Under date of September 24th, the Daniel Guggenheim Fund for the Promotion of Aeronautics, Inc., issued the following bulletin:

"As a result of tests successfully conducted this morning at Mitchel Field, the Daniel Guggenheim Fund for the Promotion of Aeronautics is able to report a solution of the hitherto unsolved last phase in the problem of flying through fog. Under conditions representing the densest fog, reaching from any altitude to the ground, Lieut. James H. Doolittle, conducting the experiment, was able to take off from the airport, fly from it and return to a given spot and make a landing. This brief summary of the experiment and its significance is sent to you as a matter of interest.

Harry F. Guggenheim, President.

The demonstration represents the successful consummation of experiments which have been conducted for nearly a year over the full-flight laboratory established by the Fund at Mitchel Field. The principal factors in making possible the accomplishment are a new application of the visual radio beacon, the development of an improved instrument for indicating the longitudinal and lateral attitude of an airplane, a new directional gyroscope and a sensitive barometric altimeter so delicate as to measure the altitude of the airplane within a few feet of the ground.

The test plane used in these experiments was equipped with a completely covered cockpit. Unable to see outside the cockpit and guided entirely by his instruments, Lieutenant Doolittle took off from Mitchel Field, flew away from the field, turned around, recrossed it, turned again and came back, landing a short distance from his starting point. In the place of the natural horizon by means of which the pilot usually keeps his plane at a stable and safe flying attitude, and which would be invisible in fog, Lieutenant Doolittle used an 'artificial horizon' in the form of a small instrument indicating to the pilot the longitudinal and lateral attitude of the airplane with relation to the ground at all times.

With stability thus assured, the pilot was able to locate the landing field by means of the direction-finding radio. In addition to the long distance radio beacon already in use at Mitchel Field and known to this country for some time, a beacon had been installed governing the immediate approach to the field, casting a beam of some 15 or 20 miles in length in either direction. On the instrument board of the plane a visual radio receiver, consisting of two vibrating reeds tuned to the radio beacon, enabled the pilot to determine the location of the beam and thus the landing field. If he turned to the right of his course, the right reed showed an excessive vibration, and vice versa, and by keeping the reeds in equilibrium the pilot was able to fly directly down the path of the beam to his landing. The sensitive altimeter showed him his altitude and made it possible for him to calculate his landing to a distance of within a few feet of the ground.

The demonstration eliminates the last great hazard to the reliability of airplane travel and means that a principle has been developed which when eventually perfected for commercial use will make the airplane more independent of weather conditions than any other form of transportation. I say 'more independent' advisedly because the aircraft is not limited to one plane of travel and can take advantage of a number of approaches to its destination without using a congested roadway or water channel.

It is significant that the achievement is realized through the aid of only three instruments which are not already the standard equipment of an airplane. In other words, with the commercial manufacture of these instruments, the necessary equipment for fog flying will be neither expensive nor complicated, but of such a nature that it is readily available to the average pilot, and



easily comprehended. The commercial practicality of the development is, therefore assured from the start.

Many individuals and organizations have participated in making this development possible. Lieutenant Doolittle has been in charge of the full-flight laboratory from the start, and was made available for this work through the courtesy of the Army Air Corps. He studied at both the University of California and the Massachusetts Institute of Technology, and his aeronautical achievements including the winning of the Schneider Cup Race in 1925, rank him as one of the country's leading pilots. Professor William Brown of the Department of Aeronautics, Massachusetts Institute of Technology, was his technical assistant and for some time has been actively engaged in various phases of aviation with the Navy, the Army and the National Advisory Committee for Aeronautics.

The Bureau of Standards and the United States Army and Navy have both contributed to the work, and mention should be made of the following companies whose instruments and experimentations made possible the necessary equipment: Pioneer Instrument Company, Taylor Instrument Company, Sperry Gyroscope Company, Bell Laboratories, Radio Frequency Laboratories, and Kollsman Instrument Company.

The new principle which has been demonstrated solves what I have considered in the past one of the two remaining fundamental problems of aviation. The application of this principle, however, and the final perfection of the best equipment for all phases of fog flying will require time and effort on the part of commercial and military organizations.

For example, in our demonstration, use was made of the barometric altimeter which must be corrected for variation of atmospheric conditions. This correction is made by telephonic communication from the ground to the plane. Other altimeters not subject to atmospheric change are now in process of development, and the Fund is assisting in this experimentation. Notable among these is the sonic altimeter, a development by Dr. Elmer Sperry, and the radio altimeter now being developed by the General Electric Company.

Also, while the pilot flies at sufficient altitude to clear all surrounding obstructions in coming into the field, the problem of collision with other aircraft in the air when flying through fog is a serious one. This can only be eliminated today by telephonic orders from the ground directing the planes flying over the same routes so as to keep out of each other's way. The perfection of an instrument to warn of the approach of another plane is a device for the future. In addition, while the particular beacon used in the Fund's experiment is located at the edge of the field, the beacons of the future will be so located that it will be possible to land always into the wind. These are examples of the developments that should be greatly stimulated from now on."

According to the New York TIMES, Lieut. Doolittle climbed into the little Consolidated-Wright biplane used by the Fund for the past eleven months for fog flying experiments about ten o'clock on the morning of September 24th. He wanted to fly alone, but Mr. Guggenheim insisted that Lieut. Benjamin Kelsey, of Mitchel Field, who had been assisting the Army pilot in his experiments, ride at the controls of the front cockpit. Mr. Guggenheim stated he preferred to avoid even the appearance of unnecessary risk.

Lieut. Doolittle acquiesced and adjusted the canvas covering which totally enclosed him in the rear cockpit so that no light could enter and completely shut off his vision. A small switch turned on the lights of his instrument board. With his eyes on the dials he pushed the throttle wide open. The co-pilot forward kept both hands on the cowlings as the plane gathered speed.

Guided only by his instruments, Doolittle left the ground after a run directly into the wind. For five miles he flew west, then turned back over the same course. A short range radio beam was his guide and as he passed directly overhead his indicators showed him his exact position.

He clicked a stop watch and looked at his air speed indicator. By the watch he flew two miles east, then made a 180 degree turn and started for the runway. Clearing the edge of the field by a scant fifty feet, the spectators holding their breath as Kelsey still held his hands outside, the plane was throttled from inside the canvas cover. Gradually it lost its speed and began to glide. It came down to 25 feet, then 15, as Doolittle, invisible to the observers, watched the dials. At fifteen feet the nose gradually began to rise, the plane lost its flying speed and in a few yards touched its wheels in a perfect landing almost at the point where they had left the turf a few minutes before.

That Lieut. Doolittle's blind flying experiment aroused nation wide inter-

est is evident from the editorial comment which appeared in many newspapers. Excerpts from some of these editorials are quoted below, as follows:

According to the New York WORLD, one of the chief dangers of aviation seems to have been conquered or at least greatly lessened by means devised through the experiments of the Daniel Guggenheim Fund for the Promotion of Aeronautics. The chief danger in daily flight over known courses, as in air mail carrying, has been the crossing of mountain chains in conditions of low visibility. American inventive genius has apparently succeeded in devising the means to cheat death even under those conditions. The human equation will always remain.

The New York TIMES says that "A brilliant victory was recorded. No more versatile aviator for the test than Lieut. James H. Doolittle of the Army could have been chosen. \* \* \* Mr. Guggenheim warns that the system experimented with at Mitchel Field has yet to be perfected before it can come into general commercial use, but a long step forward has been made."

The Chicago TRIBUNE considers that Lieut. Doolittle's experimental flying "has not captured the imagination of the newspapers. But he is no less a hero and his accomplishments are infinitely greater than those flagpole sitters, the endurance flyers, trans-oceanic aviators, and other stunters in the air whose adventures make page one. \* \* \* Lieut. Doolittle is not the only unsung hero of aviation. Dozens of other aviators are sacrificing popular fame by using their courage and skill for laboratory flying. New types of planes must be tested, wings of new ships subjected to the strains of actual flight, maneuvers of warfare conceived by groundling tacticians must be executed or proved, perhaps fatally, impracticable. Without under-estimating the contribution to the advancement of aviation by the nation's idol, the accomplishments of the laboratory flyers are more important than those of Lindbergh."

"The development of the fog-flying technique," says the CHRISTIAN SCIENCE MONITOR, "is the most important of the Guggenheim Fund's notable contributions to aviation. Aviators long have looked forward to the time when the dangers of fog would be dissipated. Now the rift has appeared through which is visible a new measure of safety for those who travel with wings."

The St. Louis GLOBE-DEMOCRAT asserts that until the new instruments which made Lieut. Doolittle's important flight possible are put to commercial use it cannot be known to just what extent the peril of fog has been reduced. Probably the problem it presents has not been solved entirely, but it certainly appears that, except in the case of forced landings and possible defects in instruments or radio broadcasting apparatus, fog will not greatly imperil flyers when planes are equipped like Doolittle's.

In the opinion of the New York HERALD TRIBUNE, it would be a mistake to believe that all the dangers of flying in fog, or even the chief of them, have been removed. There is a promise, perhaps, of fog conquest, but the promise is not yet a fact.

"The successful use of the blind-flying equipment," according to the Bay City Mich. TIMES, "will not only make flying more safe, but it will greatly increase flying. Once the facilities for directing planes through darkness and fog have become developed, the greatest hazard that inclement weather can force up on aviation will have been overcome. Then airplanes will come into more general use."

According to the EVENING STANDARD of New Bedford, Mass., "Lieutenant Doolittle's flight seems to foretell that commercial air routes will soon be run with as much dependability as the sea routes, that schedules will be followed just as strictly."

Asserting that the demonstration of blind-flying by Lieut. Doolittle is said to have convinced the observers who witnessed the feat that man's greatest enemy in the air - fog - had been conquered, the BULLETIN of Latrobe, Pa., goes on to say: "The deductions from the achievement go farther than that, however. They lead to the conclusion that flying is destined to become a science, and that thru scientific knowledge safety in the air will be secured to a much greater extent than yet has been possible. The art of piloting aircraft will not be a mere matter of handling controls and watching the ground, - it will be an art to be acquired through extensive study and extensive preparation in methods leading to independence of fog and snow and night."

The success of aviation will depend upon the skill possible of being imparted to pilots through an extensive course of study. The pilot of the future will have to know his stuff - not merely the sticks and the controls. Fog and snow and rain and night's blackness will be conquered, not through beacon lights

but through the dials upon an instrument board, and through expertness upon the part of the pilot in interpreting the dials."

The Washington POST states that "the fog-flying technique as worked out by Lieut. Doolittle is not applicable to flying over unfamiliar territory, as the pilot must know what obstructions are to be avoided in approaching a field. Radio telephone seems destined to play a part in solving that problem by providing a means for bringing planes to a field one at a time in order to avoid collisions and informing pilots of obstructions to be avoided. It is also possible that the echo-type altimeters now being developed will be so sensitive as to warn pilots of obstructions and even of the proximity of other planes. The practical application of the Doolittle fog-flying scheme remains to be worked out, but with the principle well developed it can be said that aviation has taken a great step forward in the direction of safety."

Asserting that headlines in newspapers hailing Lieut. Doolittle's feat as "solving the fog problem," is unjustified optimism, the Boston TRANSCRIPT goes on to say that if a pilot tried to do Doolittle's trick on a rough field with some nice boulders, fence posts or trees in his way he would be another martyr to aviation. But Doolittle's stunt proves progress toward a solution. It proves that pilots will soon be able to land on large fields they know, when those fields are covered with fog.

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#### CIVILIAN PILOT SAVED FROM WATERY GRAVE

It was Saturday afternoon at Luke Field, Hawaii. The hangars were closed and Air Corps pilots were playing tennis. Their exercise, however, was rudely interrupted. The Group Operations Officer at Luke Field received a call from one of the commercial air transport companies in Honolulu saying that one of their land planes had a forced landing in the ocean between the Islands of Oahu and Molokai, and asking assistance in saving the pilot's life.

In exactly fourteen minutes, according to the News Letter Correspondent from Luke Field, an amphibian took off, piloted by Lieut. C. I. Ferris, with Lieut. James C. Shively in the observer's cockpit. They soon located the unfortunate aviator, landed beside his plane and picked him up just before his plane gave up the ghost and sank. In fifteen minutes they returned to Luke Field and continued their game of tennis.

Saving lives is evidently all a part of the game in the Army Air Corps.

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#### TURKISH AVIATION MISSION VISITS AIR CORPS STATIONS

The Turkish Aviation Mission now visiting the United States and inspecting various governmental, municipal, and commercial aeronautical establishments of this country, paid a brief visit to the San Antonio Air Depot on the afternoon of September 9th, after having visited the Air Corps Training Center. The Mission is composed of Major Shefik Bey, Chief of Air Section, Turkish General Staff; Captain Ferruh Bey; Lieut. Kiazim; Dr. Ahmed Emin Bey; and Mouhliis Bey, and is accompanied by Mr. Roland Riggs, of the Curtiss Aircraft Exporting Co.

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#### MAXWELL FIELD PERSONNEL ATTEND MANEUVERS

Maxwell Field, Montgomery, Ala., seems almost deserted, for at this writing many of the men are at Camp Jackson, Columbia, S.C., for maneuvers. The motor cavalcade, under the command of Lieut. Albert I. Patrick, Air Corps, left on September 20th and made stops at Tuskegee on the 20th; at Columbus, Ga., on the 21st; at Ellaville, Ga., on the 23rd; at Hawkinsville, Ga., on the 24th; at Dublin, Ga., on the 25th; at Louisville, Ga., on the 26th; at Aiken, S.C., on the 27th, and arrived at Camp Jackson on the 28th. The air forces, with Captain Donald P. Muse in command, left on September 29th. These officers and enlisted men will remain at Camp Jackson from October 1st to 21st.

Before leaving for Camp Jackson, Captain Muse showed the picture "Wings of the Army" to the Reserve Officers' Association of Montgomery at the Court House Building. This picture presents the story of aviation from the time flights were first made by the Wright Brothers, the improvements in technical construction of airplanes, and the elimination of fire, a great hazard in the past.

## WEST POINTERS REPORT TO PRIMARY FLYING SCHOOL

Sixty-two new West Point graduates recently reported to the Primary Flying School at Brooks Field, San Antonio, Texas, as members of the October 15th class. These new officers have been kept busy at the field with Ground School work and Orientator instruction.

A small group was given instruction upon the new Flight Tutor. This apparatus was developed by the Materiel Division of the Air Corps. It has been used at Brooks Field only a short time and was never used before for class instruction. This new device differs considerably from the Ruggles Orientator formerly used, and when perfected it is hoped to be able to use it for a new student's first two hours.

The body of the machine is suspended in a frame-work similar to that used in the "Ruggles," but about twelve feet from the ground. This increased elevation allows a student to become familiar with the aspect of a horizon. The machine is powered by a 15 h.p. electric motor, which drives a small standard type propeller at 1750 r.p.m. Control surfaces similar to those on an airplane are placed in the propeller blast which enables the operator to complete typical maneuvers. One advantage of the machine, from an instructional point of view, is the fact that it must be flown at all times.

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### "ECKNER PASS" DEDICATED

"Eckner Pass," the low-altitude route eastward used by the dirigible GRAF ZEPPELIN, was formally named and dedicated on September 9th, in honor of Dr. Hugo Eckner, commander of the dirigible, by a combined party of German officers and Army Air Corps officers from Rockwell Field, Coronado, Calif. A parachute with the flags of the United States and Germany was dropped in the center of the pass as the Army Folcker soared through. Germany was represented by Captain Von Arnould de la Perier, commander of the German Cruiser EMDEN; Commander Walter Faber, Executive Officer of the EMDEN, and S. C. Hagen, German Consul at Los Angeles. Major Carl Spatz represented the Army Air Corps with Lieut. D.D. Graves. Messrs. Hal Hotchkiss and Howard Worth and Major T.C. Maccaulay, Air Reserve, represented the San Diego Chamber of Commerce.

"Eckner Pass" lies between Jacumba and San Miguel, affording a low altitude route through the mountains to the eastward.

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### FOG FLYING IN THE PHILIPPINES

A fog flying plane was recently completed at Nichols Field, Rizal, P.I., authority having been granted by the Chief of the Air Corps to convert an O2-H Observation plane for such purpose. This work was done in the shops of the Philippine Air Depot under the supervision of Lieuts. Oakley G. Kelly and Thomas H. Chapman, Air Corps. The changes incorporated are -

- (a) A sensitive altimeter was substituted for the regular one.
- (b) An earth inductor compass was installed.
- (c) The front cockpit had a sliding aluminum cover constructed over it.

This cover is of sufficient height so as not to interfere with the movements of the pilot. Its track was placed about three inches over the cowling and a handle attached to the cover to facilitate its movement.

Several trips were made to Clark Field and return, with reports of very satisfactory progress on the part of those who were piloting. The News Letter Correspondent expresses the hope that all pilots of the 4th Composite Group will be given an opportunity to perfect themselves in the art of blind flying.

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### LANDING MACHINE GUNS BY PARACHUTE

According to a report recently received by the Chief of the Air Corps, the technique of landing machine guns and their crews from airplanes is being constantly improved. During a demonstration recently given at the Air Corps Primary Flying School at Brooks Field, San Antonio, Texas, for the instruction of the new class of flying students, two machine guns were dropped in parachutes and put into action by two crews of three men each, who descended from an air-

plane to the ground via the parachute route. Assembly of the machine guns and preparing them for firing was only a matter of a few moments.

This demonstration featured a machine gun parachute bag, recently developed by Sergeant Erwin H. Nichols, head of the Parachute Department of Brooks Field. The parachute supporting the bag opens automatically upon being thrown from the airplane and floats to earth. The bag, containing the gun, ammunition and a gallon of water for use in cooling, opens quickly by means of a rip cord similar to that on the parachute.

The parachute jumps were made by experienced men on duty with the Parachute Department, Sergeant Dewey Horton, Corporals Travis Garner, Robert E. New, Privates R.W. Stevens, Eddie Benzency and Lorraine Tolle.

The demonstration was successful, but Sergeant Horton had a very thrilling and narrow escape from injury when his parachute terminated on the roof of the big dirigible hangar at Brooks Field. The roof of this structure has a 30 degree slope and is well over 100 feet from the ground. Despite his precarious position, Sergeant Horton was able to spill the air from his parachute and climb to an entrance on the peak of the building, none the worse for his experience.

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#### FAST FLIGHT FROM GALVESTON TO SAN DIEGO ✓

A dawn to dusk flight from Fort Crockett, Galveston, Texas, to Rockwell Field, San Diego, Calif., a distance of approximately 1538 miles, was recently flown in 13 hours' actual flying time by Lieuts. Thomas W. Thurlow and R.W. Johnson in a Curtiss "Falcon" Attack plane. The average speed was 118 miles per hour.

The flight was made to test the dependability of that type of Attack plane, and the results were declared to be highly satisfactory. Record time was made on the trip and favorable weather conditions prevailed en route. Two stops were made for refueling.

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#### AIR CORPS OFFICER TESTS NAVY AIRSHIP ✓

Captain W. E. Kepner, Air Corps, formerly of the 19th Airship Company, Langley Field, Va., and now Chief of the Lighter-than-Air Branch of the Materiel Division, Wright Field, Dayton, Ohio, was selected by the Detroit Aircraft Corporation to test the new all-metal experimental airship "ZMC-2", recently built for the U.S. Navy. Captain Kepner flew the ship from Detroit to Lakehurst, N.J., a distance of 600 miles, to deliver it to the Naval authorities. The flight required about 13 hours' time on account of strong head winds. In a radio speech Captain Kepner stated that the successful flight of the "ZMC-2" and the trans-oceanic trips of the great "Graf Zeppelin" will no doubt put Lighter-than-Air in a new phase of progress.

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#### RUSSELL PARACHUTES DROP-TESTED AT ROCKWELL FIELD ✓

In conformity with the policy of the Air Corps Materiel Division to assist commercial aviation activities, where such activities do not interfere with Air Corps work or involve expenditure of Air Corps funds, the Russell Parachute Company of San Diego was granted permission to conduct experimental drop-testing of new parachutes manufactured by that Company, at Rockwell Field. These parachutes are manufactured in accordance with Department of Commerce regulations covering new parachutes for use in connection with commercial aviation.

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#### ALL IN A DAY'S WORK ✓

Private, Air Mechanic Second Class, Herbert Landgraf, 72d Bombardment Sqdn. at Luke Field, T.H., while on a tow target mission for the 64th Anti Aircraft Regiment, attempted to disengage a target which had become entangled on the tail skid of the LB-5A Bomber in which he was riding. Crawling on his stomach from the rear cockpit to the tail surface while the plane was at an altitude of 9,000 feet, he remedied the trouble. To him it was part of his day's work, and he did not think it "worth bothering about", as he remarked later.

## AIR CORPS PARTICIPATION IN AMERICAN LEGION CONVENTION

The aerial demonstration during the American Legion Convention at Louisville, Ky., from September 30th to October 3rd, was strictly an Army Air Corps affair. Fortunately for Louisville, her airport, Bowman Field, situated just outside of the city limits, is large enough to accommodate an unusually large number of aircraft, thus permitting operations on a fairly large scale. Then again, the sponsors of the airport in turning it over to the Air Corps when it was established, placed the control of all operations in the hands of the Air Corps officer stationed there, who at the present time is Captain F.E. Galloway. The result was that the Army flyers were given full sway in staging their aerial demonstration.

By taking the average of several estimates, there were approximately 130,000 Legionaires and other visitors who flocked into Louisville during the week of the Convention. This made a gathering before which it was considered well worth while exhibiting the equipment and work of the Army Air Corps.

Air Corps officers who comprised the staff which worked out the arrangements for the aerial demonstration were as follows:

Captain F.E. Galloway, C.O. of Bowman Field and O.I.C., Operations.

Captain John G. Colgan (Schoen Field) Assistant Operations.

Mr. F. Tryon Mengel, Chairman of Aviation Committee; civilian-military liaison; billeting.

Lieut. Roland Birn, Office Chief of Air Corps, Publicity; Announcer.

Major H.C.K. Muhlenberg (Hqrs. 5th Corps Area) liaison, 5th Corps Area; Photographer.

Major John H. Jouett, C.O. of 3rd Attack Group, Fort Crockett, Texas.

Captain Henry Pascale, C.O. of Bombardment Unit from Langley Field, Va.

Captain Latha A. Smith, C.O. of Pursuit Unit from Selfridge Field, Mich.

When the flyers reached Louisville, after passing through a bad fog and low ceiling, they found themselves billeted in one of the old mansions of Louisville, the old Belknap place on Fourth Street. G.I. bunks and Kentucky-cooked food were there for the week. Considering that Louisville was a Convention Town thronged with visitors, the accommodations were thought to be wonderfully adequate.

Mr. Mengel, Chairman of the Convention Aviation Committee, and himself a Marine flyer during the World War, was the billeter. In fact, he was just about everywhere that hard work was to be found. He performed wonders in perfecting various arrangements calculated to make the demonstration a success.

On Monday, September 30th, before a crowd of several thousand persons, a short formation flight was staged as a warmer-up. The commercial announcing system was given a try-out and proved a success. Further use of this system proved its indispensable value on occasions of this character.

The real show began on Tuesday, immediately after lunch, and may be described as follows:

1. A formation of nine Attack planes. These flew in various formations and executed various intricate maneuvers in formation close to the ground.

2. Pursuit formation - nine Pursuit planes.

3. Bombardment formation - three bombardment planes.

The Pursuit planes flew in a formation of their own at about 1,000 to 2,000 feet altitude. The bombers flew in a formation at a low altitude, then rose to 1,000 feet. Immediately after that, the Pursuiters staged an attack upon the Bombers.

4. Acrobatics - 3 Pursuit planes. While the Bombers and six of the Pursuiters were landing, three of the Pursuiters remained aloft and, as soon as the air was cleared, they put on a fine exhibition of acrobatics, each one vying with the others to put on the best show of all.

Checkers at the gate gave the attendance figure for this day as 8,400 people.

On Wednesday, another feature was added. This was a balloon-bursting exhibition, in which three Pursuit planes flew into small hydrogen-filled free balloons as they were rising. The parachute jumper, Sergeant Henry Anderson, piloted by Lieut. Aubrey Ballard, flew in from Chanute Field; also the smoke-screen ship came in from Selfridge Field. Owing to the unusually high wind on this day, it was considered unwise to stage the parachute jump and, in lieu of it, several chutes were fastened to a truck and released on the ground, the announcer making an explanation of the use and the functioning of the parachute

as each one was released. The smoke chemical was made ready for the smokescreen ship.

Despite the fact that Wednesday was the day the Legion Parade was held in town, a total of 10,500 people wended their way to Bowman Field to witness the Air Corps show. A near riot was precipitated when the mail plane from Cleveland flew in to Bowman Field at the end of its day's run. The announcer gave a description of the plane and described the work of the mail pilots and their ability in flying through thick weather to carry the mails of Uncle Sam. As the plane taxied up to the line about 5,000 of the crowd surged en masse to see the heroic pilot step forth from his cockpit and walk to the hangar. The most surprised one of all was this pilot who looked all around in an endeavor to discover the cause of the crowd's cheers, not realizing then that his presence was the cause thereof.

Thursday, the final day of the demonstration, marked the best program of the Convention period. The wind had subsided and, after putting on the usual program, both the parachute plane and the smoke screen plane took off together. As soon as the screen was laid and had started to drift off the field, the parachute jumper left the plane and made a successful landing. For the wind-up, Freddy Lund, civilian stunt pilot, in his tapered wing Waco, went through a series of acrobatics culminating in an outside loop.

A crowd of 15,000 was on the field to see this day's exhibition, most of the spectators being Legionaires. They appeared greatly interested in seeing the types of aircraft now being used by the Army Air Corps and to note the skill and efficiency of the pilots. To many of them, such maneuvers as were demonstrated by the Air Corps were a novelty, a goodly number of the Legionaires basing their conception of the Army Air Corps on their observations during the early days of the World War.

As an added attraction, Lieut. Birn, the announcer, introduced many visiting notables to the crowd over the loud speaker. Among them was the Hon. Patrick Hurley, Assistant Secretary of War, who, however, declined to speak over the "mike," saying that he was too much interested in the aerial maneuvers. Another was Sergeant Woodfill, whom General Pershing named as the outstanding hero of the World War. Himself a Kentuckian, Sergeant Woodfill addressed the visiting Legionaires and their friends in the name of the people of Louisville, stating that he hoped the Legionaires and all other visitors to the city enjoyed its fine Kentucky hospitality. Lieut.-Governor Breathitt, of Kentucky, also said a few words over the microphone and immediately stepped outside to see more of the aerial demonstration.

At 4:45 p.m. the show was all over. Evidence of a feeling of satisfaction over the work of the Army Air Corps was noted on all sides. Visiting Legionaires anxiously inquired as to whether or not the Air Corps would be represented at the 1930 Convention at Boston. Questions came in from many interested in the Army Air Corps. It was the consensus of opinion that its work had not been in vain, and the visitors left with a good idea of the ability of its personnel and their willingness to do their best to demonstrate what the Army Air Corps meant to the nation.

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#### TOURING PLANES FLY OVER ADVANCED FLYING SCHOOL

Eight airplanes of the General Tire and Rubber Company on a tour of the United States flew over Kelly Field on Friday, September 13th. These planes were equipped with shrill sirens which were wide open, and the boys of the field thought the San Antonio Fire and Police Departments had adopted a new method of performing their miscellaneous duties. The planes were piloted by former Lt. A.C. Lyberger, Robert K. Giovannoli, J. Stanley Harvey, Alfred Estes and Sheldon B. Yoder, all of whom graduated from the Advanced Flying School within the last year.

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#### GENERAL LAHM RETURNS FROM LEAVE

Brigadier-General Frank P. Lahm, the Commanding General of the Air Corps Training Center, Duncan Field, Texas, returned recently from a two months' leave of absence. He and his family spent the summer visiting in Canada. During the General's absence Major James E. Chaney, Commandant of the Air Corps Advanced Flying School, was in command of the Training Center.

## CAPTAIN KEPNER WINS SECOND PLACE IN INTERNATIONAL BALLOON RACE

Captain Wm. E. Kepner, Air Corps, the well known dirigible and balloon pilot, and Chief of the Lighter-than-Air Branch of the Materiel Division at Wright Field, Dayton, Ohio, recently returned from participating in the Gordon-Bennett International Balloon Race which started from St. Louis on September 28th. As representative of the Army and pilot of its balloon, he experienced all the thrills which inevitably accompany such a venture. When interviewed as to his experiences in the race, he stated that at the time of the take-off the high ground temperature of 96 degrees decreased the lift of each balloon about 300 pounds, which was a decided handicap. The weather maps showed a wind shift line with a tendency to produce thunderstorms running from St. Paul south and west to Dodge City, Iowa, so that all the pilots desired to take as much of an easterly direction as possible. The pilot balloon which had been released previous to the start of the race indicated a wind blowing from the west at an altitude approximately 5,000 feet and, as the surface winds were flowing directly north, the Army balloon stayed as close to the ground as was consistent with safety flying and thus made a true northerly direction until it passed over Illinois.

"Passing Alton," Captain Kepner stated, "we began to veer slightly to the east, and by the time we reached Kankakee, Illinois, at 6:30 on Sunday morning, our direction was almost straight east. Throughout the night the atmosphere was rather unstable, and for no apparent reason at all the balloon would oscillate at an altitude up to 3,000 or 4,000 feet, and of course lost gas on each upward oscillation, so that we were constantly spending sand ballast to offset this. At 6:30 a well defined line of thunderstorms appeared to the north and to the west, extending at the same time southeastward of our position. Our drift was directly east and into a portion of this storm area which was beginning to show considerable activity in the way of constant flashes of lightning accompanied by heavy thunder. Inasmuch as our drift near the surface apparently was drawing us directly into this disturbance it was decided to take altitude in an effort to avoid going directly into it. We accordingly ascended, by throwing out ballast, to an altitude of 14,000 feet, where we were near the top of the storm that had been visible from our lower altitude near the ground. However, the air was beginning to be very much disturbed even at that altitude, and the clouds began to ascend showing strong vertical currents around us, and their rate of ascent was very much more than our own steady climb of 400 or 500 feet per minute. More ballast was thrown over and the balloon continued to climb until it finally reached an altitude of 18,000 feet before it was beginning to clear the clouded formation near the ground. Between 14,000 and 18,000 feet it was very cold, 46 degrees, and snow was encountered in the form of very fine crystals floating in the air. Looking down on the snow the reflecting sun above gave the appearance of a lake.

At 18,000 feet we were barely at the tops of the cloud formation and decided to ride at this altitude for a while. The clouds from below, however, continued to rise and we were eventually forced to an altitude of 22,000 feet, where we were in the clear sunshine and it was much warmer, being 76 degrees. We could hear the trains below us, so we knew we were flying over land. During all this time we had perfect radio communication with St. Louis with no bad effects caused by the storm. There was one particular formation of clouds to the westward of our position and apparently quite near that seemed to have an altitude of at least 3,000 or 4,000 feet above that of our own position.

It was, of course, necessary for us to use oxygen at this altitude, due to the thin atmosphere. As we had not contemplated flying at such a high altitude we had only brought a limited supply of oxygen with us, and so had to use it very sparingly, breathing a small amount of it approximately every ten minutes, or whenever we began to feel groggy.

Our supply of both oxygen and ballast finally becoming very low, we decided to make a landing. We came down two miles north of Neptune, Ohio, which is seven miles northeast of Celina, at 2:10 on Sunday afternoon. "

The winner of this race, Mr. Ward T. Van Orman, who piloted a balloon for the Goodyear Zeppelin Co., traveled 341 miles, according to announcement made by the National Aeronautic Association. Captain Kepner was second with 338 miles; Lieut. T.G.W. Settle, U.S. Navy, third with 304 miles; and the Belgian pilot Ernest Demuyter traveled 236 miles to finish in fourth place.



## THE SCHNEIDER TROPHY RACE ✓

In winning the recent Schneider Trophy Race and establishing two world's records for speed over the 3-kilometer course, Great Britain made a most significant contribution to the advancement of aviation. The speeds attained during this annual sporting event for seaplanes have been mounting steadily until now even the  $5\frac{1}{2}$  mile a minute mark has been exceeded. In the straightaway 3-kilometer course, a British flyer's average speed lacked only 4.2 miles of attaining a speed of six miles an hour. On two of the four runs of that course, however, he actually exceeded the speed of six miles a minute, with marks of 368.8 and 365.5 miles per hour, the fastest speed ever made by a human being.

Italy was Great Britain's only competitor for the Trophy, each nation having three entries. While all three British pilots finished the closed circuit of seven laps, totalling 350 kilometers, only one Italian pilot, Warrant Officer Dal Molin, succeeded in doing so, and he won second place with an average speed of 284.2 miles an hour.

Flying Officer Henry R.D. Waghorn, winner of the Trophy, averaged a speed of 328.63 miles per hour for the whole course. The other two British pilots, Flight Lieutenant D'Arcy Greig and Flying Officer R.L.R. Atcherley, averaged 282.11 and 325.54 miles per hour, respectively, but the latter was disqualified for cutting inside of one of the turning points, so that Great Britain captured first and third places in the race. The two remaining Italian pilots, Lieuts. Rene Cadringer and Giovanni Monti, both flying Macchi Type M. 67, Isotta-Fraschini engine, were forced to retire from the race on the second lap, the former because the exhaust fumes from the engine blinded and suffocated him, and the latter because of a broken water pipe, as a result of which he was rather badly scalded. His scalds, however, were not regarded as serious.

The seaplanes piloted by Flying Officers Waghorn and Atcherley were the all-metal Supermarine S. 6 monoplanes, powered with the Rolls-Royce "R" type racing engine, while Flight Lieutenant Greig flew the 2-year old Supermarine S. 5, powered with the Napier "Lion" engine, in which Lieut. S.N. Webster won the Schneider Trophy Race for Great Britain in 1927.

Warrant Officer Tomasso Dal Molin piloted a 1927 Macchi M. 52, powered with a Fiat engine, the plane Major de Bernardi flew in the 1927 Schneider contest. Both the British and Italian two-year old planes made better records in the 1929 race than they did in the 1927 contest.

Although Flying Officer Atcherley was disqualified, he attained some consolation from the fact that he broke the world's speed records for 50 and 100 kilometers, by attaining an average speed for these two distances of 332 miles an hour.

It may be of interest to record the speeds made for each of the seven laps of the course by the various contestants. It will be noted that the highest speed for any one lap, 362.49 miles per hour, was attained by Flying Officer Atcherley.

Contestant	L a p s							Aver- age.
	1	2	3	4	5	6	7	
Flying Officer Waghorn	324	329.54	331.1	328	329.93	327.04	330.91	328.63
Warrant Officer Molin	286.2	286.78	285.45	282.7	283.16	283	282.44	284.2
Flight Lieutenant Greig	283.73	282.16	282.16	281.41	281.31	281.16	282.87	282.11
Flying Officer Atcherley	302.45	324.56	329.74	362.49	328.39	330.91	332.49	325.54
Lieut. Cadringer	284.							
Lieut. Monti	301							

The Schneider Trophy Race was held on September 7th at the little town of Ryde on the Isle of Wight. The weather was perfect for this annual seaplane classic. The first contestant, Waghorn, was in the air shortly after two o'clock, following the boom of the starting gun. The British publication FLIGHT states that when he crossed the starting line the Rolls-Royce racing engine managed to give off its 1,800 or so h.p. with surprisingly little fuss. The large gear ratio resulted in the propeller running relatively slowly and actually, from certain points of view, one could see the propeller blades, and not merely a shining shimmering blur marking the disc.

The first Italian competitor, Dal Molin, crossed the starting line about a minute before Waghorn completed his fourth lap. He flew very low, appearing to

sideslip upwards on his turns. Just before Waghorn crossed the finishing line, Greig started on his first lap. Following him was Lieut. Cadringher, who also flew low, about 50 feet. It was noted that his engine was smoking considerably and, shortly after finishing his first lap, he suddenly turned off the course and disappeared in the haze. The fact that his speed of 284 m.p.h. on the first lap was proof that there was something wrong with Italy's first new type of racing plane.

A few seconds after Greig finished his race, Flying Officer Atcherley crossed the starting line. Save his first lap, his speed in the others closely approached that made by Flying Officer Waghorn, and actually exceeded the latter's in the 4th, 6th and 7th laps. It appeared to those familiar with air racing that Atcherley was not flying a very good course, and it was not learned until after he finished that he had lost his goggles and therefore was compelled to navigate by such oblique views as he could get through the windscreen. This mishap was probably responsible for him not rounding one of the pylons of the course and for losing second place in the race.

Lieut. Monti, the third Italian entrant, also flying one of the new Macchi racers, crossed the starting line, apparently flying only a few feet off the water. Instead of making the expected turn upon finishing the first lap, he continued straight on and alighted rather suddenly, but successfully. A bursted water pipe had forced him out of the race.

In an editorial on the Schneider contest, FLIGHT says, among other things - "Luck played a part in so far as the Italians were certainly lamentably unfortunate. But luck had nothing whatever to do with the fact that all three British machines completed the most strenuous flying test in the world, the 350-km. Schneider course. That was due entirely to British skill in design and to the superb quality of British workmanship.

The Rolls-Royce engines in the new Supermarine S. 6's were of an entirely new type, and the type has actually been developed and perfected in less than one year, - something like nine months. Under the circumstances one might well have been forgiven for entertaining at least some slight anxiety concerning the staying power of the new engines. That both ran without a single hitch throughout the Schneider Contest is proof that the Rolls-Royce "R" engine is well beyond the experimental stage. \* \* \*

It is now also permissible to state that in the actual Schneider Contest the Supermarine S. 6's were not running their engines 'all out.' The fuel consumption was such that to run the engines at full throttle might have meant cutting down the reserve of fuel to a dangerous degree. The Rolls-Royce engines were therefore run at something less than their full power, and thus the speeds put up are even more remarkable. Even the world's record established over the 3 km. straightline course is not a true indication of the very best of which the S.6 is capable. With further tuning, and perhaps with smaller floats, made possible by the smaller quantity of fuel necessary, it is likely that, splendid as is the speed record established on Tuesday last, still better results will be obtained."

Two attempts to break the 3-kilometer straightaway world's speed record were made on Tuesday, September 10th, one by Flight Lieut. George Stainforth, piloting the Gloster-Napier VI, and the other by Squadron Leader Augustus Orlebar, Captain of the 1929 British Schneider Team, who flew the Supermarine Rolls-Royce S.6 which took first place in the Schneider contest. The records attained attested to remarkable performances, especially since weather conditions were none too favorable.

Stainforth covered five laps of the 3-kilometer course over Southampton Water, the first being somewhat wide and therefore disregarded. His average speed in the four runs, two in each direction, was 336.3 miles per hour, exceeding last year's record made by the Italian speed pilot, Major de Bernardi, by 17.7 miles per hour.

Orlebar's average speed in the four runs averaged 355.8 miles per hour, exceeding Stainforth's record by 19.5 miles per hour and de Bernardi's record by 37.2 miles per hour. The speeds made by these two pilots in each of the four runs is given below, as follows:

	<u>1st Run</u>	<u>2nd Run</u>	<u>3rd Run</u>	<u>4th Run</u>	<u>Aver.</u>
Flight Lieut. Stainforth	351.3 mph	328.3 mph	336.2 mph	329.3 mph	336.3
Squadron Leader Orlebar	368.8 "	345.3 "	365.5 "	343.7 "	355.8

Orlebar's record is regarded as official, although it must be confirmed by the Federation Aeronautique Internationale. A number of the officials of the Federation witnessed the tests, however, and confirmation of the record is believed to be certain.

The first contest for the Jacques Schneider Trophy was held on April 16, 1913, at Monaco, under the auspices of the Aero Club of France. Only two countries, France and America, were represented. M. Prevost, the well-known French pilot, flying a Depurdussin twin float monoplane, powered with a 160 h.p. Gnome engine, was declared the winner, his average speed being 45.75 miles per hour. Weymann, the American competitor, piloting a Nieuport, flew well until a broken oil pipe forced him down after he covered 25 of the 28 ten-kil. laps of the 280-kil. course. It will thus be noted that in the space of 16 years seaplane speed records increased over seven fold.

Having won the first Schneider contest, France, according to the rules, had to undertake the organization of the second one. Monaco was again selected as the scene of the race, and the date as April 20th. The course was the same as that of the previous year. Five countries were represented - Great Britain, France, Germany, Switzerland and the United States. The contest resulted in a victory for Great Britain, Howard Pixton, piloting a small Sopwith twin float seaplane, powered with a 100 h.p. mono-Gnome engine, completing the 280 k.m. course at an average speed of 86.8 miles per hour.

Owing to the War, 1914-1918, no Schneider Trophy Contest was held in those years. After an interval of five years, the third Schneider Trophy Contest was held on September 10, 1919, at Bournemouth, England. Although the Royal Aero Club of Great Britain received eight entries, several of them were withdrawn before the date fixed for the contest arrived. Great Britain, France and Italy entered teams in the seaplane classic. Misfortune met with by the French entrants in trial flights forced them to withdraw, and the competition finally narrowed down to one between three British and one Italian entrant. Great Britain used three different types of planes, the Fairey, Sopwith and the Supermarine, piloted by Vincent Nicholl, H.G. Hawker and Squadron Leader B.D. Hobbs, respectively, while the Italian pilot, Janello, flew a Savoia S-13 biplane flying boat, powered with a 250 h.p. Isotta Fraschini engine.

None of the three British pilots finished the race, the heavy mist prevailing on the day of the contest making it almost impossible to fly over the course. Janello, however, completed the full ten laps of the course, but observers at one of the turning points declared that they had not seen him, and the 1919 Contest was therefore declared void. As a compliment to Janello's plucky effort, however, it was decided to hold the next Schneider Contest in Italy.

Venice was the scene of the 1920 Schneider Contest which, however, was robbed of its international aspect because no British entries were received and France withdrew her entrants at the last moment. Although Italy entered three pilots, only one was able to take part in the contest - Captain Bologna, who flew a Savoia S-19 flying boat, fitted with a 500 h.p. Ansaldo engine. The racing course was a triangular one, 10 laps of 20 miles each, or a total of 200 sea miles. Unable to finish the course on September 19th, the day set for the contest, Bologna made another attempt on September 21st and, although conditions were none too good, he succeeded in completing the full distance at an average speed of 107 miles per hour. He was therefore declared the winner of the 4th Schneider contest.

The scene of the fifth Schneider contest in 1921 was also laid in Venice, the date being September 7th. As in the previous year, Italy had the race all to herself. France had entered one pilot, Sadi Lecointe, whose machine was a Nieuport-Delage twin float biplane, powered with a 300 h.p. Hispano-Suiza engine. Italy entered 10 teams from which three defenders were subsequently chosen. The Italian entrants were de Briganti on a Macchi VII flying boat, 200 h.p. Isotta Fraschini engine; Zanetti on a larger Macchi XIX flying boat, 700 h.p. Fiat engine, and Corneglio on another Macchi (Naval) flying boat, 250 h.p. Isotta engine.

Unfortunately for French hopes, Lecointe, in a test flight prior to the contest, met with a mishap which resulted in his plane being so badly damaged that it could not be repaired in time to participate in the contest. Of the three Italian entrants, de Briganti was the only one able to complete the course, and he averaged a speed of 111 miles an hour. Zanetti and Corneglio were forced to retire from the race, the former because of engine trouble and the latter owing to exhaustion of his gasoline supply.

The 1922 Schneider Contest, held at Naples, Italy, August 10th, proved to be a very successful affair. A victory for Italy would have resulted in her retaining permanent possession of the Trophy, but this was not fated to be, for the British entry, a Supermarine biplane flying boat, fitted with a 450 h.p. Napier "Lion" engine, piloted by Captain H.C. Biard, took first honors. Italy

was represented by three defenders, one Macchi and two Savoia flying boats, her pilots being Passaleva, Zanetti and Gorgolino. All four machines completed the course, Captain Biard completed the 200.2 sea miles (13 laps) at an average speed of 145.7 miles per hour. Passaleva, his nearest competitor, crossed the finishing line one minute, 8-2/5 seconds later.

By virtue of the British victory in 1922, the contest the following year was held at Cowes, England, on September 28th. The course was 186 miles, in 5 laps. The United States, Great Britain, France and Italy entered machines in the contest, but the last named country withdrew her entries a few weeks before the date of the race. Accidents in trial flights and just before the contest narrowed the field to four participants, two American, one French and one British. Lieuts. Rittenhouse and Irvine, of the U.S. Navy, won first and second places, respectively, Captain Baird, the British pilot, being third. Hurel, the French entrant, retired from the race after completing the first lap. Lieut. Rittenhouse, in his Curtiss-Navy CR-3, 500 h.p. Curtiss D-12 engine, averaged a speed of 177.38 miles an hour. Irvine's speed was 173.46 and Baird's 151.16 mph.

The 1924 Schneider Contest, scheduled to be held in the United States, was called off because Italy withdrew her entries and the racing machine Great Britain intended entering crashed in a trial flight. Rather than claim a "fly over," America consented to call the race off until the following year.

Baltimore was the scene of the Eighth Schneider Contest, and America was again the winner. Against five competitors, Lieut. James H. Doolittle, of the Army Air Corps, piloting an Army Curtiss Racer, won easily by averaging a speed over the 188.86 sea miles (7 laps) of 232.57 miles an hour. Captain H. Broad, the British pilot, flying a Gloster Napier II twin float biplane, 700 h.p. Napier "Lion" engine, was second with 199.169 miles per hour, and de Briganti, of Italy, with his Macchi M.33 monoplane flying boat, 500 h.p. Curtiss D-12 engine, came in third with 168.44 m.p.h. Two of the U.S. Navy entrants failed to finish the course, Lieut. Ofstie retiring on the sixth lap and Lieut. Cuddihy failing on the last lap.

America's second victory again placed the scene of the next Schneider Trophy Race in the United States, and the contest was held on November 13th at Hampton Roads, Va. Another victory for the United States would have given her permanent possession of the Trophy, but Italy stepped in and captured first honors, the winning pilot, Major de Bernardi, covering the distance of 188.86 sea miles (7 laps) at an average speed of 246.496 miles per hour. The United States Navy entered three pilots, Lieuts. Cuddihy, Schilt and Tomlinson. In addition to Major de Bernardi, America's only competitor in the race, Italy, entered two other pilots - Captain A. Ferrarin and Lieut. A. Bacula, all three piloting Macchi M-39 twin float monoplanes fitted with 800 h.p. Fiat engines. The Navy flyers piloted different types of Curtiss seaplanes. Lieut. Schilt finished second with an average speed of 231.363 miles per hour, and Lieut. Bacula came in third with 218 miles per hour. Captain Ferrarin and Lieut. Cuddihy were unable to complete the course, the former because of a broken oil pipe and the latter due to the failure of the gasoline pump.

The year 1927 marked the third time in its history that the Schneider Cup Competition was held in Venice, Italy being the host because of her victory the previous year. Only Great Britain and Italy were the competing countries, each being represented by three teams. The competition on September 25th over the usual 350-kilometer course was between Flight Lieuts. S.M. Kinkead, S.N. Webster and C.E. Worsley, representing Great Britain, and Major de Bernardi, Captains A. Ferrarin and F. Guazzetti, representing Italy. None of the Italian pilots were able to complete the course, Major de Bernardi and Captain Ferrarin retiring after the first lap because of engine trouble, and Captain Guazzetti, Italy's last hope, retiring with engine failure during the 7th lap. All of them piloted Macchi-Fiat M-52 twin float monoplanes.

Lieut. Kinkead, after going five laps and making the remarkable speed of 289 m.p.h. during his third lap, had trouble with his Gloster Napier IV, and was forced to retire. Lieuts. Webster and Worsley, the only pilots left in the race, fought it out to the end, the former winning with an average speed of 281.656 miles per hour. Worsley's record was 272.96 m.p.h., the plane he piloted being a direct drive Supermarine-Napier S.5. Webster piloted a similar type monoplane, save that the propeller was geared.

It having been agreed in 1926 to hold the Schneider Trophy Race every second year, the United States, Italy and any other air-minded countries have two years in which to make preparations to wrest the laurels away from Great

Britain, for a third consecutive victory would give her permanent possession of the Trophy which, incidentally, would spell "finis" for this famous seaplane sporting classic.

In the light of past performances, it is not unreasonable to expect that, barring accidents, 1931 will see the 6-mile a minute mark over a closed circuit established, if not exceeded.

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#### SECOND BOMBARDMENT GROUP HAS BUSY MONTH

The Second Bombardment Group, stationed at Langley Field, Va., started the winter season off with a bang by opening two airports and helping Baltimore celebrate its 150th birthday.

A flight of three bombers, with Lieut. A.J. Kerwin Malone in command, went to Connellsville, Penna., Sept. 7th, to participate in the dedication exercises of the American Legion Airport. The following week Captain C.E. Rust commanded a flight of six bombers which went to Baltimore to participate in their Sesqui-Centennial Celebration.

On September 21st, Captain Henry Pascale led a flight of five bombers to Camden, N.J., where the dignity of these huge birds was all that was needed to put the finishing touches on what was said to be the finest airport opening of the month. The Group gave an exhibition of bombing with sacks of salt dropped from about 300 feet altitude, with the following results:

Lieuts. D.D. Hale and W.J. Venen placed first and were presented with wrist watches.

Lieut. H.W. Beaton and Lieut. G.W. Neel grabbed off the two second prizes which were Gladstone suitcases.

Lieuts. W.G. Davis and M.D. Burnside fell into third place, and each found a leather toilet case in his lap when he woke up.

Those who also bombed were Captain Pascale with Lieut. Vaughn and Lieut. Tucker with Lieut. Power. Each of the above, it is rumored, is to receive a silver pocket flask.

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#### TWO MORE MEMBERS OF THE CATERPILLAR CLUB ✓

Lieut. Thomas S. Power, 96th Bombardment Squadron, Langley Field, Va., not only joined the Air Corps, Regular Army, recently, but also the Caterpillar Club. The story of his initiation into the mystic mythical Order of Caterpillars is quoted below, as follows:

"I took off from Gloucester, Va., at 5:55 p.m., Wednesday, September 11th, in a Stearman B1 plane. Mr. Hall was piloting the ship and I was a passenger in the front cockpit. Mr. Hall did a half roll with about 110 miles air speed. We heard a cracking noise and saw the leading edge of the upper right wing collapse. We had about 600 feet when Mr. Hall finally righted the ship and with full gun climbed to 2,500 feet and headed for Langley Field. The fabric kept ripping off on the way over and finally the entire cover came off and the ship fell into a power spin. I bailed out first and then Mr. Hall followed. Both of us had on Irving Chutes and landed without any trouble."

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#### MANEUVERS AT 25,000 FEET ✓

Lieuts. K.J. Gregg and I. A. Woodring, attached to the 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., climbed to an altitude of five miles above San Diego the week of September 28th, and there engaged in a series of maneuvers at an altitude of 25,000 feet. Before going aloft, Lieuts. Gregg and Woodring donned heavy leather hair-lined flying suits and wool-lined moccasins, and equipped themselves with oxygen tanks. At an altitude of nearly five miles above the city they struck temperatures below freezing and reported they were chilly despite the heavy clothing. The altitude test was made in two P-12 pursuit planes, with motors equipped with special altitude adjustments and built to maneuver several miles aloft.

## EXTENDED CROSS-COUNTRY FLIGHTS FOR ADVANCED FLYING STUDENTS

Prior to the graduation on October 12th of the class attending the Advanced Flying School, Kelly Field, Texas, extended cross-country flights were made by the different specialized sections thereof.

The Bombardment Section was the first to make the flight to El Paso, Texas. Under the command of Lieut. J.W. Monahan, the flight departed on September 3rd with 18 students and two instructors, in 12 planes. They remained one day at El Paso and returned to Kelly Field on September 5th.

The Attack Section, consisting of 18 students, in charge of Lieuts. Carr, St. John and Pennington, cleared from Kelly Field on the morning of September 22nd for the longest cross-country flight participated in by students of the Advanced Flying School. This flight, which utilized 12 A-3 Attack planes, spent the first night at Fort Crockett, Texas. The section was the guest of a group of citizens of the City of Shreveport, La., on the night of the 23rd. The next leg of the flight was from Shreveport to Fort Sill, Okla., where the night was spent. The "hop" to El Paso was made on the 24th, and one day was spent at Fort Bliss. The Section returned to Kelly Field on the afternoon of Sept. 27th.

The first half of the Observation Section left Kelly Field for El Paso on the morning of September 27th. It consisted of 16 Cadets with Lieut. H.A. Moore in charge. They returned to Kelly Field on September 29th. The second half of the Observation Section, consisting of 16 student officers, flew to El Paso on October 1st. Lieuts. Talbot and Weyland were in charge of the flight. The return was made on October 3rd.

The first extended cross-country flight of the Pursuit Section left Kelly Field on September 22nd under the command of Capt. Cannon. This flight of 19 students in 19 P-1 Pursuit planes stopped at Dallas and Muskogee and spent that night at Fort Sill. The next day the flight proceeded to El Paso after stopping at Midland, Texas, for gas. The return flight to Kelly Field was made on September 25th.

On September 28th, 18 students of the Pursuit Section, in P-1's, cleared for Fort Sill, by way of Dallas, Texas, and Muskogee, Okla. This flight was in charge of Lieut. J. S. Griffith. They followed the same itinerary as the first flight and returned to Kelly Field from El Paso on October 1st.

The Pursuit Section dispatched 15 Pursuit students and three instructors to Fort Sill on the morning of October 3rd. The flight leader was 1st Lieut. Dale Gaffney. The first night was spent at Fort Sill, and on October 4th the flight proceeded to El Paso. They returned to Kelly Field on October 6th.

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## NIGHT FLYING FOR ADVANCED SCHOOL STUDENTS

The Bombardment students of the Advanced Flying School, Kelly Field, Texas, completed their night flying on September 30th. With the closing of this phase of flying in that Section, all students in the class completed night flying, including a short cross-country flight. The students in Bombardment and Observation averaged about two hours each. Pursuit students had three hours, while those in the Attack Section averaged six hours.

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## KELLY FIELD PILOTS ATTEND FUNERAL OF T.A.T. FLYER.

Six airplanes from Kelly Field, Texas, flew over the cemetery at New Braunfels, Texas, on September 12th, as Edwin A. Dietel's body was lowered to its last resting place. Lieut. Dietel was graduated from the Advanced Flying School on February 26, 1929, as a Bombardment pilot. He accepted a position with the Transcontinental Air Transport upon graduation. Lieut. Dietel was junior pilot of the ill-fated "City of San Francisco" when it crashed.

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## RECORD FLYING TIME FOR KELLY FIELD

Aided by ideal flying weather, without the loss of a day during the month of August, a record of 6,207 hours and 40 minutes was made by Kelly Field pilots. This is the greatest number of hours ever recorded at Kelly Field for one month since the World War. There is a record at Kelly Field of over 1,000 hours for one day in 1918.

In August, the Pursuit Section of the Advanced Flying School had a total of 2,516 hours and 50 minutes; the Attack Section, 1048 hours, 50 minutes; the Observation Section, 1207 hours, 20 minutes, and the Bombardment Section, 1050 hours, 25 minutes. Miscellaneous flying time recorded during the month, mostly by the 68th Service Squadron, amounted to 384 hours and 15 minutes. Student pilots' time was 4,253 hours, 40 minutes, and student observers' time brought the total up to 5,105 hours, 10 minutes.

Second Lieut. Demas T. Craw led the pilots with a total of 91 hours and 25 minutes. Second Lieut. G.J. Eppright was second with 78 hours and 15 minutes.

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#### DEATH OF CAPTAIN C. P. CLARK

Captain Charles P. Clark, Air Corps, of Langley Field, Va., was killed on September 19th at a point two miles northeast of Big Bethel, Va., when the O-11 airplane in which he was flying with Major Henry J.F. Miller, pilot, overturned in a marsh following a forced landing. Captain Clark was a passenger and, with Major Miller, was performing a flight mission in connection with the Tactical School of which both officers were students.

The fatal flight had lasted but 20 minutes when the pilot noticed the motor warming up above the safety point. He opened the shutters but the motor kept overheating, and a moment later it froze and a quick descent had to be made. Major Miller saw a field in which he thought he could bring the plane to safety, but upon landing the ground proved to be marshy and covered with high grass. The plane plowed through the mud and grass for about forty feet and then quickly turned over on its back, pinning the head of the passenger against the gun mount. Major Miller was badly shaken up but otherwise unhurt.

The marsh where the airplane landed had been considered by many aviators as a prospective landing field in case of trouble, but it was not until after the accident that they realized the field was in fact only a large swamp camouflaged by a thick growth of grass.

Observers of the accident stated that the plane was too low over the wooded country to hazard a parachute jump when the glide to earth started. Major Miller expressed great regret that he did not risk a parachute jump or at least order his passenger to jump when the motor went dead, but veteran flyers declared that he did the most expedient thing under the circumstances.

After the accident, Major Miller, although dazed by the crash, had to walk over two miles to find a telephone to send in a report of the accident to Langley Field. An ambulance was sent to the scene of the crash immediately.

Captain Clark was recognized as one of the most efficient officers in the Army. Until recently he was personnel adjutant of Langley Field. He commanded the 19th Airship Company for some time. Captain Clark had been all over the world and has spent considerable time in the Orient. He was well acquainted with Oriental politics which made him a specially qualified officer in the Army. He was also an expert on military law. Captain Clark held the rating of Airship Pilot and Balloon Observer. For his service in the World War he was awarded the French Croix de Guerre. Entering the military service in 1917 as a Lieutenant of the Field Artillery, he was sent to France, where he served with distinction. On July 1, 1920, he was appointed a Captain in the Regular Army, and was subsequently transferred to the Air Corps. He received his lighter-than-air training at the Balloon and Airship School at Scott Field, Ill.

While in command of the 19th Airship Company at Langley Field he landed one of the large dirigibles on the roof of the Newport News High School, and was also successful in taking a man from a steamer in Chesapeake Bay, landing the airship on the deck.

Captain Clark is survived by his wife and two little daughters, Misses Bettie Jane Clark and Marian Clark. Officers of Langley Field stated that Capt. Clark was an authority on lighter-than-air aviation, and his death was regarded as removing from the service one of its ablest men.

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#### LIEUT. REDMAN LOSES LIFE IN AIRPLANE ACCIDENT

General Orders No. 8, Hqrs. Fairfield Air Depot, Fairfield, Ohio, Sept. 24, 1929, issued by Major H.H. Arnold, the Commanding Officer, reads as follows:

"1. It is with great regret that I announce the death of First Lieutenant

Mark H. Redman, Air Corps, who died as a result of an airplane accident at this station on September 22, 1929. Lieutenant Redman was born in Tama, Iowa, on September 15, 1895, and entered the service as a Private in the Aviation Section of the Signal Corps on April 15, 1917. During the World War he qualified as both a pilot and observer and gave very valuable service to the government as an Instructor in the Observers' School at Fort Sill, Oklahoma.

Lieutenant Redman was commissioned in the Regular establishment of the Army as Second Lieutenant on July 1, 1920, and was later promoted to the grade of First Lieutenant. Early in his military career, he became interested in the use of radio as applied to aircraft. As the use of the airplane became more general, the many varied uses of radio in conjunction with aerial operations became apparent to him, and he concentrated his activities along that line. During his service of four years at McCook Field, he conducted hundreds of air tests on many kinds of radio apparatus, and was instrumental in securing data which contributed to the development of the radio beacon, the wireless controlled automobile and the wireless controlled airplane.

Lieutenant Redman's service has been marked by extreme loyalty, rigid attention to duty, ardent enthusiasm towards all phases of aviation and an ever present spirit of cooperation. The Air Corps and the United States Army have lost a valuable officer, and it is desired to express the heartfelt sympathy of all the members of this command to his widow and family."

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#### WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Captain Horace N. Heisen from Fort Crockett, Texas, to Hawaiian Department, sailing from San Francisco about November 6th.  
1st Lieut. James T. Curry, Jr., from Fort Crockett, Texas, to Langley Field, Va., for duty as student at Air Corps Tactical School.  
1st Lieut. Nathan F. Twining, March Field, to Hawaiian Department, sailing from San Francisco about Feb. 7, 1930.  
Captain Aubrey I. Eagle, Langley Field, relieved from observation and treatment at Walter Reed General Hospital.  
1st Lieut. Wm. B. Clarke, March Field, to Hawaiian Department, sailing from San Francisco January 4, 1930. Previous orders revoked.  
1st Lieut. John P. Hodges, Langley Field, to Air Corps Technical School, Chamute Field, for duty as student.  
2nd Lieut. Robert L. Easton, Mitchel Field, to Panama Canal Department, sailing from New York about September 27, 1929.  
1st Lieut. Raymond R. Brown, upon relief from duty in Hawaiian Department, to Maxwell Field, Ala., for duty with Organized Reserves, 4th Corps Area.  
Upon completion of present course of instruction at Primary Flying School, March Field, Calif., 2nd Lieut. Minton W. Kaye to Advanced School, Kelly Field.  
1st Lieut. John M. Clark, Kelly Field, to Fairfield, Ohio, Air Depot.  
1st Lieut. Harold A. Bartron, Fairfield, Ohio, Air Depot, to Kelly Field.  
Reserve Officers to active duty until June 30, 1930: 2nd Lieut. Deah Bryan Belt, Thornville, Ohio, to Fort Sill, Oklahoma.  
2nd Lieuts. Bayard Bernard Borden and Mitchell Petrick Borden, New Orleans, La., to Maxwell Field, Ala.  
2nd Lieut. John Gordon Fowler, Minneapolis, Minn., to Selfridge Field, Mich.  
2nd Lieut. William Harvey Thomas, Elwood City, Pa., to Mitchel Field, N.Y.  
2nd Lieut. Andrew Jackson Lanier, Dallas, Texas, and 2nd Lieut. Frank Bailey Stuart, San Antonio, Texas, to Fort Crockett, Texas.  
2nd Lieut. Joseph Lee Thomson, San Antonio, Texas, to Dodd Field, Texas.  
2nd Lieut. Percy Osborne Brewer, San Jose, Calif., to Crissy Field, Calif.  
2nd Lieut. Virgil Durst Westbrook, San Clemente, Calif., to Rockwell Field.  
2nd Lieut. Horace Hudson White, Springfield, Mass., to Mitchel Field, N.Y.  
2nd Lieut. Murl Estes, Logan, Mo., to Selfridge Field, Mich.  
Captain George Caldwell Furrow, Bristol, Tenn., to Wright Field, Ohio.  
Detailed to Air Corps and to Primary Flying School for Training: Captain Lowell M. Riley, Field Artillery, to Brooks Field, October 15th.  
Relieved from detail to the Air Corps: 2nd Lieut. Gustavus W. West to Fort Riley, Kansas, for duty as student, Cavalry School.  
2nd Lieut. James A. Channon to Field Art., 2nd Div., Fort Sam Houston, Tex.  
1st Lieut. Clarence R. Farmer (Inf.) to Fort D.A. Russell, Wyoming.  
2nd Lieut. Charles P. Bixel to 1st Cavalry Division, Fort Bliss, Texas.



2nd Lieut. James E. Totten to 16th Infantry, Fort Wadsworth, N.Y.

Transfers: Captain Frederic B. Wieners to Infantry, rank from Nov. 17, 1928.

Promotions: Captain Laurence F. Stone to Major, rank from Aug. 28, 1929.

1st Lieut. Arthur J. Melanson to Captain, rank from August 31, 1929.

2nd Lieut. Luther S. Smith to 1st Lieut., rank from August 23, 1929.

2nd Lieut. Robert W. Harper to 1st Lieut., rank from August 31, 1929.

2nd Lieut. Howard McM. Turner to 1st Lieut., rank from August 31, 1929.

Resignations: 1st Lieut. Frank Morton McKee.

1st Lieut. Ernest Wykeham Dichman

2nd Lieut. Bernard Cecil Rose.

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### ADVANCED FLYING SCHOOL GRADUATES ITS LARGEST CLASS

Members of the largest class of flying students (119) to graduate from the Advanced Flying School, Kelly Field, Texas, since the termination of the war, received their wings on graduation day, October 12th. The class which graduated on June 22nd last numbered 103 students, while the classes graduating in February, 1929, and October, 1928, numbered 85 and 63, respectively. It will thus be noted that on October 12th the Air Corps, within a period of 16 months, graduated a total of 370 qualified airplane pilots.

This progressive trend in the number of students graduating from the Advanced Flying School indicates not only that a superior class of students are now entering same but that constant improvements are being effected in methods of training at the Air Corps Training Center.

Normally, the graduation of the October class occurs during the last week of that month. Excellent weather conditions at Kelly Field during the past summer, however, made it possible to complete the flying training schedule several weeks sooner. The early graduation date will give the new incoming class of the Advanced Flying School extra time in which to complete the course. It is considered that this extra time will prove very advantageous in view of the fact that it will aid in filling gaps in the flying schedule caused by unfavorable weather conditions naturally to be expected during the winter months.

Among the 119 students scheduled to graduate, 47 are 2nd Lieutenants of the Regular Army who graduated from the United States Military Academy in June, 1928, this number constituting slightly over 55% of the 85 West Point graduates who were detailed to the Army Air Corps for flying training. In due course of time these 47 pilot graduates will be transferred to the Air Corps, Regular Army.

All but one of the remaining 72 graduates received their training under the status of Flying Cadet, the exception being Master Sergeant John L. Waugh, who received his flying training under his noncommissioned officer status. All of these graduates will be commissioned as 2nd Lieutenants in the Air Corps Reserve, and 57 of them will be assigned to active duty under their Reserve Commission until the end of this fiscal year, June 30, 1930.

The names of the graduates are given below, as follows:

	<u>2nd Lieutenants, Regular Army.</u>	<u>Station assignment</u>
Albert Lea Alexander, Jr.	Corps of Engineers	Pope Field, Fort Bragg, NC
Forrest Gordon Allen,	Infantry	Mitchel Field, N.Y.
Alvord Van Patten Anderson	Cavalry	"
Frederick Lewis Anderson, Jr.	Cavalry	"
Samuel Egbert Anderson	Coast Artillery Corps	"
George Raymond Biefang	Field Artillery	Selfridge Field, Mich.
Bryant LeMaire Boatner	Field Artillery	"
Samuel Robert Brentnall	Field Artillery	Rockwell Field, Calif.
Harold Brown	Infantry	Selfridge Field, Mich.
James Wilson Brown, Jr.	Infantry	Rockwell Field, Calif.
Joseph Arthur Bulger	Coast Artillery Corps	Selfridge Field, Mich.
Howard Graham Bunker,	Coast Artillery Corps	Rockwell Field, Calif.
Frank Jerdone Coleman	Signal Corps	Selfridge Field, Mich.
Robert James Dwyer	Field Artillery	Mitchel Field, N.Y.
Frank Fort Everest	Field Artillery	Fort Crockett, Texas.
Nathan Bedford Forrest, Jr.	Cavalry	Rockwell Field, Calif.
Charles Grant Goodrich,	Field Artillery	Mitchel Field, N.Y.
Norris Brown Harbold	Field Artillery	Selfridge Field, Mich.
Robert S. Israel	Field Artillery	Rockwell Field, Calif.
Paul Harold Johnston	Coast Artillery	"

August Walter Kissner	Infantry	Mitchel Field, N.Y.
Ralph Edward Koon	Cavalry	"
Stuart Glover McLennan	Field Artillery	Selfridge Field, Mich.
Alfred Rockwood Maxwell	Coast Artillery Corps	Rockwell Field, Calif.
Arthur William Meehan	Infantry	Selfridge Field, Mich.
John Stewart Mills	Field Artillery	Rockwell Field, Calif.
John Jordan Morrow	Coast Artillery Corps	Mitchel Field, N.Y.
George Warren Mundy	Field Artillery	Fort Crockett, Texas.
John Thomas Murtha, Jr.	Infantry	Mitchel Field, N.Y.
Thayer Stevens Olds	Coast Artillery Corps	Selfridge Field, Mich.
James Francis Olive, Jr.	Infantry	Mitchel Field, N.Y.
Roger Maxwell Ramey	"	Selfridge Field, Mich.
Allen Wilson Reed	"	"
John Alexander Samford	Field Artillery	Fort Crockett, Texas.
LaVerne George Saunders	Infantry	Rockwell Field, Calif.
Edgar A. Sirmyer, Jr.	"	Selfridge Field, Mich.
Frank LeRoy Skeldon	"	Fort Crockett, Texas.
George Ferrow Smith	"	Selfridge Field, Mich.
Thomas Webster Steed	"	Mitchel Field, N.Y.
Robert Frederick Tate	Cavalry	Fort Crockett, Texas.
Robert K. Taylor	Infantry	"
Robert F. Travis	Field Artillery	Mitchel Field, N.Y.
William Henry Tunner	"	Rockwell Field, Calif.
Robert William Warren	Infantry	Mitchel Field, N.Y.
Harry Edgar Wilson	"	Selfridge Field, Mich.
Roscoe Charles Wilson	Field Artillery	Mitchel Field, N.Y.
Emmett Felix Yost, 2nd,	Infantry	Selfridge Field, Mich.

Flying Cadets who accepted active duty as Reserve Officers

Richard J. French,	Patsburg, Ala.	Maurice W. Judd,	Rising City, Neb.
Harry W. Howze,	Texarkana, Ark.	John W. Egan,	New York City
Edward W. Anderson	Long Beach, Calif.	Desmond S. Shipley	New York City
William W. Caldwell	Oakland, Calif.	William C. Mills	Mooreville, N.C.
Ivan L. Farman	Oakland, Calif.	William M. Prince	Laukinburg, N.C.
William Groen, Jr.	Whittier, Calif.	Herbert H. Tellman	New Salem, N.D.
Cyril Chappellet	Los Angeles, Calif.	Edward L. Anderson	Glendale, Ohio.
Winslow C. Morse	Los Angeles, Calif.	Curtis E. LeMay	Columbus, Ohio.
Wm. J. Clinch, Jr.	Quincy, Calif.	William R. Morgan	Hinton, Oklahoma
Elder Patteson	San Diego, Calif.	Wilfred L. Beatie	Oregon City, Ore.
Kenneth R. Crosher	Pasadena, Calif.	LeRoy B. Shidler	Marianna, Penna.
Clarence C. Mitchell	San Jose, Calif.	Francis H. Griswold	Erie, Penna.
E. T. MacArthur, Jr.	Boulder, Colorado	Robert S. Macrum	Philadelphia, Pa.
George B. McLellan	West Palm Beach, Fla.	Charles L. Munroe, Jr.	Ben Avon, Penna.
Harold L. Mace	Lake Helen, Fla.	Casper P. West	Greenville, S.C.
Albert W. Shepherd	Columbus, Ga.	L. O. Ryan	Elk Point, S.D.
John K. Gerhart	Chicago, Ill.	P. G. Meisenholder	Vermillion, S.D.
Clyde F. West	Lockport, Ill.	William L. Kennedy	Beaumont, Texas.
Donald H. Baxter	Lafayette, Ind.	Robert K. Urban	Abilene, Texas.
W. R. Whitmore	Wichita, Kansas.	Daniel W. Jenkins	Floydada, Texas.
Jesse Auton	Demossville, Ky.	Hernan C. West	Hamilton, Texas.
John C. Covington	Richmond, Ky.	James P. Newberry	San Antonio, Tex.
John P. Ryan	Baltimore, Md.	Daniel B. White	San Antonio, Tex.
H. H. Van Auken	Albion, Mich.	James H. Roe	Spokane, Wash.
Louis A. Vaupre	Kalamazoo, Mich.	Joseph W. Baylor	Bluefield, W. Va.
Robert O. Cork	Detroit, Mich.	Robert W. Burns	Eau Claire, Wis.
Wm. A. Schulgen	Traverse City, Mich.	Sidney J. Nelson	Madison, Wis.
Robert W. Goetz	St. Paul, Minn.	Clarence F. Hegy	Hartford, Wis.
Norman Lee Barr	Boyle, Miss.	Samuel O. Redetzke	Wausau, Wis.
Louis E. Massie	Summerville, Mo.	William Charles Dolan	Superior, Wis.

Flying Cadets who did not accept active duty as Reserve Officers

Philip T. Durfee	Pasadena, Calif.	Arthur G. Woodley	Wollaston, Mass.
P. E. Warrington	Los Angeles, Calif.	William J. Fry	Selfridge Fld., Mich.
Norman B. Olsen	Chicago, Ill.	Francis H. Goetz	St. Paul, Minn.
Robert S. Butler	Des Moines, Iowa	Roy T. Wright	St. Louis, Mo.
H. I. Henderson	Colony, Kansas	Lawrence H. Heral	Spokane, Wash.
Louis M. Rawlins, Jr.	Baltimore, Md.	Mr. Sgt. John L. Waugh	Brooks Fld. Texas.

## LIEUTENANT DICHMAN RESIGNS

By A. M. Jacobs

The Air Corps loses a valuable officer in Lieutenant E.W. Dichman, who tendered his resignation from the Army to become chief engineer of the Fairchild Aviation Corporation, a subsidiary of the Aviation Corporation of Delaware, situated at Farmingdale, Long Island. Lieut. Dichman first came to McCook Field, Dayton, Ohio, in 1918, and has been a prominent figure in the picturesque aviation development which took place there in the past decade.

Born in New York City in 1892, he received his early education in that city, finishing high school in St. Helena, Calif. He then attended the University of California at Berkeley, graduating with the degree of Bachelor of Science in electrical engineering. In the summer that followed, he worked at power house and substation construction about San Francisco Bay. In November, 1914, he joined the forces of the Naval Radio Laboratory at Mare Island, Calif., remaining there for one year. He then came east in the capacity of test engineer for the General Electric Company, remaining with them in Schenectady and Pittsfield until November, 1916. His next assignment was with the foreign department of the General Electric Company, with his territory first in Cuba and the West Indies and later in Brazil and the Argentine.

In November, 1917, Lieut. Dichman enlisted in the Aviation Section of the Signal Corps and was called to duty at Fort Wood, New York, before being sent to Toronto, Canada, for Ground School training. He received his flying training at Hicks, Texas, completing same in February, 1918. He was then ordered to Mitchel Field, New York, in preparation for foreign service. After serving two months at that field he was sent to the Massachusetts Institute of Technology to pursue a course in aeronautical engineering and airplane design. In September, 1918, he was ordered to McCook Field and remained in Dayton for one month. He was then selected for overseas duty in connection with the securing of certain technical information concerning the development of the military airplane. He sailed in October, 1918, landing in Liverpool and arriving in Paris on the date of the signing of the Armistice. He returned to the United States soon after.

His old position with the General Electric Company was still open to him, but Lieut. Dichman had become greatly interested in aviation and decided to remain with the Army. He came back to McCook Field in February, 1919, engaging in technical work and holding various positions with the Engineering Division. He was in charge for a time of Static Testing and of the Structures and Aerodynamics Branch. Later he became Chief of the Airplane Branch and also at various times acted as Chief Engineer of the Division. He was responsible for the engineering and planning of the airplane for the Transcontinental Non-Stop Flight of Lieuts. Kelly and Macready in May, 1923. With Lieut. Erik H. Nelson he selected and developed the planes for the Around-the-World Flight, acting as the representative of the Army at the Douglas Company's plant in Santa Monica, Calif. In the past two years he has specialized in the development of bombardment and transport planes for the Air Corps.

Besides his engineering work, Lieut. Dichman contributed numerous technical articles to magazines, and he recently completed a book, entitled "This Aviation Business," in which with humor and insight he attempts to dispel the superstitions surrounding this industry, giving the layman a true picture of conditions as they really exist. He is a member of a subcommittee on aerodynamics for the National Advisory Committee for Aeronautics and was a member of the committee on the first safety code for aviation. He is also a director of the Aeronautical Research Council, a consulting aeronautical engineering organization.

Lieut. Dichman's place will be difficult to fill in the Materiel Division, and he will be greatly missed by the brother officers with whom he has been so long associated in the service.

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## LIEUT. SUTTON AWARDED THE MACKAY TROPHY

The Clarence H. Mackay Trophy for 1928 was presented to Lieut. Harry A. Sutton, of the Air Corps Reserve, by the Secretary of War on the morning of October 14th, at Bolling Field, D.C. Attending the ceremony were the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics; Major-General James E. Fechet, Chief of the Air Corps, and a formation of officers and enlisted men stationed at Bolling Field.

Senator Hiram Bingham, as President of the National Aeronautic Association, which body is the custodian of the Trophy, turned it over to the Secretary of War, the Hon. James W. Good, with the following words:

"The National Aeronautic Association, of which I have the honor to be President, is pleased to announce on this important occasion that the Mackay Trophy, of which the Association is custodian, has been awarded to Lieut. Harry A. Sutton, now of the Army Air Corps Reserves.

The Trophy was presented by Mr. Clarence H. Mackay to the Aero Club of America, the predecessor of the National Aeronautic Association, and is awarded annually to the Army Air Corps officer or officers for the most meritorious flight or flights of the year. The Trophy was first awarded in 1912 to Lieut. (now Major) H.H. Arnold, of the Air Corps, and has been awarded continuously since that date with the exception of two years due to the World War.

A significant feature of this award is that this year it does not go to a pilot or group of pilots who have qualified for it through long-distance flight projects. From the public standpoint, Lieut. Sutton's work, which earned him this award, was not spectacular, not sensational and did not command the front pages of the newspapers, or, in fact, any pages, because it was a type of work that only those deeply engaged in the science and profession of aeronautics could understand and appreciate.

Nevertheless, by his deeds, Lieut. Sutton has made an enormous contribution to the advancement of the airplane both as a military weapon and as a vehicle for commerce, sport, and recreation. What few remaining hazards existed in aircraft up to the time Lieut. Sutton performed his work, now have been eliminated through this officer's perseverance, skill and love of the profession to which he dedicated his life's endeavors.

Mr. Secretary, it gives me great pleasure to formally turn over to you the Mackay Trophy for presentation to Lieut. Sutton."

The Trophy was then presented on behalf of the War Department to Lieut. Sutton by the Secretary of War with the following appreciation:

"Lieutenant Sutton, the War Department in considering the meritorious flights made by Army pilots during the year 1928, has decided that you are deserving of the award of the Clarence H. Mackay Trophy.

When it was discovered that the spinning characteristics of observation airplanes could only be successfully studied in actual flight, in the investigation of which Lieut. E. H. Barksdale lost his life, you volunteered to perform this admittedly dangerous work. Though at times narrowly escaping disaster, you staunchly carried on these physically grueling tests, unfalteringly meeting conditions where control of the plane was entirely dependent on your own skill and unproven mechanical devices.

In making these spin tests, the characteristics of the OB-B, O2-H and P-3 airplanes during this maneuver were observed and recorded by you at Wright Field, Ohio, and Santa Monica, Calif. For the valuable scientific design data obtained for the Air Corps, for the quiet bravery, intelligence, skill and spirit actuating this work, you have exemplified the finest Army traditions and are worthy of the highest merit possible to bestow. It gives me great pleasure to present you with this Trophy."

Lieut. Sutton, who recently resigned from the Army, and who was last stationed at the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, was born in Geneva, Nebraska. He now resides in New York City, where he is employed by the Aviation Corporation.

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#### LIEUT. WINEFORDNER DIES IN CRASH

It was with deep regret that the command at Selfridge Field, as well as the Air Corps as a whole, learned of the death of Lieut. John A. Winefordner on Sept. 5th at Lemmon, South Dakota, where he crashed and was killed when taking off from the field there, after having participated in the dedication of the airport at that place.

Lieut. Winefordner came to Selfridge Field on November 2, 1928, after having finished the course at the Advanced Flying School, and during his stay at the field made himself universally liked by all with whom he came in contact. The Air Corps lost in his death an excellent pilot and a perfect gentleman.

## NOTES FROM AIR CORPS FIELD

Maxwell Field, Montgomery, Ala., September 18th.

Considerable interest has been shown in the development of the ground school program and equipment for the training of officers at this post. Lieut. R.C. Wriston, who is in charge of this program, is collecting information from Kelly Field for a miniature range. Major Ira A. Rader from the Infantry Ground School at Fort Benning, Ga., is aiding in the development of this school and visited the post on several occasions. Lieut. Wriston made a trip to Fort Benning to study school methods and schedules.

Captain Donald P. Muse and Lieut. Murray Woodbury flew to Camp Jackson, S.C. on Sept. 12th to obtain detailed information for the maneuvers during the coming month. This post will be the base of operations during the combined maneuvers with other branches of the Army of this Corps Area.

Mr. Harry A. Kenning, of the American Red Cross, has been giving life-saving instruction and test in the post pool. The instruction lasted several days, during which time he was kept very busy.

Three officers recently reported for a year's active duty - Lieuts. Phillip Roll from Fort Myers, Fla., and B.B. Borden and M.P. Borden from Panama.

It is of considerable interest to note that Lieut. William L. Stribling reported for two weeks' training. An explanation of his duty is not necessary, he having been associated with the ring as a fighter for some seven years and achieved marked success.

Lieuts. John W. Persons and Murray C. Woodbury were ordered to report to Brooks Field to receive the course in flying training.

Working with the Artillery at Fort Barrancas has been of intense interest for the past ten days. During the first part of the experiment no great success was achieved, but in the last two days marked development was noted. The mission not being completed, definite results are not known. The Air Corps officers actively engaged with the Artillery are Lieuts. Guy B. Henderson, Liaison Officer; John W. Sassums, Pilot, and L.M. Bawsel, Observer.

Lieuts. A.I. Patrick and L.S. Callaway made a flight to Monroeville, Ala., for the purpose of selecting an airport location.

Practically all of the cross-country flights for training have been made in PT's, this because of the shortage of service type ships. The following flights were recently made: Lieut. H.F. Gregory ferried Lieut. Wm. S. Dozey to Jackson, Miss. - Lieuts. Sassums and L.C. Campbell flew to Birmingham - Lieut. McArthur flew to New Orleans to bring back Captain Brenn - Lieut. McGregor ferried Captain Brenn, Flight Surgeon, of Fort Crockett, to Fort Bragg, N.C. - Lieuts. C.H. Earnest and Wm. L. Stribling, Jr. went to Macon, Ga., on a reconnaissance flight - Lieut. M.C. Woodbury cross-countried to Birmingham, Ala. - Lieut. Isaac W. Ott flew cross-country to Osyka, Miss., and Lieut. Guy B. Henderson to Kelly Field, Texas - Captain Muse and Lieuts. W.H. McArthur and W. L. Stribling, Jr., flew cross-country to Meridian, Miss., to encourage that city to construct an airport - Lieut. M.C. Woodbury made a round trip flight to Pensacola, Fla., to ferry military supplies.

Maxwell Field, Montgomery, Ala., October 1st.

The Radio Corporation of America afforded the personnel of Maxwell Field an opportunity of seeing the latest in radio receiving and sending apparatus by when a Fokker Universal plane, piloted by E. Pickerial, stopped at the post to refuel. This plane is used by the above corporation for advertising. Other arrivals were three officers from Wright Field, Ohio, viz: 1st Lieuts. Philip Melville, Harold H. Carr and Will W. White. They came for three PT planes at this field, which they obtained and ferried to Dayton.

Lieut. Guy McNeil, with the National Guard in Birmingham, called on us on his way to the State Capitol, Montgomery, Ala., to attend to military matters.

United States Naval pilots, Lieuts. Southworth and Conrod, stopped over. They were enroute to Pensacola. Lieut. Storries, Naval pilot, with Commander Douglas, also paid us a visit. Commander Douglas was on a tour of inspection of Naval operations.

The following flights were made in PT planes: Lieuts. L.S. Calloway and Albert I. Patrick to Fort Benning, Ga., on official business - Lieut. L.M. Bawsel, accompanied by Technical Sergeant William H. Turner, to Tuscaloosa for

for cross-country training, and Lieut. H. F. Gregory to Jackson, Miss., to ferry Lieut. George H. Butler to Maxwell Field. - Flights made in O2-H planes were as follows: Lieuts. Guy B. Henderson, John W. Sessums, Jr., and Lindsay M. Bawsell to Fort Barrancas, Fla., to conduct experiments in artillery control firing - Lieuts. S.O. Ross and Isaac W. Ott to Fort Benning for tow target rehearsal; Lieut. Philip D. Coates with Sgt. Jennings to Auburn, Ala., on a photographic mission, and Lieut. Lambert S. Calloway to Columbia, S.C., to ferry private Smith, who joined the motor cavalcade there.

Lieut. G.H. Butler, of Jackson, Miss., and the Military Intelligence Section of Organized Reserves, and Lieut. William L. Stribling, Jr., Air Reserve, of Macon, Ga., both completed two weeks of training. Lieut. Stribling expects to sail for Europe in October. Over there he will engage in some bouts.

Lieut. Lindsay M. Bawsel departed for Chanute Field, Rantoul, Ill., to study radio engineering. Three enlisted men will also pursue courses of instruction there. Sergeant George M. Bogsted will take a crew chief's course; Pvt. Waymon V. Lacy, a course in aerial photography, and Private Lewis G. Pitman a mechanics course. Private Paul Dees will be a student of photography at the Signal School at Fort Monmouth, New Jersey, and Private Robert G. Burns a student at Flying Cadet School, Kelly Field.

The Commanding Officer ordered pilots to Augusta, Ga., to assist in flood relief there, and so Lieuts. Guy B. Henderson and John W. Sessums, with two mechanics and two O2-H planes left the other pilots enroute to South Carolina to go to Augusta. They will help in the same manner in Augusta as Maxwell Field pilots aided in Elba, Alabama, when the flood hit that small town. They are to locate people in distress and get food, medical supplies and other necessities to them.

Lieut. T. B. Hearndon, of Mansfield, La., Air Reserve, one of the several arrivals here, came by civilian plane and, although in a great hurry to be off again, was detained on account of the high winds coming from the region of the hurricane in Florida. Because of these high winds and the report from the Weather Bureau that the storm was coming this way, Maxwell Field made special preparations for possible damage. Trees recently planted were braced, and all planes were locked in their hangars. Now that the heavy rain has ceased we are all glad to be able to say no damage was done to Maxwell Field.

#### San Antonio Air Depot, Duncan Field, Texas, Sept. 16th.

During the month of August, airplanes and engines were overhauled and repaired by the Engineering Department, as follows: Airplanes, overhaul: 11 A-3, 4 DH-4M-1, 1 DH-4M-2&, 1 O2, 1 O2-B, 3 O2-H, 1 O-11, 4 PI-D, 1 PI-E, 1 PI-F, 1 PT-3, total 29. Airplanes, miscellaneous repair: 4 A-3, 2 LB-5, 2 C-1, 1 C-4, 1 DH-4M-2K, 2 O2-H, 1 O2-M4, 1 O-11, 1 PI-A, 2 PI-E, 1 N-S, total 18. Engines, Major Overhaul: 15 Curtiss D-12, 14 Wright J-5, total 29. Engines, minor overhaul, 32 Liberty, 5 Curtiss D-12, total 37.

Captain E. E. Adler, of the Office Chief of the Air Corps, arrived at this Depot from the Rockwell Air Depot, Calif., on August 30th, for conference with the Commanding Officer on Air Corps supply matters. Captain Adler had been on a tour of temporary duty on the west coast, visiting various aeronautical plants and Air Corps stations, and left here September 3rd on a short leave of absence before proceeding to Materiel Division Headquarters at Wright Field.

Captain and Mrs. Otto G. Trunk, of this Depot, are the exceedingly proud parents of a beautiful little daughter, who arrived at their home Sept. 2nd. Mrs. Trunk and Miss Joanne Carolyn Trunk are doing splendidly, and Captain Trunk has been passing out the cigars freely upon congratulations from all sides.

1st Lieut. Richard T. Aldworth is the latest addition to this command, upon transfer from Langley Field, Va. He and Mrs. Aldworth arrived Sept. 5th and are welcomed back to the fold, as they are San Antonio folks, and Lt. Aldworth was formerly on duty at this Depot up to June, 1926.

Informal visits were enjoyed by the Depot on Sept. 3rd from Major George H. Brett, A.C., of the Command and General Staff School, Ft. Leavenworth; 1st Lieuts. E. C. Whitehead of the Materiel Division, Wright Field, and B.M. Giles, of March Field, Calif.

1st Lieut. B.J. Toohar, of March Field, Calif., arrived here September 6th and ferried a DH-4M-2T back to his home station.

Captain Helm Speidel, of the German General Staff, while on a visit to the Air Corps Training Center, called at the Depot on Sept. 4th and appeared greatly

interested in looking over the various activities of the Depot. Captain Speidel is spending a year in the United States observing the operation of Air Corps units of the American Army.

While in this vicinity Major Frank M. Kennedy, of the Office Chief of the Air Corps, visited the Depot Commander on Sept. 4th for a conference on proposed new construction and miscellaneous buildings and grounds matters.

Lieut. Ned Schramm, of March Field, Calif., arrived here Sept. 12th and left the following day, ferrying to his home station a DH-4M-2 plane.

Lieut. R.V. Williams, of Rockwell Field, Calif., ferried a DH-4M-1 plane from this Depot on Sept. 14th for delivery to March Field, Calif.

#### Brooks Field, San Antonio, Texas, Sept. 26th.

In compliance with order contained in a radiogram from the Chief of the Air Corps, 1st Lieuts. Robert W. Douglas and Clyde K. Rich proceeded by air to Fort Leavenworth, Kans., on official business for the Air Corps Training Center.

Pursuant to War Department instructions, the following-named enlisted men were ordered to proceed to Chanute Field, Rantoul, Ill., to attend the Air Corps Technical School:

Sgt. Ernest W. Sommer, 51st School Squadron - Crew Chief's course.

Sgt. Roy M. Willis, 51st School Squadron - Armament course.

Corp. John Noe, 51st School Squadron, - Aero Engine Mechanic's course.

Private, 1st Cl. Robert R. Blecha, 62nd Service Squadron - General Mechanics course.

Private William B. Evans, 62nd Service Squadron, -Radio Course

Private Norman A. Billings, 20th Photo Section - Photography course.

Captain William C. Ocker, who recently reported at Brooks Field from Crissy Field, Calif., was detailed as Commanding Officer of the 46th School Squadron.

Lieut. George W. Polk, who recently reported at Brooks Field for duty, was detailed as Commanding Officer of the 51st School Squadron.

Private Harry Merritt, 26, who recently enlisted at Brooks Field for service in Panama and was attached to the 51st School Squadron, died on Sunday evening, Sept. 22nd, of injuries received in a collision between his motorcycle and a truck. As a result of the accident, which occurred at Nevada and New Braunfels Avenue, the truck driver was charged with negligent homicide. Funeral services were held for Merritt at 2:00 o'clock Tuesday afternoon.

#### Langley Field, Hampton, Va., September 27th.

2nd Bombardment Group - By 2nd Lieut. Jack Wood: The 20th Bombardment Squadron takes this opportunity to express its sympathy to the relatives and friends of the late Private Berg, 58th Service Squadron, who was drowned Sept. 11th near the boathouse. Privates McKinney, Lay and Anthony should be commended for their valiant attempts to recover the body.

19th Airship Company - By Lieut. M.E. McHugo: Two cross-country flights to Bolling Field were made during the past week, both by the TC-6-241.

On Sept. 13th Lieut. B.T. Starkey left Langley at 7:45 a.m. in the TC-6 and landed at Bolling Field at 10:30 a.m., where Captain Wm. J. Flood, formerly in command of the 19th Airship Company, assumed command of the ship and made two flights for demonstration purposes. Pictures of the speed boat races on the Potomac River were obtained on the last of these flights. Upon completion of the mission the ship returned to Langley and landed at 6:30 p.m.

The second cross-country mission of the week to Bolling Field was completed on Sept. 16th, with Lieut. G.G. Lundberg in command of the ship. Capt. Flood again assumed command of the ship upon its arrival at Bolling and made a flight for demonstration and photographic purposes. The ship returned to Langley at 5:45 p.m. First Lieut. J.B. Jordan, of the Chief's Office, was a passenger on the ship on its return to Langley. The remainder of the training schedule consisted of routine tests and practice flights.

The football squad entered the third week of training and is rapidly rounding into shape for a strenuous campaign. Only five of last year's veterans have been lost, and though their places have to be filled mostly by new men, there is plenty of material on hand to fill up the gaps. Lieut. Schmidt, star tackle of the 1927 West Point team, will assume command of one of the tackle positions and, of course, there will be no need of reinforcements there. Sergeant Stanowich, former star guard with the Third Corps and Fort Benning teams, will quite capa-

bly hold down a position at guard. At center, where Captain Dornish shone last year, a new man must step in. At present Reiter, a 190-pound husky, has the call and looks to be the likely choice for the season. Kowaleski and Hanky will hold forth at the ends again this year, while in the back field seven of last year's team and a wealth of new material will carry out the cavalry missions.

On Sept. 12th the TE-2, Lieut. M.C. McHugo in command, patrolled the Back River in an attempt to locate the body of Private Berg, 58th Service Squadron, who was drowned when he fell from a sea-sled while on duty watching for disabled aircraft. After a search of an hour or so the ship returned to the field.

Observation missions with the 246th Coast Artillery, Virginia National Guard, stationed at Fort Monroe, were completed August 13th and 19th. Observations were reported by radio and excellent results were obtained. The firing on August 19th, however, was delayed for three hours due to the heavy traffic of steamers in the vicinity of the target. Four officers of the 246th Coast Artillery were carried as observers. The mission on the 13th of August was in the nature of a radio test in preparation for the observation missions, and no actual firing was done.

A cross-country flight to Madison and Winchester by way of Richmond was made by Lieut. B.T. Starkey in the TC-6 on August 17th to ferry Governor Harry F. Byrd, of Virginia, and his staff to Madison, Va., to attend a reception in honor of President Hoover.

The ship left Langley at 6:00 a.m., landing in Richmond at 7:30 a.m., where Governor Byrd and Colonels Bright, Newbill and Williams of the Governor's Staff were taken aboard and flown to Madison, landing at 9:50 a.m. One demonstration flight was made at Madison during the reception, after which the ship took off for Winchester, Va., landing at 3:45 p.m. and from there proceeding to Richmond, where the Governor and his staff were discharged. Leaving Richmond at 7:40 p.m., the ship landed at Langley at 9:20 p.m., having flown a total of 12½ hours in the air for the day.

On August 19th the TE-2 had her first test flight when Lt. B.T. Starkey took her into the air for 40 minutes. A few minor adjustments are still necessary before the ship will be available for regular scheduled flights, but it is expected to have her ready the latter part of this week.

Captain G.F. Donohue and 1st Lts. Beach and Perkins, all of the Air Corps Reserve, completed an active duty period of 14 days with this organization on August 17th. Lieut. Blanchard, Air Corps Reserve, reported for 14 days' active duty on August 11th.

Tech. Sgt. Ronald H. Short reported for duty with the Company from the Philippines. He is an enlisted Airship Pilot, completing the course at Langley in 1922.

2nd Photo Section, by Lieut. Ernest G. Schmidt: A number of photographs of Kill Devil Hill, Kitty Hawk, N.C., were made recently by the 2nd Photo Section from the Blimp C-41. The photographs were taken for the purpose of showing the planting of shrubbery recently accomplished to prevent the shifting of the memorable sand dunes.

96th Bombardment Squadron - by Lieut. Dewey Bartlo: Sergeant Roberts passed the examination for commercial airplane and engine mechanic and expects to leave for South America in a short time. He has always had the desire to knock the four corners off the earth, and we wish him the best of luck. Private Anthony returned from a thirty day furlough. Corp. Divily is recuperating from a severe attack of appendicitis. We hope he will return to the Squadron in time to save the Operations force from an inevitable crash.

Second Lieut. A.E. Wilson resigned on September 15th. Lieuts. Schmidt and Hale are coaching the post football team and, regardless of the fact that fewer men turned out this year, the team seems to be more aggressive than in the past. Corp. Holmes and Pvts. McKinney, Mallasa, Yentsch, Klauss and Raymond of this Squadron are all playing excellent football.

Privates Stone and Snyder went on an extended hunting trip in the vicinity of Williamsburg and returned with 25 squirrels. Corp. Divily, Chief Operations Clerk, reported for duty Sept. 19th. He was in the hospital for more than a month. Private Withers, recreation room orderly, realized enough profit from the Day Room to have one of the billiard tables recovered.

58th Service Squadron - Capt. J.F. Doherty, Commanding: This squadron has had a period of bad luck. On September 11th, at about 4:30 p.m., Private J. Berg, whose home address was Fresno, Calif., fell from a sea-sled when it overturned in Back River, 100 yards off the Boathouse piers, and was drowned. Every



effort was made to save him, but he sank very quickly after falling in the water. Private Berg had been an excellent swimmer too, having been swimming all summer at Buckroe Beach. The river was dragged continually from the time the body went down until the following night when the body was recovered by Private Clinton R. Woodward with a specially devised drag hook. Sergeant Draper accompanied the body of Private Berg to Fresno, Calif.

The other ill luck attending the squadron on September 11th was the burning of one of the sea-sleds. The sea-sled was being used to recover the body of Private Berg and being run at slow speed, it is believed that fumes collected under the hatch. After one of the runs the boat was refueled and as soon as the starter was stepped on an explosion occurred and the boat was enveloped in flames. The Fire Department hurriedly arrived and sank the boat, putting out the fire. The boat was damaged to the extent of about \$1,500.

Members of the Squadron became much excited when the news leaked out about September 20th that the Squadron might move to Texas. There has been a big scramble, mentally, over who is going and who will stay behind through transfers. Many of the noncommissioned officers as well as the officers with the Squadron put their children in school and paid their tuition in the second week of September. Naturally, when the rumor came out on the 20th of the month that the organization might leave, they were worried over the prospects and the money already put out for tuition.

On September 19th Lieut. Armstrong flew to Philadelphia in a PT-1 airplane. He returned the following day.

On September 24th Lieut. Wimsatt flew to Washington, with Lieut. Van Dorssen, of the Dutch Royal Air Force. Major Warriner was his passenger on the return flight.

#### Marshall Field, Fort Riley, Kansas, October 7th.

This organization announces the change of its official name from the 2nd Cavalry Division Aviation to the "16th Observation Squadron, 12th Observation Group, Air Corps," under provisions of reorganization plans.

The photographic section, under the command of Lieut. Melville C. Robinson, Air Reserve, completed a series of 5,000 oblique photographs of Leavenworth and vicinity to be used by the General Service Schools.

First Lieut. Lloyd Barnett reported at this station Sept. 6th from Birmingham, Ala., after a month and a half leave. Lieut. Barnett was appointed Adjutant of the 16th Observation Squadron.

The enlisted men of the Squadron held a party at the Squadron Mess Hall on September 24th.

Following the example of Lieuts. Pirtle and Leon R. Brownfield of a few months ago, Lieut. Ralph O. Brownfield was married to Miss Christine Bader, of Junction City, on September 6th.

Lieuts. Taylor and Barnett left for Crissy Field Sept. 26th to ferry two O2-II's from Crissy Field to this station.

The death of 2nd Lieut. Harry A. Smith, Air Corps Reserve, which occurred near Marshall Field, Fort Riley, Kansas, on the 1st day of October, is announced with deep regret.

Lieut. Smith was born in South Dakota Sept. 6, 1894. He accepted appointment as 2nd Lieutenant in the Air Corps Reserve on April 24, 1918, and served as such until April 10, 1919. He again accepted appointment as 2nd Lieutenant in the Air Corps Reserve on June 21, 1923, and served on active duty at this station from July 5, 1925, to July 19, 1925; August 15 to August 29, 1926; July 4 to July 16, 1927; and September 14, 1929, to date of his death. Lieut. Smith was an officer of admirable personal attributes and took a deep interest in his profession and in his work with the Air Corps.

In his death those who knew him lose a loyal and devoted friend, and the Air Corps a conscientious and efficient officer.

#### Rockwell Field, Coronado, Calif., September 16th.

Major Carl Spatz, Group Commander, was the principal speaker at the luncheon of the Reserve Officers Association on September 5th. Major Spatz spoke on "Army Aviation." Active and retired officers of the Regular Army, Navy and Marine Corps, as well as officers of the National Guard and Organized Reserves attended. In addition to Major Spatz, Lieuts. P.E. Durrows, C.P. Kane, D.R.

Dallas and Ray H. Clark, of Rockwell Field, attended.

Three LB-7 Bombers of the 11th Bombardment Squadron assisted in the aerial search for the missing T.A.T. passenger airplane "City of San Francisco". The bombers left Rockwell Field on Sept. 6th, via March Field, thence to Barstow, Calif. On the morning of the 7th the bombers departed for Winslow, Arizona, where a base had been established. The personnel of the flight consisted of Major John M. Stanley, Medical Corps, Flight Surgeon, and Lieuts. F.B. Valentine, E.C. Batten and Wm. C. Kingsbury as pilots, with Lieuts. B.R. Dallas, C.D. Davis and John P. Kenny as observers. The flight returned to Rockwell Field in the late afternoon of September 7th.

Lieut. R.V. Williams recently ferried PW-9D plane #28-38 to Kelly Field, Texas, and upon delivery of this plane returned by air to Rockwell Field, ferrying DH-4M1 plane No. 328900 from San Antonio Air Depot.

Lieut. L.A. Parker ferried PT-1 plane #25-285 to Sand Point Airdrome, Seattle, Washington.

Orders were received from the Chief of the Air Corps for 20 Regular Army Air Corps officers to proceed by rail to Santa Monica, Calif., for the purpose of securing and ferrying 20 O2-K airplanes from the Douglas Factory, Santa Monica, as they become available, to Rockwell Field, for mechanical check and temporary storage.

Lieut. J.P. Richter, former member of Rockwell Field, arrived Sept. 13th in O-29 Plane No. 20-184, from Santa Monica, Calif., enroute to Wright Field, Ohio.

Lieut. B.R. Dallas, Assistant Post Operations Officer, and O.I.C., Organized Reserves, was ordered to Walter Reed General Hospital for observation and treatment. He will sail on October 5th transport from San Francisco.

Lieut. William L. Scott, Jr., reported for duty from Fitzsimons General Hospital and was assigned to the 11th Bombardment Squadron.

Major A.E. Sneed, Commanding Officer of Rockwell Field and Rockwell Air Depot, availed himself of 15 days' leave of absence, returning to duty Sept. 13.

LB-7 Bomber #29-6 was completely destroyed by fire at Griffith Park, Los Angeles, Sept. 2nd, caused by left motor back firing, igniting left wing. The report of Board of Officers investigating the damage has not been completed.

Army activities at Rockwell Field were inspected September 16th by members of the Turkish Aviation Mission to the United States, including Major Shelif Day, Chief of Air Section, Turkish General Staff; Captain Ferruh Bey and Lieut. Kiazim. These visitors arrived at North Island in a Maddux airplane, accompanied by a Curtiss Company official. While at Rockwell Field the visitors were extended post courtesies by the Commanding Officer. In the afternoon they left via airplane for Los Angeles.

#### Rockwell Field, Coronado, Calif., October 1.

Four officers from Crissy Field arrived at Rockwell Field the week of Sept. 23rd for a week of cooperative maneuvers with Brigade Hqrs., Fort Rosecrans, viz: Lieuts. G.W. Hansen and A.T. Smith in an O2-II plane, and Lts. J.R. Hargrove and P.T. Cullen in an amphibian. The ships were equipped with radio sets, and during operations the officers tested the serviceradio apparatus.

Lieut. L.R. Parker ferried a PT-1 from Seattle to Rockwell for repairs. En route he reported an eventful journey. He encountered dense banks of smoke from forest fires several times and narrowly missed mishaps. He was forced to land and wait two days for the smoke to clear before he resumed his journey.

Ferrying a Douglas O-22 Observation plane, Lieut. J.B. Haddon, formerly of San Diego, left Rockwell Field enroute for Dayton, Ohio. He expected to reach Dayton in 16 hours. This latest design of observation type plane is equipped with an air-cooled wasp motor, is capable of making 165 miles an hour, and has a cruising speed of 140 miles per hour. Lieut. Haddon ferried the plane from the Douglas Factory at Santa Monica to Rockwell Field.

Report was made in News Letter of Sept. 16th that orders were received to ferry 20 O2-K planes from the Douglas Factory at Santa Monica to Rockwell Field for mechanical check and temporary storage. The entire fleet of 20 planes is due at Rockwell October 16th, at which time they will be flown in formation to Los Angeles as part of the celebration ceremonies for National Guardsmen who are to be in convention at Los Angeles, October 16th to 19th.

Several LB-7 Bombers at Rockwell Field were recently flown in a series of tests. The bombers soared to elevations of from 5,000 to 10,000 feet and a record was made of the fuel consumption, oil consumption and speed maintained.

Examinations for commission as 2nd Lieut. in the Regular Army Air Corps will be held at Rockwell Field the week of October 7-12, the following-named commissioned personnel being selected as a board to conduct such examinations; Major Carl Spatz, A.C.; Major W.S. Woolford, M.C.; Major John M. Stanley, M.C.; Capt. H.M. Elmendorf, A.C. and 1st Lieut. C.H. Howard, A.C.

Six Pursuit planes, five Bombers and one Transport, with 12 officers and 20 enlisted men left the Field Sept. 28th for Neuman, Calif., to assist in the dedication of the airport there. Personnel and planes returned on Sept. 29th.

Rockwell Field is going in for baseball. Beginning Sept. 16th the winter athletic schedule started with six baseball teams in action going after the Post Championship Cup to be presented in October. The personnel is taking great interest in the baseball tournament, in which three teams each from the 11th Bombardment and 95th Pursuit Squadron will take part. After the cup is presented, a "crack" team, composed of the best ball players, will be selected to represent Rockwell in championship games to be played with other Army Air Corps posts in this Area.

Mr. Boeing, of the Boeing Aircraft Corp., Seattle, Wash., and Mr. Kesselaer of the Pratt and Whitney Co., were visitors at the Field on September 30th.

Capt. Horace N. Heisen reported for temporary duty here on October 1st to familiarize himself with new type of bombardment equipment which is being furnished the Hawaiian Department. Captain Heisen will sail Nov. 6th for Hawaii.

Capt. E.C. Black was ordered to Letterman General Hospital for observation and treatment. Lieut. Jack Greer also reported there for observation and treatment.

War Department orders were received relieving Capt. H.J. Hunker, QMC, as post quartermaster at Rockwell and assigning him as Assistant to the Commanding Officer, Jeffersonville Quartermaster Depot.

War Department orders were also received relieving 2nd Lieuts. Lee Q. Wasser, F.W. Ott and R.V. Williams, 95th Pursuit Squadron, Rockwell Field, and assigning them to March Field for permanent duty.

#### Middletown, Pa., Air Depot, October 8th.

Distinguished visitors flying to the Depot for unofficial visits during the month included Brig.-General Wm. E. Gillmore, Col. T.A. Baldwin, Jr., and Representative Frank W. James.

Major Davidson, Lieuts. Tourtellot, Merrick, Myers and Bailey came to this Depot from Bolling on September 24th to play a golf match with five of our officers. Major Davidson poured it on Major Houghton, the Commanding Officer here; while Lieut. Tourtellot was busy defeating Warrant Officer Hewitt and Lieut. Bailey was outdriving and outputting Capt. Estabrook. Lieut. McGregor won his match with Lieut. Merrick, and Dr. Blecher succeeded in winning by a narrow margin from Lieut. "Chief" Myers. The match was a success in every way, and the contact with the Bolling Field personnel was beneficial in that it permitted personal discussion of Supply and Engineering problems between shots.

Major Houghton and Lieut. Mills flew to the Pittsburgh-Butler Airport on Sept. 27th to participate in the formal opening of same. Upon their return they stated that the Airport was duly and ceremoniously dedicated.

Capt. L. Lloyd Middleton joined on Sept. 12th and is now in process of taking over the duties of Post Quartermaster from Capt. J.T. Fleming, QMC, who will retire on Nov. 26th next after more than 30 years' service in the Army.

On Sept. 19th Major Houghton, Capt. Christine, Estabrook, Lieut. McGregor and Dr. Blecher departed for Tilghman's Island, Md., on the Chesapeake Bay, for a tussle with salt water trout, blue fish, etc. The water was cold and the sea rough, but these hardy people succeeded in wresting from the deep enough fish to supply the entire command for several days upon their return. As usual, the largest ones got away.

#### Nichols Field, Rizal, P.I., August 27th.

War Department General Orders No. 11 changed the designation of Camp Nichols to that of Nichols Field, Rizal, P.I.

Due to its elevation, nature of soil and the amount of rain in recent weeks, Nichols Field has not been in very good condition. Official weather report of rainfall in Manila from January 1, 1929, to present date is 66.22 inches. "Old Timers" state that this year has seen the worst rainy season in years. And there

is no one to argue against them. The O2-H's take off from the runway, but for the LB's it is a drag thru mud. In order to save the field, the bombers have had their flying rather curtailed. The 2nd Observation Squadron has been working with Fort McKinley daily in preparation for the fall maneuvers. This work has been in the nature of panel practice, radio procedure, etc.

Now that all enthusiasts, optimists, etc., expect the rain to end, there will be an exodus of those who have D.S. coming to them. Captain Donald Wilson, Captain Benjamin Giles, Lieuts. Nowland, McDonnell, Salsman and C.C. Wilson expect to go to Baguio for parts of September. Lieut. A. Lindeburg expects to go to China on the U.S.S. JASON.

To date the Post Officers' Bowling team has not met with much success. Two defeats by the officers of the 31st Infantry and one defeat at the hands of the officers of the 45th Infantry brings us up to date. However, we'll hit the stride, and when our match with Clark Field comes off the chances are Nichols Field will be victorious. Two of the alleys have been reconditioned.

Lieut. Ralph Stearley recently returned from a trip to China. He left under the guiding hand of Lieut. T.D. White, on duty in Peking in the language detail. As evidenced by verbal reports upon return, there were two high lights to the above trip. One was seated on a box of freight in a third class car heading for a view of the Great Wall. The trip was most interesting, however uncomfortable. The other was leaving Peking for Shanghai on an express that took 50 hours for the trip and the only refreshments served being warm beer.

28th Bombardment Squadron: The 28th Basket Ball team copped the cup in one of the best basket ball games the writer has seen in years. It was nip and tuck throughout and both teams played an exceptionally high grade of ball. The final result was in doubt up until a few minutes of the end. When the whistle blew the score was 22-15, and the 28th thereby won permanent possession of the cup, having won it for three consecutive years.

Captain Arthur W. Brock returned early this month from a trip to the northern islands. While on this trip, photographs were made of the various islands. This trip was made during bad weather, so the Captain had plenty of time to write letters, read, play cards, etc., while the ship lay in coves waiting for decent weather.

The squadron mess hall was fixed up with paintings of different group and squadron insignia. These paintings have added very much to the attractiveness of the mess hall.

#### Clark Field, Pampanga, P.I., August 24th.

Operations during the month consisted mainly in flight attacks on two seater formations and 50-calibre machine gun firing.

Aside from flying and routine squadron work, we are busy as the proverbial cat with various projects. Work on the flying field progresses. The American Apartments are gradually growing luxurious. The young forest west of the officers line is being converted into a parkway. Our chicken yard is expanding into a farm. We still have before us the remodeling of the bachelor building and then, with the cooperation of Gen. Dolles, we're hoping for a "Good Roads" program.

An additional set of quarters at Stotsenburg was made available for Clark Field, and we're hoping when the next boat arrives to get one officer in addition to a replacement for Captain Hickey, who leaves in October.

Golf is still at the front in athletics, all officers and many of the enlisted personnel playing each afternoon. It is of interest to write that the McKinley course was closed for the rainy season, and several Nichols officers make a weekly pilgrimage here for golf, notably Major Kilner and Lieuts. Hoag and Stearley. We are in the throes of our second monthly Air Corps tournament now. No winners picked yet. On the Clark Field course, an enlisted men's tournament is in full swing to terminate on September 1st.

The bowling alley continues to thrive. Each Department boasts of a team. Transportation took on the officers team during the month for a 3-game match and got two out of three games - but when you figure the pins the officers nosed the out by 16 pins.

Social activities for the month included a dinner dance at the Club, the usual round of parties, celebrations at San Fernando and Darabam, and an occasional trip to Angeles for "Chop Suey." Visitors to Clark Field during the month included Major Kilner, Lieuts. Oakley Kelly, Paul, Lieut. and Mrs. Hoag and Miss

Anabelle Hoppe, of Nichols Field, Lieut. Zaller of the Ordnance Depot, Mr. Redfern of Bambar and Major Andreu of San Fernando.

Luke Field, T.H., September 14th.

Major Maxwell Kirby arrived in this Department on August 24th aboard the USAT SOMME. Before he came here Major Kirby was stationed at the University of Illinois, Urbana, in charge of the Air Corps ROTC. He took over the command of Luke Field, relieving Major P.E. Van Mistrand, now stationed at Langley Field.

Captain Fabian L. Pratt recently received his majority. He is the Flight Surgeon at this post and is also the only Flight Surgeon who carries both heavier-than-air and lighter-than-air ratings in the U.S. Army.

Captain Lloyd L. Harvey, Group Operations Officer, who was stationed at this post for the past three years, is now on his way to Ft. Crockett, Texas, his new station.

First Lieut. Harry G. Montgomery is pursuing a course at the Cooks and Bakers School at Schofield Barracks.

2nd Lieut. Clarence S. Thorpe left on the August Transport for March Field.

1st Lieut. Harold Lee George took over the Group Operations Office, relieving Captain Harvey. He was the Commanding Officer of the 72nd Bombardment Sqdn. Captain Harry C. Drayton is the new Commanding Officer of the 72nd Squadron.

The Luke Field baseball team finished second in the Sector-Navy League, winning eleven and losing three games.

The enlisted men here are practicing for the Volley Ball League. Each organization at this post will be represented by a team in the Inter-Squadron series. The winner will receive a silver Trophy. Last year the 4th Squadron was the winner, with the 65th Service finishing runner-up.

On August 1st the Group was directed to fly tow target missions with the 64th C.A.C. (A.A.). These missions are to continue until October 31st. There are usually two-day missions for five days each week, and eight night missions per month. LB-5A airplanes are being used for this work. In view of the fact that there are only 14 pilots at Luke Field, it has been necessary to check out all pilots on bombardment planes in order to relieve the load from the two bombardment squadrons which have only three pilots assigned to each organization. This results in the training of all piloting personnel here as big ship pilots.

During the past month the three tactical organizations of this command spent ten days each at the Group Rest Camp established at Wainanalo. The transportation of all personnel and supplies was handled by air. This camp is actually a REST CAMP, for the men have no duties excepting those absolutely essential in running their mess. The uniform at rest camp consists of "anything," for the camp is on Government-owned land and removed from prying eyes.

72nd Bombardment Squadron: Private, 1st Cl., Air Mechanic, 2nd Cl. Erment T. Molamphy soloed at John Rogers Airport at Honolulu on August 20th, after having 5 hours and 45 minutes of primary training and instructions. Private Molamphy is endeavoring to obtain a private pilot's license.

Private Henry N. Irlenborn, Private J. Schmidt and Pvt. 1st Cl. "Dutch" Kneupper celebrated aboard the German Cruiser EMDEN while it was in port at Honolulu. None of them seems to be much the worse for the wear and the good time they had. Private Irlenborn found a lost friend in the person of Machinengefräite (Chief Machinist Mate) Hans Mordener, one of the EMDEN crew. Both attended school together in their home town in Germany.

Private, 1st Cl. Richard J. Thompson was recently appointed Corporal; Pvt. 1st Cl. Donald G. McKinnon, Air Mechanic, 2nd Class.

Privates Wm. H. Messick and Theodore H. Klein left on August transport for a furlough in the States.

Master Sgt. John W. Frazer left on the last transport for Kelly Field, Tex., as a replacement, after serving three years in this Department.

Privates Kenneth A. Dixon, Eugene J. Chenault, Luther Ray and Robert H. Habenicht left on the last transport for discharge.

Staff Sgt. John E. Moran was transferred to Scott Field. Sergeant Charles Butcher left on the last transport for Langley Field, Va.

Headquarters Detachment: Private James Booth was recently appointed Air Mechanic, 2nd Class, Radio Operator, and is now stationed at Upolu Point on the Island of Hawaii. Before coming here he was stationed at Chanute Field, Ill.

Private, 1st Cl. Frank Pennasilico was appointed Air Mechanic, 1st Class,

Radio Operator.

Sergeant Forrest Johns, who arrived in this Department from Chanute Field, Ill., is now in charge of the Radio Station at this post.

Private Wilfred N. Goodness left on the August Transport SOMME for discharge by purchase.

Pvt. Earnest M. Eakes left on August Transport for furlough in the States.

Sergeant James Monroe, 11th Photo Section, was recently appointed Air Mechanic, 1st Class, in photography.

23rd Bombardment Squadron: Corporal Edgar L. Krug returned to his outfit after spending 3 months' furlough in the States. While he was away he was promoted to Sergeant. During last year's boxing tournament he was the runner-up for the middleweight championship in the Hawaiian Islands.

Private James Hartnett was recently appointed Corporal.

Private Kermit I. Johnson left on the last transport for a furlough in the States.

65th Service Squadron: Tech. Sgt. Gabriel Klemp reenlisted in grade and will soon be on the retired list as his time is up in May.

Private Wm. E. Brennan was recently appointed Air Mechanic, 2nd Class.

4th Observation Squadron: Staff Sgt. Cecil B. Guile left on the last transport for Selfridge Field, Mich. At time of his departure he was the only enlisted pilot in the Hawaiian Islands.

Sergeant Stanley Modeleski was recently appointed Staff Sergeant and is now on a furlough in the States. Private, 1st Cl., Denver C. Brady was recently appointed Corporal and Air Mechanic, 2nd Class.

The following enlisted men recently arrived in the Islands: Staff Sgt. Wesley J. Oliver from Bolling Field, D.C.; Staff Sgt. Arval L. Hallon from Selfridge Field, Mich., and Staff Sgt. James J. Flanagan from Langley Field, Va.

Kelly Field, San Antonio, Texas, October 5th.

Kelly Field's E. & R. Officer, 1st Lieut. S.T. Smith, is much enthused over this year's football prospects. Lieut. F.P. Booker is head coach again this year. He is being given invaluable assistance by Asst. Coaches, 2nd Lieuts. L.G. Saunders, H.E. Wilson, H.G. Bunker, N.B. Harbold and Arthur W. Meehan.

Kelly Field has high hopes of winning the pennant in the Army Football League this year. This League is made up of teams from the 9th Infantry, 15th Field Artillery, 12th Field Artillery, 23rd Infantry, Brooks Field and Kelly Field. Games will be played with all the League members and also with the 3rd Attack Group of Fort Crockett. The League starts October 16th.

The first game was played against Schreiner Military Academy at Kerrville, Texas, on September 20th, and resulted in a victory for the Academy boys 14-0. Schreiner had a well coached team and, aided by an excellent punter, managed to keep Kelly in trouble a good part of the time.

Captain Edwin Burling, Chaplain Corps, reported for duty at Kelly Field on September 17th. He had just completed a tour of foreign duty in the Hawaiian Islands. Captain Burling is a Methodist Minister and a graduate of the University of North Carolina.

Private Walter F. Stafford of the 42nd Squadron, Kelly Field, has been commended by the Commandant, Major James E. Chaney, for his alertness, initiative and strict attention to duty. This commendation was made because of Private Stafford's action on discovering a fire in an officer's quarters while on guard about midnight September 13th. He promptly entered the house and extinguished the fire, thus avoiding considerable damage and possible loss of life.

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Serial No. 288. LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES  
SEPT. 17 to OCT. 15, 1929.

Available for loan to Air Corps Organizations only upon request to the  
Air Corps Library, Munitions Building, Washington, D.C.

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- A 10/192 Handley-Page Metal Construction. (From "Flight", May 9, 1929) (Nat.  
No. 533 Advisory Comm. for Aeronautics Tech. Memo. #533.)
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- A 10.23/109 Some Experiments on Auto-rotation of an Airfoil, by S. Ober.  
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- A 10.23 The Drag and Interference of a Nacelle in the Presence of a Wing.  
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- A 10.23 The Impact on Seaplane Floats during Landing, by Th. Von Karman.  
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- A 30.2/123 Areas Photographed by the Army Corps from Jan. 1, 1922 to Jan. 1,  
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- C 50.03/18 Sea Coast Defense. Vol. 1, Coast Artillery School, Ft. Monroe, Va.  
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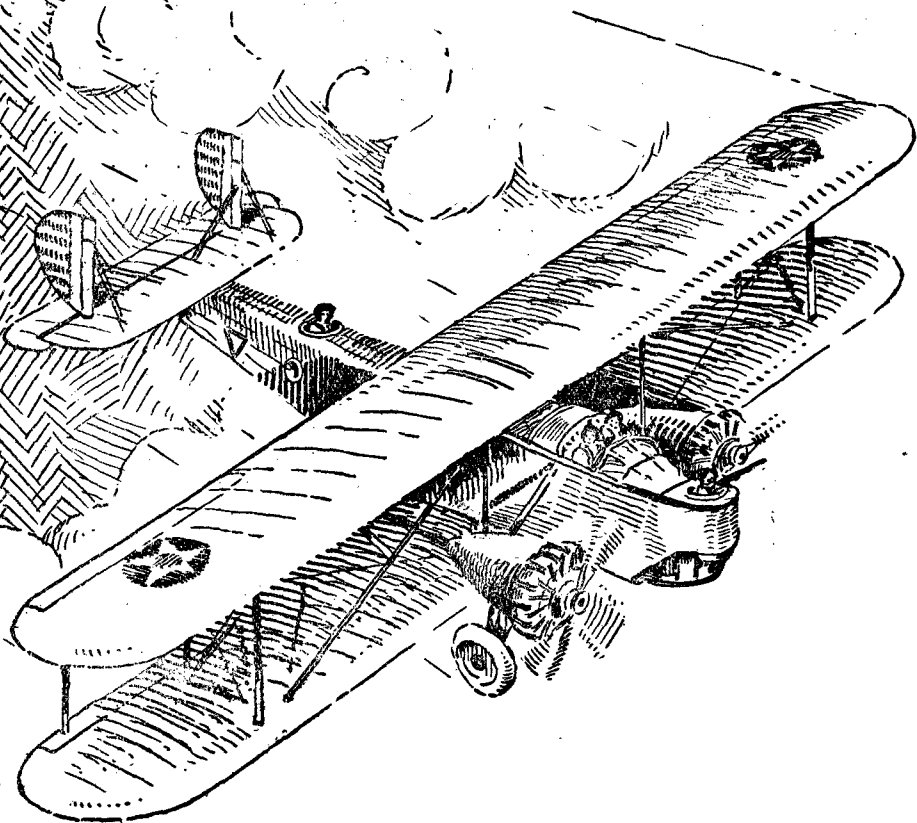
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WASHINGTON

Nov-9

1929

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Information Division  
Air Corps

November 9, 1929

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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RECORD LONG DISTANCE PHOTOGRAPH ✓  
By the News Letter Correspondent X

Recent announcement was made of the success met with in taking an aerial photograph of Mt. Ranier from a distance of 227 miles. The distance achieved in this long-distance photograph exceeds by 50 miles any previous record. Photographs were also obtained from a distance of 214 miles. The photographer who accomplished this notable record in photographic work was Captain Albert W. Stevens, Chief of the Aerial Photographic Unit of the Materiel Division, Wright Field, Dayton, Ohio. Lieut. John D. Corkille, one of the most experienced flyers in the Army Air Corps, piloted the airplane.

These remarkable photographs were obtained the past summer during a 14,000-mile aerial photographic tour of the northwestern part of the United States. This project was authorized by the War Department because of the valuable contribution to military photography that were expected to result. The territory covered included Bryce Canyon of Zion National Park and the very rugged forest country in the Cascade Mountain regions, the flyers putting in more than 140 hours of flying time. In the 227-mile picture, the Three Sisters Mountains are shown in the foreground fifteen miles away, while successively in the distance are Mt. Washington, Three Fingered Jack, Mt. Jefferson, Mt. Hood, Mt. St. Helens and Mt. Ranier. Mt. Ranier is in the State of Washington, and the picture was taken from well south in the State of Oregon. The take-off field was Eugene, Oregon, about an hour's flight away from the territory where the photographs were made.

The mountains clearly shown are far beyond the distance the eye can see. Even on clear days the atmosphere contains sufficient haze to limit vision to much less than 27 miles. But the long-distance photographs were made on film sensitive to the invisible infra-red rays that penetrate smoke and haze. In the picture, Mt. Ranier appears lower than the other mountains to the foreground because of the curvature of the earth's surface, although in reality it is higher. Because the photographer could not see his objective, he was obliged on the various days when the picture was attempted simply to point his camera in the direction of Mt. Ranier and then to await the development of the film to learn whether he had been successful.

The photograph was made from an altitude of 17,000 feet above a landmark which could be identified on a map. When the negative was developed and it was shown that Mt. Ranier had been covered, the distance was measured on the map from the mountain to the landmark. Because of the fact that the heavy forest fires this year served to greatly increase the haze, it is believed that, if an attempt were made to take the photographs before the season of forest fires begins, utilizing the same photographic materials used in this flight, even a greater distance range could be covered.

In addition to the photographic data gained on these long-distance pictures, it is thought they may yield important measurements relating to the curvature of light rays around the surface of the earth. Some time, however, will be required in working out these computations.

The airplane used on this flight was the CO-8 (DeHaviland fitted with Loening Amphibian wings) powered with a Liberty engine. The gas capacity is 130 gallons. The camera was an Army K-6, using an Eastman 500 mm. focal length lens, Kryptocyanine hypersensitized film, and red filter.

The great value of high altitude or long-distance photography in time of war is obvious. It would mean the ability to secure layouts of enemy territory far beyond the reach of enemy anti-aircraft guns. But the value extends to peace time work also. Any information which will result in higher haze penetration photography applies to obliques as well as vertical high altitude work. In oblique photography increased penetration means the possibility of mapping far greater areas in a single operation with the use of the four or five-lens Army mapping cameras. This would be infinitely valuable to surveyors.

## FIRST PURSUIT GROUP PARTICIPATES IN AIRPORT DEDICATIONS

During the month of September the 1st Pursuit Group at Selfridge Field, Mt. Clemens, Mich., participated on quite a number of occasions in the ceremonies incident to the dedication of new airports, a few of the more important ones being enumerated below.

Danville, Ill., was dedicated on September 7th, the Pursuiters in attendance being Lieuts. Cecil E. Henry, Robert L. Schoenlein and Edward H. Underhill. They returned to Selfridge Field the following day.

On September 21st a flight of three planes proceeded to Camden, N.J., via the Cumberland Airport, Maryland, to stage exhibition flights during the dedication exercises. The pilots, Lieuts. Orrin L. Grover, Durward O. Lowry and Flint Garrison, Jr., returned to Selfridge Field the following day.

The dedication of the airport at Sioux Falls, South Dakota, was attended by Lieuts. Robert D. Moor, Donald L. Putt and Lawrence W. Koons, who flew to that point on September 20th and returned to Selfridge Field on the 22nd.

Clinton, Iowa, was the scene of the dedication of a new airport on September 24th, 1st Pursuit Group pilots participating being Lieuts. Robert D. Moor, Aubrey L. Moore and Paul M. Jacobs.

Lieuts. Duke, Lowry and Garrison participated in the dedication of the new airport at Peoria, Ill., on September 28th.

In addition to the above mentioned flights to new airports, ~~six~~ members of the Group flew to Baltimore, Md., on September 11th, via Burgess and Bolling Fields, to participate in aerial exercises incident to a celebration at the Monumental City on the 12th. The pilots, Lieuts. Alden R. Crawford, Edward H. Underhill, Charles A. Harrington, Orrin L. Grover, James A. Ellison and John C. Crosthwaite returned to Selfridge Field on the 13th.

Captain Lotha A. Smith, Lieuts. Hine, Jacobs, Crosthwaite, Harrington, Wurtsmith, Rhudy, Underhill and French, in nine Pursuit planes, proceeded direct to Bowman Field, Jeffersontown, Ky., for the purpose of participating in the aerial demonstration in connection with the Convention of the American Legion at Louisville, Ky., September 30th to October 3rd. Since this flight was to proceed from Bowman Field to Bolling Field on October 4th, Lieut. Richards, piloting a C-9 Ford tri-motor Transport, ferried six mechanics to Bowman Field for such mechanical work as would be necessary at that place and for the purpose of preparing the Pursuit planes for the flight to Bolling Field.

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## 15th OBSERVATION SQUADRON RETURNS FROM CAMP.

The 15th Observation Squadron, stationed at Selfridge Field, Mt. Clemens, Mich., closed Camp Skeel, Oscoda, Mich., upon the completion of their gunnery and bombing practice. The camp was a very successful one from every viewpoint, being marred by no serious mishaps. A great deal was accomplished along the lines of gunnery, bombing and service tests. Three members of the Squadron qualified as expert aerial gunners and 25 qualified as expert with the pistol, a total of 72% qualifying.

Since returning from Oscoda the Squadron took part in three demonstration flights and performed a number of practice missions in navigation, communication and formation flying. And, adds the News Letter Correspondent, lest we forget our Cadet days, we have been having the usual thirty minutes a day buzzer practice.

The Squadron now has the largest number of officers and enlisted men since it was reorganized in April, 1928. Captain Clearton H. Reynolds' command numbers 17 officers and 182 enlisted men. Of the officers, 14 are pilots and 4 are observers. Seven of the pilots also hold the rating of observer. With one enlisted pilot, making a total of 15 pilots, the News Letter Correspondent considers that the Squadron certainly has enough of them to keep their seven O2's and one PT rather busy.

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## AIR CORPS SQUADRON MAKES GOOD IN FARMING

Rather surprising results were obtained this year with the 15th Observation Squadron garden at Selfridge Field. Maintained at a total expense of but \$20., the net proceeds from the garden approximated \$600.00 and, in addition, plenty of fresh vegetables were enjoyed during the entire summer.

## THE OFFICERS' CLUB AT ROCKWELL FIELD, CALIF.

Considerable activity and new life has been injected into the Officers' Club at Rockwell Field, Coronado, Calif., and the command has responded at the behest of the Commanding Officer in his desire to have a representative organization at Rockwell Field. The Officers' Club building, a temporary structure, had more or less remained in status quo up until this time. It is now, however, all that can be asked or expected.

A large veranda has been placed on the north side, additional French doors leading from the veranda and the dance hall have been installed. This addition provides for a much cooler dance floor and permits members and their guests to utilize the veranda for the purpose of rest and refreshments.

Equipment has been installed providing facilities for cooking and the serving of refreshments. One of the rooms formerly used as a storeroom was cleaned out, repainted and refitted and will now be used as a dining room.

Needless to say, a soft drink bar has been installed which it is felt will prove popular, as provisions are being installed for speedy service on milk shakes, soft drinks, cigars, cigarettes, etc. It is anticipated that in the immediate future a combination radio and voice reproducing apparatus will be installed in the Club. It is further anticipated that this apparatus will provide music for impromptu dances and evening dancing.

Adequate provisions have been made for the comfort of the ladies. A well appointed dressing room, together with its allied requirements, are being provided. It is anticipated that the Rockwell Field Officers' Club will vie for first place with any Air Corps Officers' Club, and it is hoped that the visiting officers will take advantage of the Club when in this vicinity.

It might be opportune to state at this time that the Rockwell Field Officers' Club provides for visiting officers messing facilities, beds, bedding, shower baths and athletic activities, and it is hoped all visiting pilots when in this vicinity will avail themselves of these privileges.

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## BOMBERS PARTICIPATE IN ORDNANCE SHOW

A flight of six bombers in command of Major Hugh J. Knerr, Air Corps, left Langley Field, Va., October 9th for the Ordnance Show which was held at the Aberdeen Proving Ground, Md., October 10th and 11th. The flight returned to Langley Field on the 11th.

While at Aberdeen two missions were flown by the 2nd Bombardment Group. The first mission, flown on the afternoon of October 10th, consisted of the entire flight of six bombers. The planes climbed to 15,000 feet with two 600-pound bombs to each ship and dropped the entire load in salvo with deadly accuracy on a ground target.

Three ships participated in the second mission, which was flown that same evening, and dropped pyrotechnics from about 3,000 feet. The officers who accompanied Major Knerr on the trip were Lieuts. Adams, Huggins, Steele, Hood, Burnside, Malone, Colman, Wolfenbarger, Vance, Day and Wood.

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## AIR CORPS OFFICERS ATTEND NATIONAL GUARD CONVENTION

A total of 18 Air Corps officers, on duty as instructors of various National Guard Air units throughout the country, arrived at Rockwell Field, Coronado, Calif., during the week of October 14th, for the purpose of ferrying O2-K observation planes to Los Angeles, Calif., for participation in the National Guard Convention held in that city October 17th to 19th, inclusive. From Los Angeles these airplanes will be ferried to various National Guard air-dromes. The officers who proceeded to Los Angeles were Major A.N. Krogstad, Captains Walter H. Reid, George M. Palmer, Harry H. Young, Lieutenants Guy L. McNeil, Leland R. Hewitt, J.B. Carroll, Lucas V. Beau, Jr., Robert M. Webster, Raymond V. Morrison, D.D. Watson, Charles Y. Banfill, C.E. Shankle, C.J. Kenney, Earle J. Carpenter, John H. Gardner, C.V. Haynes and Omer O. Niergarth.

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Lieut. Talma (Tut) Imlay, former captain of the University of California's "wonder team" was a recent visitor at Rockwell Field, Calif. A short time ago he was commissioned in the Regular Army from the Air Corps Reserve and assigned to duty at Fort Crockett, Galveston, Texas.



## NAVIGATION SCHOOL FLIGHT ✓

The culminating feature of the Advance Navigation School course, which is conducted at Wright Field and which closed on October 31st, was the flight from which the class returned on October 24th. In this flight the application of the various methods of air navigation taught during the course were demonstrated.

The six Navigation School officers, Lieuts. W. T. Larson, Lloyd C. Blackburn, H.A. Halverson, Odas Moon, E.T. Selzer and U.G. Ent, led by Captain Clyde V. Finter, in charge of the School, and accompanied by Mechanics Morris McDaniels, and P.G. Greene, took off in a Ford C-9 and a Fokker C-2A from Wright Field on October 15th. The Fokker plane has been fitted up especially for the use of the Navigation School and is known as the "Flying Class Room."

The first point visited was Scott Field, Ill., and from there the flight proceeded to Muskogee, Oklahoma; Dallas, Texas; San Antonio, Brownsville and Galveston, Texas; New Orleans, La.; Pensacola, Fla.; Birmingham, Ala.; Louisville, Ky., and back to Dayton.

The Radio Beacon was used between Wright and Scott Fields, and astronomical, radio, instrument and "dead reckoning" methods were used over the remainder of the course. The class, if was proved, had become especially efficient in the use of the radio code. A distance of 2,850 miles was flown.

Excellent weather prevailed until the last day, when about 100 miles south of Louisville they ran into heavy sleet. They flew through this for an hour and ten minutes with an 800-foot ceiling, coming in to land at the Louisville airdrome. The next day they were weather-bound, but the two transports were the first ships to be cleared the following day and returned to Dayton with a ceiling that extended from a few hundred to a few thousand feet. The visibility, however, proved fair and no difficulty was experienced. The student officers were enthusiastic about the flight and the value of the course.

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## WRIGHT FIELD PILOTS ATTEND ORDNANCE DEMONSTRATION

Lieut. Levi L. Beery, of the Flight Test Branch of the Materiel Division, Wright Field, Dayton, Ohio, flew a Curtiss B-2 Bomber to Aberdeen Proving Grounds, Aberdeen, Md., to participate in demonstrations of the Eleventh Annual Meeting of the Ordnance Association held on October 10th. The meeting consisted of a demonstration of all types of ordnance and armament, including the firing of guns, the showing of tanks and armored cars in action, day and night firing of anti-aircraft artillery, and the dropping of all types and sizes of bombs. Several of the 4,000-pound bombs, the Army's largest, were dropped.

Captain C.F. Hofstetter and Lieut. James A. Woodruff also flew down from Wright Field to attend the meet.

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## NEW CLASS AT ADVANCED SCHOOL STARTS OPERATIONS

The new class at the Advanced Flying School, known in the school records as 6-B, began training at Kelly Field, Texas, on October 16th. The graduating class of Flying Cadets who accepted active duty as Reserve Officers had been ordered to their new stations on October 13th. One officer and 51 Flying Cadets of the new class came from March Field, Riverside, Calif., and 12 officers and 35 Flying Cadets came from Brooks Field, Texas. Two officers had been held over from the last class at Kelly Field on account of time lost due to illness. Students were divided into specialized sections for training, as follows: Attack Section, 18; Bombardment Section, 24; Observation Section, 19; and Pursuit Section, 40.

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## NATIONAL RELIABILITY TOUR CULMINATES SUCCESSFULLY ✓

Lieut. Wendell H. Brookley, stationed at the Materiel Division, Wright Field, Dayton, Ohio, returned on October 24th, after having flown with the National Reliability Tour as Army representative. Lieut. Brookley's plane, an O2-H, was one of 43 to participate in the flight, 29 of which were contestants. He piloted Captain Ray Collins, manager of the Air Tour. A total distance of 5,017 miles was covered and 32 cities visited, four of which were within the Canadian border.

Out of the 43 planes to start, all but three came in at the finish, and no serious accidents marred the flight. Excellent weather conditions prevailed until the last day when the flight from Chicago to Detroit was anything but pleasant. Lieut. Brookley expressed himself as enthusiastic over the treatment received everywhere along the route, the interest in aviation everywhere displayed, and the demonstration of reliability given by the planes themselves.

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#### COORDINATING INSTRUCTION AND TRAINING AT AIR CORPS FIELDS ✓

Lieut. Emil C. Kiel, Senior Instructor in Attack Aviation at the Advanced Flying School, Kelly Field, Texas, accompanied by 1st Lieut. G.M. St. John, Assistant Senior Instructor in that subject, departed by airplane recently for an extended cross-country trip. They are scheduled to visit Fort Crockett, Galveston, Texas; Pensacola, Fla.; Langley Field, Va.; Wright Field, Dayton, O.; Fort Leavenworth, Kansas, and Fort Riley, Kansas, for the purpose of coordinating attack instruction at the Advanced Flying School with instruction at other Service Schools. They also intend to secure information concerning the defensive methods developed by other arms of the Service against Attack Aviation.

Captain John K. Cannon, Senior Instructor in Pursuit Aviation at the Advanced Flying School, left on a cross-country flight to Selfridge Field, Mich.; Wright Field, Dayton, O.; Washington, D.C., and Langley Field, Va., for the purpose of attending conferences at these stations on the proper coordination of Pursuit instruction and training.

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#### DEATH OF LIEUTENANT BOWMAN

It was with extreme regret that Wright Field learned of the death of Lieut. John W. Bowman, Air Corps, who took off on October 25th to fly to Washington and crashed at Grantsville, Md., his plane striking a tree in a fog.

Lieut. Bowman came to Wright Field to pursue the aeronautical engineering course of the Air Corps Engineering School in June, 1928. Graduating from the school in July, 1929, he was assigned to the Propeller Unit where, because of his aptitude for the work and his expertness as a mathematician, he was a valued member of the group. The resignation of some of the older engineers of this unit made him especially necessary to this work and will cause him to be greatly missed. Although one of the younger officers, he made a place for himself in the affections of his comrades.

Lieut. Bowman, the son of George T. Bowman, Lieut.-Colonel, U.S. Army, Towson, Maryland, was born in the Philippine Islands on October 3, 1903. Upon his graduation from the United States Military Academy, West Point, N.Y., in 1923, he was appointed a 2nd Lieutenant of Cavalry. He was one of the three honor graduates of his class, having maintained an average of 92 percent or better during each of the four years of the course. He attended the Primary Flying School at Brooks Field and the Advanced Flying School at Kelly Field, completing his flying training in 1927 and being rated as airplane pilot and airplane observer. He was then transferred to the Air Corps.

Upon graduating from the Advanced Flying School, he was assigned to duty at Mitchel Field, N.Y., as personnel adjutant. In 1928 he married Eleanor M. Bender, of Stamford, Conn.

Upon the completion of the Air Corps Engineering School course, he spent two months with the Curtiss Company as chief instructor of flying students at the New York Field. He was an excellent pistol and rifle shot, having won second place in the national matches for aerial gunnery when out of flying school but a year. He was considered an excellent pilot and his future, which seems to have been too early cut off, was full of promise.

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#### GENERAL GILLMORE VISITS KELLY FIELD

Brig.-General William E. Gillmore, Assistant Chief of the Air Corps, landed at Kelly Field on October 19th and was the guest of General Lahm while in San Antonio. The General was making his first inspection of Air Corps stations since taking over his new duties in Washington. From San Antonio he went to Fort Crockett to inspect the 3rd Attack Group. He was flying in one of the new Thomas-Morse observation planes piloted by Lieut. G.P. Tourtellot. He was also accompanied by Lieut. Newton Longfellow in a P-1.

## FIRST PURSUIT GROUP PILOTS MAKE VISIT TO CANADA

Pilots of the 27th Pursuit Squadron, Selfridge Field, Mich., participated in a group flight to Toronto, Canada, on September 5th for the purpose of attending the Canadian National Exposition, viz: Captain Lotha A. Smith, Lieuts. Hine, Gehlbach, Wright, Harrington, Kenyon, Koons, Sillin and Straubel. Much enthusiasm was displayed over the reception extended by the enthusiastic Canadians.

Lieuts. Crosthwaite and Harrington, of the 27th Pursuit Squadron, accompanied a flight to Baltimore, Md., on the occasion of the celebration held there in connection with anniversary of the founding of that city. Demonstrations of formation and acrobatic flying were carried out. A visit was made to the plant of the Berliner-Joyce Aircraft Co., where all the pilots showed great interest in a two-seater Pursuit job being built there. The News Letter Correspondent states that this new ship shows great possibilities.

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## GOLF POPULAR IN THE PHILIPPINES

Recently a committee of enlisted men created quite a stir in post headquarters at Nichols Field, Rizal, P.I., by reporting to the Commanding Officer with plans for a first class nine-hole golf course on Nichols Field, and requested permission to build same on their own time. Major W.G. Kilner, a golfer himself, highly indorsed the idea and set golf experts, Lieuts. Shea and Hamlin, to milling over the plan. Squadron Commanders were called and each agreed to build one or two greens and corresponding tees and bamboo shelters.

The greens are to be located in protected nooks and unused plots of ground, permitting intricate outlays of traps and bunkers at six greens, which will be grass greens so located that an airplane will not become involved. The remaining ones will be sand greens along the railroad.

The Nichols Field Golf Club has already been formed, comprising all the officers, 75 enlisted men, several civilian employees and some local civilians. The enthusiasm is so high that it is generally felt that the first nine holes is a starter and that another year will see the sportiest golf course around Manila at Nichols Field.

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## AREA DEVASTATED BY TYPHOON PHOTOGRAPHED

Two Amphibian plans assigned to the 6th Photo Section at Nichols Field, P.I., were recently taken off on a mission to determine the area swept by the violent typhoon which visited the Islands and to make aerial photographs of same. One of the amphibians was piloted by Major W.G. Kilner, Air Corps, accompanied by Governor General Davis as passenger, while the other was piloted by Lieut. Bob Nowland with Master Sergeant Klutz, photographer, and Technical Sergeant Lee (pilot) as observer. A number of aerial photographs were made at Infanta and vicinity, this territory being the hardest swept by wind and water.

Captain Giles and Lieut. Douglas, in two Amphibians, with Staff Sgt. Stapp and Sergeant Crette as mechanics, made a flight to Naga, a typhoon stricken area in the vicinity of Mayo Volcano, for the purpose of dropping medical aid.

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## A NEW JOB FOR MAJOR ROYCE

Major Ralph Royce, Commanding Officer of the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., left the Group recently on leave of absence for three months to assume a rather unusual job, that of aerial traffic cop for Cook County, Illinois. According to the understanding of the News Letter Correspondent, Major Royce's duties are to supervise the operation and equipment of the many commercial fields in and around Chicago, as well to act in an advisory capacity with reference to a proposed uniform system of flying instruction and regulations for Cook County.

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Planes and personnel from Mitchel Field, N.Y., attended airport openings and dedications recently at Connellsville and Kylerstown, Pa.; Camden, N.J., Utica, N.Y. and Athol, Mass.

## AIR CORPS PARTICIPATION IN MILITARY CARNIVAL

Pilots from Bolling Field and from the Office of the Chief of the Air Corps participated in the Military Exposition and Carnival held at the Army War College on October 3rd, 4th and 5th, the following-named officers taking part: Captains Frank O'D. Hunter, Ira C. Eaker, Lieuts. G.P. Tourtellot, C.W. Sullivan and Newton Longfellow.

Bolling Field was host to the 1st Pursuit Group from Selfridge Field, Mich., and the 3rd Attack Group from Fort Crockett, Texas, which organizations also participated in the demonstration.

On the morning of October 3rd Captain Ernest Clark flew the C-9 Transport to Richmond, Va., returning to Bolling Field at about 2:30 p.m., with the Hon. Harry Flood Byrd, Governor of Virginia, and his staff as passengers, and who were honor guests at the Army Show the first day.

At 5:15 p.m. the same evening, Captain Eaker, piloting an O1-B, flew Governor Byrd to Winchester, Va., and Lieut. Robertson flew the Governor's Staff back to Richmond in the C-9.

A detail of ten men from the 19th Airship Company, Langley Field, Va., in charge of Lieut. W.J. McCracken, was sent to Washington on October 1st to participate in the Military Carnival. A type "R" observation balloon was inflated and flown to Washington during the Carnival. The journey of the detachment to and from Washington was made in motor trucks, the detail returning on October 8th.

A flight of seven bombers from the 2nd Bombardment Group, Langley Field, Va., also participated in the Carnival, and returned to home station on October 6th.

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## COLONEL LINDBERGH WARMLY GREETED IN PANAMA

Colonel and Mrs. Charles A. Lindbergh and party, on an inaugural flight around the Caribbean, arrived at France Field, Panama Canal Zone, on September 30th. Although they were expected at about 3:00 p.m., they did not arrive until nearly two hours later. The Colonel was piloting a Sikorsky Amphibian and landed in a tropical shower which, however, did not in the least dampen the enthusiastic greeting given him by some 2,000 people.

From six to seven o'clock the officers of France Field held a tea and reception in their honor, and numerous social functions were arranged for them the next day on the Pacific side of the Isthmus. They departed for Managua, Nicaragua, on October 2nd.

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## REPAIRING A PLANE AT THE SCENE OF WRECK

A Fokker Transport plane which had its landing gear washed out and a wing tip damaged because of rolling through a deep unmarked hole at the Panama National Airport, now under construction, was very skillfully repaired on the spot by personnel of the Panama Air Depot.

The News Letter Correspondent states that the Engineering Section of the Depot deserves commendation for the excellent work done under very adverse conditions. The ship lay in a sea of mud. A pouring rain was a daily occurrence, the ship was forty miles from the Depot at France Field and most of the spare fittings had to be made.

The work was started by a detail under Technical Sergeant Glascock and finished by the same detail under Master Sergeant Flynn. Lieuts. Downey and Bailey directed the job and the latter flew the ship back to France Field.

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## MARINE LABORATORY SIGHT INSPECTED FROM THE AIR

An investigation of the tidewater sites offered to the Conservation Department and the University of Maryland for the establishment of a Marine Laboratory was made on October 21st in an O2-H airplane, piloted by Lieut. J.A. Willis, Air Corps, of Bolling Field, D.C., with Mr. R.V. Truitt, Professor of Zoology, University of Maryland, as observer. The trip was eminently successful, for in addition to adequate notes, about 30 pictures were taken for the purpose of determining the most suitable location for the new Laboratory.

## GOVERNMENT OFFICIALS FLOWN TO ORDNANCE DEMONSTRATION

A total of 16 airplanes from Bolling Field, D.C., were flown to Aberdeen, Md., on October 10th by pilots on duty at Bolling Field and in the Office of the Chief of the Air Corps for the purpose of allowing Army and Civil Government officials to witness the Ordnance Demonstration at the Aberdeen Proving Grounds.

Among the notables who made the trip by air were Senator Bingham, of Connecticut, piloted by Major Davidson, Commanding Officer of Bolling Field; Senator Reed, of Pennsylvania, piloted by Lieut. Quesada; Major-General James E. Fechet, Chief of the Air Corps; Brigadier-General Wm. E. Gillmore, Assistant Chief of the Air Corps; Brigadier-General King, Assistant Chief of Staff; and Colonel P.J. Hurley, Assistant Secretary of War, who was piloted by Lieut. Kimble.

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## ARMY PISTOL TEAM DOES WELL AT THE NATIONAL MATCHES

The Pistol Team from France Field, Panama Canal Zone, composed of Sergeants Lucy, Sorenson, Laquatra, Adams, Corporal Kerner and Private Sislock, which participated in the National Matches at Camp Perry, Ohio, gave a very good account of itself and won a number of medals as well as cash prizes.

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## AMPHIBIAN PLANES USED ON PHOTOGRAPHIC MISSION ✓

A flight of four Amphibian planes from Luke Field, T.H., piloted by Major Maxwell Kirby, Lieuts. Harold L. George, Thomas M. Lowe and Richard H. Dean, with Lieut.-Colonel Sherman Miles, Assistant Chief of Staff, G-3, Hawaiian Department, and Lieut. James F. Early as Radio Officer, performed a coordination and photographic mission to Hilo recently.

The Trans-Pacific Fokker plane, used by Lieuts. Maitland and Hegenberger on their historic flight from Oakland, Calif., to Honolulu in 1927, accompanied the Amphibian flight, having as passengers the Department Commander (Major-General Edwin B. Winans); Captain Loren F. Parmley, aide to General Winans, and Major Lathrop B. Clapham, Assistant Chief of Staff, Hawaiian Division.

While at Hilo General Winans inspected the National Guard units in camp there. The weather conditions during this flight were good, with the visibility reported as excellent.

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## THE KUNTZ-MOSES LOVING CUP ✓

A beautiful loving cup has been authorized and presented to Luke Field, T.H., in memory of Lieut. Clyde A. Kuntz and Private Donald F. Moses, who lost their lives in an airplane accident while flying a night mission on June 9th last. This trophy will be competed for each year and awarded to the squadron winning the greatest number of points in Basketball, Volley Ball, Swimming and Boxing.

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## WRIGHT FIELD PILOT RETURNS FROM FOREST PATROL DUTY

Lieut. A. J. Lyon, Air Corps, returned to Wright Field, Dayton, Ohio, recently from several months absence spent in the Northwest. During the greater part of this period he was attached to the Forest Patrol and accomplished a great deal of daily flying. His travels took him through the States of Idaho, Montana and Washington. During 1919 and 1920, Lieut. Lyon flew with the Army forestry patrol which proved the value of such protection to our forested areas.

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## PROMINENT ENGINEERS SEVER CONNECTION WITH AIR CORPS

Among the prominent engineers who have recently severed connection with the Materiel Division or, in field parlance, "gone commercial," are Lieut. Harry A. Sutton, Lieut. E. W. Dichman and Mr. C.V. Johnson of the Airplane Branch; Mr. M.A. Smith, of the Propeller Unit; Mr. Bradley Jones, of the Navigation Unit, Mr. Clem G. Trimbach of the Armament Branch; and Mr. Opie Chenowith of the Power Plant Branch.

## CIGARETTE LIGHTER FLUID AVERTS A SERIOUS CRASH

It seems as if the Spirit of Baron Munchausen still lives on at Mitchel Field, New York. The other evening one of the young officers stationed at that field was calling on a young lady who lives on the post. Her father is not a flyer but a sky pilot, and the young flyer was relating to the family "en masse" his terrifying experience on a certain afternoon, as follows:

"The Post Operations Officer wanted a pilot to go on a very important mission and, of course, wanted a younger officer for, as he stated, you know those old men in the Air Corps are pretty good but they are living in the past. Just then I came in and, of course, he picked me. Now it was a blustery day, with a storm coming up, but he knew I could perform the mission and bring the ship back.

"On the way to complete the mission," the young man continued, "I was hindered by the fact that the map was wrong or, I guess, they had moved a couple of towns, for I know I was right over New Brunswick, whereas the sign on the railroad station read 'South Amboy.' Well, anyway, when I arrived at Fort Hancock I completed my mission very well. The reason I know this is that, although I could not get the radio to work and did not answer any panels, they sent the 'Go home signal,' which meant we had a very successful mission. I got through in fifteen minutes, although I did not receive or send anything.

"I did not spend an hour, which is the usual time for that mission. I then started for home, but horrors! I was hemmed in on all sides by dark clouds. Lightning zig-zagged across the sky; the ground was obscured and the wind rose to at least 100 miles an hour. I fought my way through by superhuman cleverness and strength when I noticed I had only a quart of gasoline left. Suddenly I came through the clouds and because the wind was blowing so hard I overshot the field by about nine miles. Just then my motor quit - gasoline all gone!

"Grasping at my left side to hold my heart in place, I felt a package. Pulling it out I found a can of lighter fluid. With rare presence of mind I held the stick back with my foot, tore off the cover from the can and poured the contents into the gas tank. The motor sputtered and caught, and I came in and made my usual good landing, taxiing to the line just as the motor finally died."

"But weren't you just scared?" squealed the fair young thing.

"Not at all," he answered. "Things like that are regular happenings in the life of a Kelly Field graduate."

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## KELLY FIELD GRADUATING CLASS BREAKS SEVERAL RECORDS

An account was given in the last issue of the News Letter of the graduation on October 12th of the July Class of the Advanced Flying School at Kelly Field, San Antonio, Texas, wherein it was stated that the 119 students comprised the largest class to graduate from this school since the termination of the war.

According to a later report submitted by the News Letter Correspondent, the graduating students numbered 117, consisting of 47 second lieutenants, graduates of the 1928 Class of the United States Military Academy; 69 Flying Cadets and one Master Sergeant. He goes on to say further that that these students were the successful survivors of an original class of 221 in October, 1928, and that this class holds several records, viz: the largest number of graduates, the largest number of graduates among officer personnel and the largest percentage (52.4%) of graduates of any class in the history of the school.

An aerial review in which the entire student body participated was held at 9:00 a.m., October 12th, and exercises were held in the Aviation Club at 11:00 a.m. General S. D. Rockenbach, Chief of the Tank Corps in the A.E.F., and at present Commanding General of the Second Division, delivered the principal address and distributed the graduation certificates. General Frank P. Lahm presented the Reserve Commissions to the Flying Cadets, and Major C. L. Tinker gave the graduates their wings. Major J. E. Chaney, the Commandant of the Advanced Flying School, presided.

The station assignment of the officer graduates was given in the last issue of the News Letter. Listed as to specialties, 6 officers, 11 Flying Cadets and one Master Sergeant were graduated as Attack pilots; 4 officers and 13 Flying Cadets as Bombardment pilots; 15 officers and 16 Flying Cadets as

Observation pilots, 21 officers and 29 Flying Cadets as Pursuit pilots.

Of the 69 Flying Cadet graduates, 58 accepted assignment to active duty under their status as 2nd Lieutenant in the Air Corps Reserve. The station assignment of these newly commissioned Reserve officers is given below, as follows:

To Rockwell Field, Coronado, Calif.

Edward W. Anderson	Pursuit
Wm. W. Caldwell	"
Ivan L. Farman	Bombardment
William Groen, Jr.	"
Maurice W. Judd	"
Winslow C. Morso	Pursuit
Elder Pattoson	"
Robert K. Urban	Bombardment

To Mitchel Field, L.I., New York.

Norman L. Barr	Observation
Donald H. Baxter	"
Joseph W. Baylor	Pursuit
William J. Clinch, Jr.	Observation
Robert O. Cork	"
John T. Covington	"
John W. Egan	Pursuit
John K. Gerhart	Observation
Robert S. Macrum	"
Chas. L. Munroe, Jr.	"
William A. Schulgen	"
Desmond S. Shipley	Pursuit

To Selfridge Field, Michigan.

Edward W. Anderson	Pursuit
Jesse Auton	"
Robert W. Burns	"
Francis H. Griswold	"
Clarence F. Hegy	"
Curtis E. LeMay	"
George B. McLellan	"
William R. Morgan	"
Sidney J. Nelson	Attack
Llewellyn O. Ryan	Pursuit
Herbert H. Tellman	"
H. H. Van Auken	"
Louis A. Vaupre	"

To Fort Crockett, Galveston, Texas:

Alfred L. Beatie	Attack
Kenneth R. Crosher	"
Harry W. Howze	"
Daniel W. Jenkins	"
Earle T. MacArthur, Jr.	"
Philo G. Meisenholder	"
William C. Mills	"
Clarence C. Mitchell	"
William M. Princo	"
Hernan C. West	Bombardment
Daniel B. White	Attack

To Maxwell Field, Montgomery, Ala.

Richard J. French	Observation
Harold L. Mace	"
Albert W. Shepherd	Pursuit
Willard R. Whitmore	Bombardment

To Fort Sam Houston, Texas.

William L. Kannedy	Bombardment
James P. Newberry	Pursuit
Samuel O. Redetzke	Bombardment

To Marshall Field, Fort Riley, Kans.

William C. Dolan	Pursuit
Louis E. Massie	Observation

To Langley Field, Hampton, Va.

John P. Ryan	Bombardment
Leroy B. Shidler	"
Casper P. West	Pursuit

To Post Field, Fort Sill, Okla.

James H. Roe	Observation
Clyde F. West	"

This group of 58 Flying Cadets accepting active duty as Reserve Officers makes 244 out of 316 Cadet graduates of the Advanced Flying School who have entered the Regular Army with this status since June, 1928. Practically all of these Cadets have the intention of working for a commission in the Regular Army when departing for duty with a tactical unit.

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SON RECEIVES COMMISSION ON THE DAY HIS FATHER RETIRES

Through a queer turn of fate, on October 12th Second Lieutenant Daniel B. White, Air Corps Reserve, received his "wings" and became a commissioned officer in the United States Army on the day his father, Colonel Herbert A. White, Judge Advocate General of the Eighth Corps Area for the past six years, retired from active duty at the end of more than 38 years of service.

Lieut. White was graduated on October 12th as a Flying Cadet from the Advanced Flying School, Kelly Field, Texas, and was commissioned in the Air Corps Reserve. He is a graduate of the Attack Section of the School and has been ordered to Fort Crockett to join the Third Attack Group. Colonel White retired at his own request and accepted a position with the United Services Auto Association in San Antonio as attorney.

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Major L.W. McIntosh, Executive, Office of the Chief of the Air Corps, and Lieut. E.R. Quesada, of that office, recently visited Maxwell Field, Ala., by air. While at Maxwell Field, Major McIntosh took advantage of the opportunity to inspect the site that will take care of the Air Corps Tactical School.

## WRIGHT FIELD ENGINEERS ENTER FIELD OF COMMERCIAL AVIATION ✓

Within the past several months quite a gap was created in the ranks of the civilian aeronautical engineers who for a number of years have been on duty at the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, by virtue of their resignation from the government service in order to accept positions with civilian aeronautical concerns.

Among those who recently severed their connection with the Air Corps are Messrs. C.V. Johnson, M.A. Smith and O. H. Hamm.

Mr. Johnson, active in engineering work at McCook and Wright Fields since 1917, joined the forces of the Bendix Brake Corporation, a subsidiary of the Bendix Aviation Corporation, located at South Bend, Indiana, where he will be engaged in the development of airplane accessories. Johnson, by his reliability, efficiency, and expert knowledge of aviation engineering, was regarded as an extremely valuable member of the staff of Wright Field engineers, and his departure is keenly regretted.

A native of Michigan, Mr. Johnson received his early education in the public schools in that State. He also attended the State Normal College at Ypsilanti, after which he taught in high school for five years. A course at the University of Michigan followed. From this institution he was graduated with the degree of Bachelor of Mechanical Engineering. For a time after his graduation he was connected with the James Leffel Company, of Springfield, Ohio, as designer of water turbines. He came to McCook Field upon the entry of the United States into the war. Here he worked upon airplane design, assisting J.A. Roche and participating in the development of such planes as the XB-1A, and the XC-02. Later he became part of the staff of Dr. deBothezat in his special flight test research work. For the past several years he has been in the chief engineer's office, serving as design liaison, then as assistant to the chief engineer, working on engineering programs, standardization of aircraft parts and innumerable phases of airplane design.

About a year ago, Mr. Johnson returned to the Airplane Branch to take charge of the "Current Service Unit," that is, the handling of problems, complaints, etc., of standard current airplanes in service as distinguished from experimental airplanes. In this work, too high praise cannot be paid to his ability, his services of twelve years making his efforts extremely valuable.

Mr. Johnson is married and has two children. The family will eventually move to South Bend.

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Mr. M.A. Smith, who came from Pittsburgh in 1918 to help build the propeller test rig at McCook Field and who, through his long and valuable experience in work at the old McCook and the new Wright Fields has become one of the propeller authorities of the country, resigned his position to become chief engineer of propeller activities of the Bendix Aviation Corporation in Dayton, with quarters at the Delco Products Company in that city.

Mr. Smith is a native of North Carolina and was educated in the public schools of that State. He attended the Pee Dee Institute (Preparatory School) and later Trinity College, now Duke University, North Carolina. He took a post graduate course at the University of Michigan and holds the degrees of A.B. and E.E. After leaving the University of Michigan he accepted a position with the Westinghouse Company in their testing department, where he remained for several years. He then returned to Trinity College as an instructor of electrical engineering. Later he returned to test work with the Westinghouse Company.

At the outbreak of the war, Mr. Smith was sent to the Carnegie School of Technology on loan by the Westinghouse Company to teach in the radio school established there by the Signal Corps. When the Aviation Section of the Signal Corps decided upon the construction of a propeller test rig at McCook Field, he came there to take charge of the planning and building. In its day it was the largest of its kind in the world. He was also largely responsible for the design and construction of the new propeller test rig at Wright Field, which is in its turn the largest in the world and is rapidly nearing completion. Here propellers of a maximum diameter of 40 feet can be tested and small propellers will be tested to a speed of 4300 revolutions per minute.

Mr. Smith has seen the transition from the general use of wood to the metal propeller and has designed the majority of the metal propellers in use in the Army Air Corps today. From having charge of propeller testing, he has served as assistant chief of the propeller unit, and later as chief of the same unit. He has been largely instrumental in the success of the controllable



pitch propeller, that is, a propeller whose pitch may be changed while in flight. This propeller is being flown in the Air Corps but has not yet been adopted for commercial use. Mr. Smith was responsible for the torque meter, an invaluable piece of equipment by which the actual power developed by an engine while in flight may be calculated. During the years that the Army developed racing planes, he designed and fitted the propellers for these mounts, working out types especially useful for obtaining extremely high speeds at the ground. These Army planes held from time to time world speed records.

Mr. Smith is but one of the many men who, by staying with aviation through the lean years, has aided in a remarkable development and made himself extremely valuable to a growing industry. The best wishes of his fellow engineers at Wright Field accompany him in his new venture.

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With the resignation of Mr. O.H. Hamm, Wright Field lost another of its valuable engineers who has been associated with the Air Corps for some years. He joined the forces of the Aviation Corporation in New York City. Mr. Hamm has been identified with aviation interests since 1917? Graduating in mechanical engineering from Cornell University, he entered the Government service and went to the Thomas-Morse Aircraft Corporation as chief inspector of airplanes and airplane engines being manufactured for the Government. A year and a half later he was sent to Buffalo, N.Y., where he performed the same duties at the Curtiss plant for a period of five months. A period followed at Springfield, Mass., where he was in charge of redesign of the VE-7 advanced training planes for large production.

In the spring of 1919, Mr. Hamm came to McCook Field and, except for 2½ years, beginning in 1920, which he spent with the automotive industry, he has been associated with McCook and Wright Fields ever since. For the past seven years his work was connected with Government procurement under the title of Chief of Procurement Engineering Branch and Assistant Chief of Procurement Section of the Materiel Division.

In his new work, Mr. Hamm will be in charge of centralizing the procurement activities of the various subsidiaries of Aviation Corporation which extend throughout the country, his long experience with the Government having made him quite valuable in this field.

In 1921 Mr. Hamm married Miss Mary Florence Ferneding, daughter of Mr. and Mrs. Joseph Ferneding, of Dayton, Ohio. They have two children. He is a native of Baltimore, Md. Mr. Hamm and his family left Dayton to take up their residence in New York City.

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#### CIVILIAN COMMENDED FOR HEROISM

"Please accept my sincere appreciation of the personal self-sacrifice manifested by you in rescuing these men from what would undoubtedly have been a fatal accident," wrote the Secretary of War to Mr. F.R. Long, of Bay City, Texas, who on October 5th last performed an act of exceptional bravery and self-sacrifice in saving the lives of 1st Lieut. William K. Moran and Staff Sergeant W.S. Canedy, of the Army Air Corps, when the airplane in which they were the occupants caught on fire and crashed fifty feet from his house. "Your action exemplifies the highest type of American manhood," continued the Secretary of War in his letter, "and it is with the greatest pleasure that I add my congratulations to those already extended to you."

The airplane, a metal DeHaviland type, caught fire at an altitude of about 1500 feet. Lieut. Moran, the pilot, signalled Sergeant Canedy to jump but, for some unknown reason, the latter failed to do so, and the pilot then sideslipped the flaming plane to the ground and crashed. Lieut. Moran was thrown out of the front cockpit and was lying unconscious within twenty feet of the burning plane. Sergeant Canedy was wedged in the rear cockpit with a broken leg and his clothing on fire.

Without hesitation, Mr. Long entered through the intense heat of the gasoline fire and proceeded to break an iron brace, freed the leg of Sergeant Canedy, pulled him to safety and then with his bare hands snuffed out the fire on the Sergeant's clothing. He then pulled Lieut. Moran to safety. In performing this brave and exceptional act, Mr. Long's hair, face and both hands were burned. Unfortunately, the accident did prove fatal, for on October 13th, subsequent to the date of the Secretary's letter, Sergeant Long died at the base hospital at Fort Sam Houston, Texas, as the result of injuries and burns.

## WAR VETERANS CAN STILL OBTAIN GOVERNMENT INSURANCE

The National Rehabilitation Committee of the American Legion invites attention to Section 310 of the World War Veterans Act, 1924, as amended May 29, 1928, permits the United States Government to grant upon application and payment of the initial premium, government life insurance in any multiple of \$500. and not less than \$1,000 nor more than \$10,000 to any veteran of the World War who has heretofore applied for or been eligible to apply for yearly renewable term (war time) insurance or converted insurance, provided such person is in good health and furnishes evidence satisfactory to the Director of the Veterans Bureau to that effect. If, however, the Veteran has surrendered a policy for its cash surrender value, the amount of insurance that may be granted in such cases is reduced by the amount of insurance so surrendered.

The Government is offering seven plans of insurance to meet the needs of the veteran. The policies participate in dividends and the premiums are based on the net rate and do not include any charge to cover the cost of administration or the total permanent disability provision. The insured under a United States Government life (converted) insurance policy may designate any person, firm or corporation, or legal entity as the beneficiary under his policy either individually or as a trustee.

The following seven plans of policies are issued by the Government:

- Ordinary Life Policy.
- Twenty-payment Life Policy.
- Thirty-payment Life Policy.
- Twenty-year Endowment Policy.
- Thirty-year Endowment Policy.
- Endowment at age 62 Policy.
- Five-year convertible term policy.

The ordinary life policy provides the maximum amount of protection for the minimum premium, which is payable so long as the insured may live or until he becomes totally and permanently disabled.

The twenty-payment life policy provides that premiums shall be payable for 20 years, at the end of which time, unless the policy matures sooner by death or total and permanent disability, premium payments cease and the insurance becomes paid up for the face value of the policy. This policy when paid up continues to participate in dividends.

The above provisions of the 20-payment life policy are the same in the case of the 30-payment life policy, save that the premiums shall be payable for thirty years.

The twenty and thirty-year endowment policies provide that premiums shall be payable for 20 and 30 years, respectively, at the end of which time, unless the policies mature sooner by death or total disability, the amount of the insurance under same is payable to the insured in one sum or in installments, at the option of the insured.

The endowment at age 62 policy provides that premiums shall be payable throughout the endowment period, that is, the number of full policy years which, added to the age of the insured at the effective date of the policy, equals 62. At the end of the endowment period, unless the policy matures sooner by death or total and permanent disability, the amount of the insurance under the policy is payable to the insured in one sum or in installments at the option of the insured.

The five-year convertible term policy provides for a level premium rate for a period of 60 months (5 years) and thereafter, beginning with the first day of the 61st month, the premium will automatically increase to the rate for an ordinary life policy at the then age of the insured.

Assuming that the applicant for government insurance is 35 years of age, the premium rate per \$1,000 for the seven plans of insurance outlined above is as follows:

<u>Plan of Insurance</u>	<u>Monthly</u>	<u>Quarterly</u>	<u>Semi-Annually</u>	<u>Annually</u>
Ordinary Life	\$1.70	\$5.09	\$10.13	\$20.08
20-Payment Life	2.33	6.97	13.88	27.52
30-payment Life	1.90	5.68	11.32	22.44
20-Year Endowment	3.41	10.20	20.31	40.28
30-Year Endowment	2.24	6.70	13.34	26.46
Endowment at Age 62	2.48	7.42	14.77	29.30
5-Year Convertible term	.76	2.27	4.53	8.98

## NEW BOMBERS UNDERGO TEST

A flight of five bombers, commanded by Major Hugh J. Knerr, Air Corps, of Langley Field, Va., left Bolling Field, D.C., on the morning of November 4th for a service test which will take them to Wright Field, Ohio; Nashville, Tenn.; Montgomery, Ala.; Tampa and Miami, Fla., and return. Each plane carried four men, the pilot, co-pilot and two mechanics. The flight consisted of -

- 3 B-2 Curtiss "Condor" bombers, equipped with dual Curtiss V-1570 motors.
- 1 LB-7 Keystone Bomber, with dual Pratt-Whitney "Hornet" motors, and
- 1 LB-10 Keystone Bomber, with dual Wright "Cyclone" motors.

The three Curtiss "Condor" Bombers and the LB-7 Keystone Bomber are of the latest type, while the other Keystone Bomber is an old model. On the flight comparisons will be made of the performance under actual service conditions between the new and the old types.

No regular schedule is contemplated on the flight, the arrival and departure from the various stations depending on conditions existing at the time.

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## AVIATION ACTIVITIES IN MINNEAPOLIS

Lieut. W.C. Farnum, Air Corps, Instructor of the 526th Pursuit Squadron, Air Corps Reserve, writes that the Curtis Hotel in Minneapolis has been designated as the official hotel of the National Aeronautic Association in that city. Room No. 225, which will be fitted up as the headquarters of the Association, will be used for a similar purpose by the Air Corps Reserves in Minneapolis. The hotel will cater especially to Air Corps personnel and will make special rates and concessions.

All Air Corps officers coming to Minneapolis are urged by Lieut. Farnum to get in touch with him, and he will endeavor to render any assistance possible. The Conference Schools of the Air Reserves will be held in the Headquarters Room on Monday evenings at 7:30 p.m.

Servicing of ships will be performed at the Municipal Airport, Wold-Chamberlain Field, at the hangars of the 109th Squadron, Minnesota National Guard. Liberty Oil, grade 4, will be furnished on Form eights (Stores Charge), and gas will be furnished from National Guard stores.

Lieut. Farnum adds that the Wold-Chamberlain Field is a good one and that when the Park Board finishes spending \$243,000 on it next year, it will be very fine, indeed.

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## ADDITIONS TO THE CATERPILLAR CLUB

Quite a number of new members have been added to the Caterpillar Club during the past several months, as many as three at one time being added as the result of an airplane accident which occurred at Nichols Field, P.I., on September 24th last.

The News Letter Correspondent from Nichols Field, in commenting on this wholesale initiation of members in the Caterpillar Club, states that at the rate of expansion of this organization it may be necessary to change the name to some other type of crawling insect that has a thousand legs instead of the comparatively few which adorn the lowly caterpillar.

The accident above referred to resulted in the death of Private William L. McKernan, of the 28th Bombardment Squadron. Private McKernan was an excellent soldier and exceedingly popular with the members of the Squadron. The accident occurred while Lieut. Donald B. Phillips, pilot, was flying an LB-5A airplane in the vicinity of Nichols Field at an altitude of approximately 800 feet. Lieut. Phillips discovered that his control wheel was locked and he was unable to return to level flight from the gentle right turn in which he had placed the plane. He signalled the members of the crew to jump, and McKernan was the first to go over the side. He apparently became entangled with the plane, however, and was killed.

Privates Lawrence R. Tall and Howard G. Croop landed safely. Lieut. Phillips barely had space enough to permit his parachute to open, and was exceedingly fortunate that he was not severely injured or killed. The surviving members of the crew may thank their presence of mind and promptness of action

that they are still alive today.

The News Letter Correspondent from France Field, Panama Canal Zone, states that an amusing incident which narrowly missed being a stark tragedy occurred on September 20th. The full account, written by Private D.J. Smith, who thus joined the Caterpillar Club, appears below. Every available pilot and ship were in the air shortly after the incident, but Private Smith, trudging thankfully home through the jungle, could not be located. It was with great relief that his phone call, some three hours later, was received.

"On September 20, 1929, about 9:15 a.m.," states Private Smith, "I was detailed on a mission to drop test parachutes. After drop testing the parachutes, the plane continued on a radio mission, flying in the direction of Panama City. At about 3,000 feet altitude over Gaillard Cut, the plane turned back towards France Field. As we neared Gatun, Private Beuter tried to wind in his radio antenna. He appeared to be having some trouble with the reel and, getting up, reached for his tool kit. As he did so, I noticed that the pilot parachute jumped from the parachute pack, going out through the trap door in the bottom of the plane, and pulling the parachute from the pack. Knowing the danger of this, I started to the rescue of Beuter, but had no more than gotten my knees bent when I found myself being thrown from the plane. As I went by the gun mount, I tried to catch hold of it, but missed and when I looked around the plane was a good ways off, apparently the same altitude as I was. I reached for the rip cord but missed it, and started turning over and over. On reaching for the rip cord a second time, I was careful and grasped the cord with my right hand and then with both hands, gave a quick pull and released the parachute.

When the parachute opened, my head was downward, causing a rather hard jerk on my shoulders. As the parachute decreased its speed to normal, I looked around and saw that I was over water, but near the edge of the jungle. I started side slipping my parachute so as to land as far inland as possible, in the meantime looking for a way out of the jungle after landing. I saw that it would be impossible to land anywhere but in a tree, and finally found myself perched on a limb of a tree, with my parachute on another. The limb broke and I landed on the ground pretty well dazed. I rolled up the parachute to the best of my ability and looked around and saw I was in dense jungle. I worked my way up a hillside and at the top of the hill I found a trail and started in the direction that I thought would lead me out of the jungles. At this time I saw several planes flying low over the jungles, but I was unable to attract their attention due to the trees being in the way. I continued on the trail and finally came to a road that led to the Mindi Dairy, where I called France Field.

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#### NATIONAL GUARD NEWS WELCOMED

The News Letter will be glad to publish from time to time items of interest from Air Corps National Guard organizations, and will endeavor to devote as much space as possible to National Guard air activities.

Word was received that at the convention of the National Guard Air Service Association held in conjunction with the National Guard Association in Los Angeles, Calif., October 17th to 19th, inclusive, the following officers were elected:

President	Major Ray S. Miller, Minnesota.
1st Vice President	Major Sumpter Smith, Alabama.
2nd " "	Major John N. Jeffers, California.
3rd " "	Major T.J. Herbert, Ohio.
Secretary and Treasurer	Lieut. L.L. Lambert, Missouri.
Legal Counsel	Capt. Charles A. Masson, Maryland.

#### Executive Committee:

Major William F. Ladd, Connecticut, Chairman.  
Major Ray S. Miller, Minnesota.  
Capt. L. G. Brower, New York.  
Major Sumpter Smith, Alabama.  
Major Richard F. Taylor, Indiana.  
Major T. S. Herbert, Ohio.  
Major W.D. Tipton, Maryland.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Col.

Changes of Station: Lieut. <sup>Col.</sup> Gerald C. Brant from Crissy Field, Calif., to Mitchel Field, N.Y., sailing from San Francisco about Nov. 27, 1929.

Captain Byron T. Burt, March Field, to Air Corps Training Center, Duncan Field, Texas.

Captain Morris Berman, Wright Field, Ohio, to Air Corps Training Center, Duncan Field, Texas.

Captain Orlo H. Quinn, March Field, to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Walter D. Buie, Brooks Field, to Langley Field, Va.

1st Lieut. Hugh A. Bivins, Langley Field, to Wright Field, Ohio.

1st Lieut. Russell H. Cooper, Dodd Field, to Love Field, Dallas, Texas, for duty with Organized Reserves, 8th Corps Area.

1st Lieut. Virgil Hine, Selfridge Field, to Fort Crockett, Texas.

Orders assigning 1st Lieut. Raymond R. Brown to Maxwell Field, upon completion foreign service tour, amended so as to assign him to Fort McPherson, Ga.

2nd Lieut. John C. Crosthwaite, Selfridge Field, to March Field, Calif.

Captain George S. Warren, Scott Field, to Materiel Division, Wright Field.

Upon expiration of foreign service tour, 2nd Lieut. Clarence S. Thorpe, A.C., to Materiel Division, Wright Field, instead of to March Field.

2nd Lieut. John A. Austin, Mitchel Field, to Materiel Division, Wright Field, Dayton, O.

2nd Lieut. Charles A. Ross, Chanute Field, to Materiel Division, Wright Field, Dayton, Ohio.

Promotion: Major Ira Longanecker to Lieut.-Colonel, with rank from October 3, 1929.

Resignation: 2nd Lieut. Emery Janison Martin.

Detailed to the Air Corps: 1st Lieut. George B. McReynolds, Field Artillery, and to Primary Flying School, Brooks Field, Texas, for training.

Reserve Officers to active duty to June 30, 1930: "2nd Lieut. Harry Hudson Lynch, Seattle, Washington, to Rockwell Field, Calif.

2nd Lieut. Wilmer Eugene Hall, Florence, Ala., to Maxwell Field, Ala.

2nd Lieut. Egbert C. Cook, Hollywood, Calif., to Crissy Field, Calif.

Relieved from detail to the Air Corps: 2nd Lieut. Leander L. Doan to 1st Cavalry, Fort Bliss, Texas.

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DEDICATION OF DENVER AIRPORT

Nine airplanes from Rockwell Field, Coronado, were flown to Denver, Colo., for the purpose of participating in a flying exhibition incident to the dedication of the new airport there on October 19th. Major A.L. Sneed, Commanding Officer of Rockwell Field, was in charge of the aerial expedition, which consisted of three LB-7 Bombers, five P-12 planes and 1 PW-9D plane.

The bombing planes left Rockwell Field at 1:00 p.m., October 18th, under the leadership of Lieut. F.B. Valentine, for Kingman, Arizona, leaving the next morning for Albuquerque, New Mexico, for fuel, thence to Denver. The Pursuit planes made the same stops as the Bombers, but left Rockwell Field early on the morning of October 19th. The personnel making the flight, in addition to Major Sneed and Lieut. Valentine, were Major Wood S. Woolford, M.C.; Captain H.M. Elmendorf; Lieuts. C.H. Howard, K.J. Gregg, I.A. Woodring, J.E. Mallory, N.H. Ives, L.H. Watnee and David J. Graves.

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ROCKWELL FIELD PILOTS PARTICIPATE IN NEVADA CELEBRATION

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Four P-12 planes of the 95th Pursuit Squadron, Rockwell Field, Calif., under the command of Major Carl Spatz, Group Commander, departed for Reno, Nevada, on October 30th for the purpose of participating in Nevada's Admission Day, October 31st, the invitation having been received from the Reno Chamber of Commerce for the officers of Rockwell Field to attend. The personnel making the flight, in addition to Major Spatz, consisted of Captain H.M. Elmendorf, Lieuts. G.E. Price and William R. Casey.

## THE ARMY RELIEF SHOW AT WASHINGTON BARRACKS, D.C.

The participation of the Army Air Corps in the Military Exposition and Carnival at Washington Barracks, D.C., October 3rd, 4th and 5th, for the benefit of the Army Relief Society, was marked by aerial exhibitions as well as ground exhibits. A total of 40 service planes were utilized in the various aerial exhibitions, comprising 18 Attack planes from the 3rd Attack Group, Galveston, Texas; 9 Pursuit planes from the 1st Pursuit Group, Selfridge Field, Mich.; 7 Bombardment planes from the 2nd Bombardment Group, Langley Field, Va.; 3 Observation and 3 Pursuit planes from Bolling Field, D.C.

The Air Corps was allotted approximately one-half hour each day and night for a distinctly Air Corps program, and an additional half hour each day and night for Air Corps participation in the Sham Battle. A total of 68 hours was flown during the Carnival.

The Air Corps ground display was an elaborate one, Bombardment, Pursuit, Attack, Observation and training types being exhibited, as well as flood lights, a revolving aerial beacon, modern as well as historic types of airplane engines, propellers, bombs of various sizes, airplane wheels and tires, navigation instruments, machine guns, aerial photographs, parachutes, airplane models, target glider, the Orientator, and miscellaneous incidental Air Corps materiel.

In connection with the airplane exhibit, a placard indicating the type and performance of each plane was placed conspicuously on the ground in front of each machine. Qualified personnel were busy at all times, presumably working on the ships for the purpose of lending interest and color to the display. They were busy in another way also, having ready answers for the many questions asked by the public.

To attract attention to the engine display, a Wright J-5 engine, mounted on a test stand, was placed in the open area adjacent to the airplanes. This engine was operated frequently and served to attract as well as interest the visitors to the Carnival. The engine was protected with a railing to prevent close proximity of persons to the whirling propeller.

The earth inductor compass, electrically operated, was mounted on a display stand in a manner which permitted spectators to observe its workings.

The Photo Section from Bolling Field, in charge of Lieut. Myers, gave a very creditable showing of its work. Mounted on panels were enlarged aerial pictures. That seemed to attract most attention in this exhibit was a large mosaic of Washington and its suburbs. It was never without six or seven people each trying to point out his own home. The Parachute Department, also under the direction of Lieut. Myers, continually attracted a great amount of attention, the personnel constantly folding and unfolding parachutes. Motion pictures were run showing the development and testing of parachutes.

The Orientator, a contrivance which simulates the action of a plane in three dimensions, was a real attraction. Prior to the opening of the Carnival it was mounted on a searchlight truck which furnished power to operate the device during a parade through the city. Miss Martha Hickam operated the Orientator during the parade, after which it was set up in a separate circular tent. Under the supervision of one of the ladies' committees, the public was permitted to try their ability at so much a ride. This attraction was never without a considerable crowd of spectators, and there was always a line of young people waiting their turn to try their hand on the contrivance.

Captain Wm. J. Flood was in constant attendance at the Broadcast Stand during the demonstrations. Telephone connections from that point to Bolling Field enabled him to keep constantly in touch with the pilots through the Operations Office at the field. Lieut. Merrick, Operations Officer, Bolling Field, was charged with the problem of coordinating flying schedules during the demonstrations.

Lieut. John Beveridge, Jr., on duty in the Materiel Liaison Section, Office of the Chief of the Air Corps, served as the Air Corps representative in connection with the preparations for the Carnival.

In a letter to the Chief of the Air Corps, Major-General W.D. Connor, Executive Head of the Military Carnival, conveyed the expressions of satisfaction of the Chief of Staff as to the result of same, and concluded as follows:

"I wish to take this occasion to express to you and the members of your organization my personal thanks for the splendid way in which they assisted in making the carnival a success."

NOTES FROM AIR CORPS FIELDS

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Selfridge Field, Mt. Clemens, Mich., October 14th.

Capt. Victor H. Strahm, Adjutant, left the Group on September 28th for six weeks' leave of absence. During this leave he and Mrs. Strahm will visit relatives in Bowling Green, Ky., after which they will drive to San Antonio for a visit with their many friends at that place.

After three weeks of preliminary practice, the Inter-Squadron Football championship games were started on October 7th with the 27th Pursuit Squadron defeating the 17th Pursuit Squadron, 7 to 0. The winners showed considerably more strength than the score would indicate, but dogged defensive play by the losers averted several scores. In the last few minutes of the game, when the 17th recovered a fumbled punt, a successful forward pass put them on the eight yard line but a touchdown was denied them when their final rush was stopped inches from the goal line.

The 57th Service Squadron team, champions of the 1928 season, opened impressively by turning back the efforts of the 94th Pursuit Squadron the following day. The final count was 18 to 6. The 57th completely outplayed their rivals in the offensive end of the game and their alertness in defense against forward passes was a big factor in their three touchdowns. They also completed several long passes at critical moments of the game. Lieut. Jimmy Duke, who is in charge of the Service team, used nearly his entire squad of players before the final whistle sounded.

The 94th team showed a light but fast line, and their excellent work was the only reason several more touchdowns were not scored against them. In the last quarter some excellent line plunging and a forward pass following the recovery of a fumble, gave the Pursuiters their only score less than 30 seconds before the final whistle.

It had been expected that the championship series this year would have five competitors, but shortage of company funds in the 15th Observation Squadron made it impossible for that outfit to equip a team for play. The 15th has some husky material for a team and it was expected that they would furnish the chief opposition to the Service team for the 1929 championship banner. Having won the 1929 baseball championship, the Observers were all primed to clean up another trophy and many of their athletes were rather restive in their roles of spectators.

The championship series of games will be completed about the middle of November and it is then planned to gather the stars of the series together for two or three games with outside teams. Lieut. Tuffy Johnson is making arrangements for this all-star aggregation and is already trying to book a few teams whose supply of guarantee money is not too depleted.

Lieuts. Harold W. Grant and Irving R. Selby, Air Corps Reserve, received their Regular Army commissions and were assigned to the 15th Observation Squadron on October 3rd.

Lieut. John G. Fowler reported for duty on October 1st after three months spent in Europe.

The 15th Observation Squadron in its first season of competition won the Post Championship in baseball and bowling. It was decided not to have a football team because of insufficient funds to equip the players, but the prospects of a good basketball team are rather bright.

Sgt. Oliver, one of the old timers with the outfit, was recently made a Staff Sergeant.

The 57th Service Squadron has had its share of changes among the commissioned personnel in the past month. In addition to the regrettable accident in which Lieut. Winefordner lost his life on September 5th, the Squadron has had the following transfers among its officers in the past month: Lieuts. Crawford, Koons and Sanders were transferred to the Squadron on Sept. 2nd. Lieut. Ellison, although a pilot for several years, received his training with the Royal Air Force during the late war and has never taken the course at Brooks and Kelly Fields, as required by regulations.

Lieut. Schoenlein was transferred to Chanute Field to pursue the course in communications.

We have also had several of our officers on leave during the past month. Lieut. Crawford returned on Sept. 2nd after leave for a month and a half.

Lieut. Jacobs returned for duty on Sept. 20th, having fully recovered from the burns he received while experimenting with the burning properties of powder while at the gunnery camp at Oscoda.

Lieut. Duke returned from four months' leave on the 24th. During this leave he was engaged in commercial aviation at Fort Worth, Texas. He states, however, that from now on he intends to stick to the Army.

27th Pursuit Squadron: September marked the return of the Squadron from the gunnery and bombing ranges at Oscoda, Mich., with its usual garrison duties, Group flying and routine individual cross-country flights.

On September 30th the following pilots barged off to Louisville, Ky., where they lent atmosphere and additional noise to the annual convention of the American Legion. Capt. Smith, Lieuts. Hine, Crosthwaite, Jacobs and Harrington. The outfit was royally entertained and a wonderful time was recorded. Bowman Field was crowded to capacity with local citizens and visiting Legionnaires during the aerial demonstrations. The participation of Army aircraft at various celebrations, etc., apparently accomplished much towards the advancement of aviation.

5th Photo Section: Capt. William D. Wheeler assumed command of this organization on September 13th, relieving Capt. Harlan W. Holden.

1st Lieut. Arthur G. Hamilton and Mr. Sgt. Wilbur R. Rhodes returned from Eagle River, Wisc., where they have been working on the aerial survey of the Lakes Region of Northern Wisconsin for the U.S. Geological Survey.

Langley Field, Hampton, Va., October 17th.

2nd Bombardment Group - By Lieut. Jack S. Wood: A flight of three LB-7's left Langley Field on Sept. 28th for Louisville, Ky., to attend the American Legion Convention and to compete against other members of the A.E.F. in such games and pastimes as have become traditional with American Legion Conventions, and also to fly a few demonstration formations.

The flight was under the command of Capt. Henry Pascale, the other officers in the flight being Lieuts. W.J. Hahnel, J.W. Hammond, Marion Huggins, W.E. Steele and G.W. Neel.

The flight left Louisville, October 2nd and proceeded to Washington, D.C., where it joined another flight of four Bombers and participated in the Military Maneuvers at the Army War College. The Bombers returned to Langley Field on October 6th.

Lieut. William A. Matheny is back on duty with the Group, after spending a month convalescing in Panama. Lieut. Matheny was severely burned when the LB-7, which he was ferrying to Panama, crashed in Central America.

2nd Photo Section, A.C. - By Lt. C.W. Goode, A.C.R.: During the month of September routine duties of a Photo Section were performed.

Obliques and verticals of trenches were made at Fort Eustis, Va., before and after camouflage for Coast Artillery School, Ft. Monroe, Va. Obliques were made of Kill Devil Hill, Kitty Hawk, N.C. Copies and prints of map problems for Air Corps Tactical School, Langley Field, Va., were also made.

A total of 8 hours and 30 minutes was flown on photographic work.

The Photo Section is endeavoring to obtain a regular airplane assigned to it for Photo work.

59th Service Squadron, A.C. - By Lieut. C.R. MacIver, A.C.: The Post football team has on its roster five men from the 59th Service Squadron who can be relied upon to give a good account of themselves on the field, viz.: Cpl. Bell, a little over six feet and plenty fast; Pvts. Soultz, a neat passer who holds down the job of center; Francis McDonald, a fast stepping end with no resistance; Charlie Canady, who hails from the Tar Heel State, with two years of playing with an Academy team to his credit, and Charles Worrall, the line plunging demon from Pennsylvania, who has no sympathy for enemy men. The 59th is also well represented on the side lines at every game and we're pulling hard for the Post Team to come home with the 3rd Corps Area Championship this year.

The organization received one PT-1 from the 49th Bombardment Squadron on Sept. 4th, and one O-11 from Middletown Air Depot on Sept. 17th.

The organization was engaged in checking pilots on Transport planes during the past two weeks.

The organization has a total strength of 148 men present and absent. Approximately 65 men are on special duty with the various departments - Engineering, Air Corps Supply, Quartermaster and various other Post activities.



Approximately 20 men are on duty in the Squadron Hangar maintaining four airplanes, and approximately 20 men are on duty with the Group Transportation.

The number of flights during the fifteen-day period was 191, totalling 46 hours and 5 minutes. Missions of different types and number of hours devoted to each are as follows:

64 Missions Type 1-A, prescribed training for pilots . . . . .	26 hrs.40 min.		
5 Missions Type 1-C, cross-country for pilots. . . . .	.13 "	20 "	
4 Missions Type 2-B, flights in connection with Photo and mapping. . . . .	5 "	0 "	
1 Mission Type 3-A, photography and mapping, civilian purposes	1 "	0 "	
74 Totals	46 "		

Total number of Types 4.

19th Airship Company, A.C. - By Lt. B.T. Starkey, A.C.: Two reconnaissance flights were made on the 27th of September with Capt. A.I. Puryear and Lieut. B.T. Starkey as pilots. On the 30th of September, Maj. Kennedy, of the Chief's office, made two training flights. Daily flights to Washington, D.C., in connection with the Military Carnival at the War College were on the schedule for the week, but it was necessary to cancel these flights on account of a hurricane warning.

High winds continued to interfere with flying. Two missions scheduled with the Coast Artillery, Ft. Eustis, were completed successfully. On October 7th, the TC-6 flew a three hour communications test mission as a preliminary to the actual observation work on the 8th. No trouble was experienced in maintaining contact with the ground set during the entire drill. On October 8th, the TC-6 in command of Lieut. M.E. McHugo, completed an observation mission in cooperation with the Coast Artillery, Ft. Eustis, with very satisfactory results. The crew of the ship were commended for their splendid cooperation by Col. Taylor, Commanding the 52d C.A.C.

The Football squad, under tutelage of Capt. Usher and Sgt. Stanowich, coaches, is progressing very rapidly. On Oct. 5th the U.S.S. ANTIARES was defeated 19 to 0, with the Langley first string playing only half of the game. Next Saturday we play the Naval Hospital of Portsmouth, Va., the only team of this section to chalk up a win over us last season. The first real setback to Langley's hopes came along Wednesday when Keys, a recent acquisition to the squad and the most terrific plunger among the backs, was sent to the hospital with an injured knee perhaps for the season. If Langley can defeat the Naval Hospital the coaches feel quite confident that the team will come through with a clean slate for the season.

Rockwell Field, Coronado, Calif., October 17th.

Maj. Frederick L. Martin, of the Office of the Chief of the Air Corps, was a recent visitor at Rockwell Field, for purpose of inspecting the Visual Inspection System.

Lieuts. A.W. Martenstein and Charles H. Caldwell, were also recent visitors at the Rockwell Air Depot for purpose of inspecting supplies and maintenance.

Maj. Daniel B. Leininger, Veterinary Corps, arrived at Rockwell Field, Oct. 7th, for purpose of administering annual mallein test and rendering necessary veterinary treatment to public animals assigned this station.

1st Lieut. Charles E. Stafford, Quartermaster Corps, who has been on duty at Rockwell Field as assistant to the Post Quartermaster, was assigned to duty at this post as Post Quartermaster, vice Capt. H.J. Hunker, Q.M.C., transferred to Jeffersonville, Ind.

Lieut. I.A. Woodring, A.C., attached to the 95th Pursuit Squadron, received permission from the Chief of the Air Corps to give a flying demonstration during the International Petroleum Exposition at Tulsa, Okla., the week of October 7th.

Six Pursuit planes, five Bombers and one Transport, with twelve officers and twenty enlisted men, participated in the dedication of Neuman Airport, Neuman, Calif., on Sept. 29th.

Three P-12's from the 95th Pursuit Squadron participated in the dedication of Florence Airport, Florence, Ariz., on Oct. 12-13th.

The following-named Air Corps officers, who have been on active duty as Reserve Officers at Rockwell Field, received their commissions in the Regular Army: 2nd Lieuts. J.A. Ronin; Harold W. Bowman; William R. Casey; George E. Price;

Kenneth A. Rogers and L.E. Watnee.

War Department orders were received assigning the following-named Air Corps officers to Rockwell Field for duty: 2nd Lieuts. S.R. Brentnall, (F.A.); James W. Brown, Jr. (Inf.); Howard G. Bunker (C.A.C.); Nathan B. Forrest, Jr. (Cav.); Robert S. Israel, Jr. (F.A.); Alfred R. Maxwell (C.A.C.); Wm. H. Tunner (F.A.); John S. Mills (F.A.); and LaVerne G. Saunders (Inf.).

The following-named 2nd Lieutenants, Air Corps Reserve, were also ordered to Rockwell Field, for active duty, until June 30, 1930: Edward W. Anderson, William W. Cadwell, Evan L. Farman, William Groen, Jr., Maurice W. Judd, Winslow C. Morse, Elder Patterson and Robert K. Unkan.

Capt. Raymond S. Dickinson, Air Corps Reserve and 1st Lieut. Stuart B. Davis, Air Corps Reserve, completed two weeks active duty training at Rockwell Air Depot. While here they were given an abbreviated course in engineering work in the Depot shops.

The Rockwell Field Officers' Club, recently rebuilt and refurnished, opened with a dedication party, Friday evening, October 4th. Among improvements recently completed are the installation of two new squash courts and numerous other features.

Campaigning for the Community Chest, Red Cross and other Institutions in San Diego and Coronado, received a great deal of attention at Rockwell Field, the commissioned, enlisted and civilian personnel responding heartily and generously. Major Sneed, Commanding Officer of the Post, took an active interest in the work and appointed Lieut. Robert E. Selff, A.C., Post Adjutant, as chairman of a committee to make collections through the various squadrons and civilian activities of the Post and Depot. Rockwell Field far exceeded its quota in the annual drive of the Community Chest.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, October 11th.

We regret to announce that Capt. Joseph W. Timmons, Jr., Q.M.C., our Quartermaster, and 1st Lieut. Richard T. Aldworth, A.C., who was recently transferred to this Depot from Langley Field are sick at the Station Hospital, Fort Sam Houston. Capt. Timmons has been sick since Sept. 5th (except for a week's interval of duty), and Lieut. Aldworth since Sept. 16th. Their condition is not serious, however, and we hope to see them on their feet again in the near future.

Lieut. Charles H. Caldwell, of the A.C. Materiel Division, Wright Field, was a visitor at this Depot, Sept. 18th to 21st for a conference on matters relative to the proposed new construction at this depot.

Lieut. Amos S. Albro, Assistant Engineer Officer and Lieut. Charles E. Thomas, Jr., Depot Supply Officer of this Depot, made a cross-country to Lowry Field, Denver, Colo., and return, Sept. 23d to 29th, for conference with officers of the 120th Observation Squadron, Colorado National Guard, and inspection of Air Corps supplies and equipment of that organization.

Lieut. Edward V. Harbeck, Assistant Operations Officer of the Depot, made a cross-country to Ft. Bliss, Texas, and return, Sept. 27th to 30th, to deliver a set of propeller blades required by Lieut. Julian B. Haddon, A.C., for the XO-22 being ferried by him from the Douglas Factory to Wright Field.

Lieut. Charles E. Branshaw, Chief Engineering Officer and Lieut. Lewis S. Webster, Assistant Depot Supply Officer of this Depot, visited the 154th Observation Squadron, Arkansas National Guard, at Little Rock, and the 111th Observation Squadron, Texas National Guard, at Houston, October 2d to 6th, by cross-country, for conference and inspection of Air Corps supplies and equipment of those organizations.

The Engineering Department of this Depot produced the following in the way of airplane and engine overhaul and repair during the month of September: Airplanes, overhaul - 7 A-3; 1 DH-4M-1; 2 DH-4M-2; 3 DH-4M-2T; 2 O2; 1 O2-H; 3 P1-D; 3 PT-3, total 22; airplanes, miscellaneous repair - 1 A-3; 1 C-1; 1 D-9; 1 W.C.; 1 DH-4M-2S; 2 O2; 2 O2-C; 2 O2-H; 1 O2-K; 1 O2-M4, total 13. Engines, major overhaul - 20 Curtiss D-12, 10 Wright J-5, total 30; engines, minor overhaul - 44 Liberty, 1 Curtiss D-12, total 45.

Nichols Field, Rizal, P.I., October 2nd.

In four basketball contests thus far played by the Post team, two were victories and two defeats. The 16th Naval District and the 59th Coast Artillery teams were defeated by the scores of 42 to 28 and 28 to 26, respectively.

The 31st Infantry and 60th Coast Artillery were victors 33 to 23 and 29 to 21, respectively. Cpl. Wolf and Pvt. Parrick were outstanding stars for the Nichols Field team.

The Post Enlisted Men's bowling team is tied in inter-regimental Bowling League with the 59th Coast Artillery for first place, and is in third place in the Philippine Bowling Association. In the latter league Nichols Field holds the high score for a single game - 971.

The Officers' Bowling team in the Philippine Bowling Association is not doing so well.

The baseball season was scheduled to open October 16th with the 31st Infantry in Interpost Baseball League. Nichols has good material with the exception of good pitchers.

2nd Observation Squadron: Activities during September were somewhat increased due to the lessening of rain.

The numerous radio missions being conducted with Ft. McKinley are being carried out successfully.

On Sept. 24th, Lieuts. Dunlap and Wells, in two Amphibians, with Cpls. James and Kucinski as mechanics and Capt. C.C. Chapman and Mr. Sinclair as passengers, made a flight to Samogui, a small lumber town on the western coast of Mindoro.

Capt. Wilson and Lieuts. Nowland, Hayward, Wilson and Steinmetz are at present enjoying a tour of detached service at Camp John Hay, Mountain Province. During the absence of Lieut. Hayward, Lieut. Douglas, in addition to his other duties, is performing the duties of Squadron Operations Officer.

Headquarters, 4th Composite Group, A.C.: Lieut. Grisham, our new Detachment Commander, is on fifteen days' leave in Baguio. Capt. Pursley, our former Commanding Officer, was transferred to the 66th Service Squadron and is now Squadron Commander of that unit.

Sgts. Simmons and Dolliver, PFC. Bain and our light-weight Stackwell, are up in Baguio, prior to their departure on the October transport, with the exception of Sgt. Dolliver, who is "making the next one". In addition to the above, the organization will lose Sgt. R. Lamoureux, who is assigned to Mitchell Field, but whose slogan is "Panama or bust". Pvt. Long is also leaving on this transport, together with Pvt. Redifer, another short-timer, who is getting ready for K.P. upon arrival in the States.

Pvt. Gibson was promoted to pvt. 1st-class, specialist 3rd class, vice Palmer, transferred in grade to the Finance Department, upon his own request. After the short-timers sail, this detachment will have vacancies for four privates, 1st class; one A.M., 1st class; for a private; and one A.M., 1st class for a sergeant, in addition to a specialist, 1st class, and what have you. The entire detachment is looking forward to the sailing of the boat, reasons - MORE PESOS.

Sgts. Callahan and Poynter, are two incoming replacements for the Detachment, and will arrive on the October 4th transport, together with Capt. Vernon Burge who will take command of the squadron.

28th Bombardment Squadron, A.C.: 1st Lieut. John G. Salsman is now doing a tour of detached service at Baguio for thirty days.

1st Lieut. Alfred Lindeburg is on leave for thirty days for the purpose of visiting China and Japan.

On the October transport we lose the following-named men of our non-commissioned staff: Mr. Sgt. Bills to the 40th School Squadron, Kelly Field, Texas; Staff Sgt. Ehlert to Ft. McDowell for discharge; Staff Sgt. Kaufman to Air Corps Technical School Detachment, Chanute Field, Ill.; Staff Sgt. McDonough to 54th School Squadron, March Field, Calif.; Sgt. Bodie to 24th School Wing Headquarters, Kelly Field, Texas; Sgt. Zernikow to 11th Bombardment Squadron, Rockwell Field, Calif.

During the months of September and October many schools are being conducted. Among others are Machine Gun, Chemical Warfare, Navigation and others for both commissioned and enlisted personnel.

Now that the rainy season is about finished, our flying missions are being conducted according to schedule instead of chance.

66th Service Squadron, A.C.: Capt. Benjamin F. Giles, A.C., was transferred on Sept. 1st to 2nd Observation Squadron, A.C., this station.

Capt. Charles A. Pursley, A.C., was transferred from Hq. Det., 4th Composite Group, this station on September 1st, assumed command of the Squadron and also took over the duties of Squadron Mess Officer.

1st Lieut. Earl S. Hoag was scheduled to leave for China and Japan on Oct. 12th for two months' leave of absence.

The Squadron baseball team, under the direction of Staff Sgt. Jacob Collins, has been out for practice and it is hoped that we will come out on top.

Luke Field, T.H., October 10th.

5th Composite Group, 4th Observation Squadron: Lieut. Richard H. Dean took over the responsibility of coaching our basketball team and we feel very fortunate in having this officer, a former athlete of the University of Wisconsin, for a coach. With his excellent ability as a coach and the material that has turned out for the squad, we are certainly looking forward to the championship this year. Lieut. Early is also working with the team and his presence on the squad will strengthen it in playing and bolster its morale.

1st Sgt. Gordon took a thirty-day furlough to the mainland. Mr. Sgt. Stout assumed Sgt. Gordon's duties during his absence.

As a result of a boxing rally held in the day room one day last week, over ten promising fighters reported for training and more are expected as the season progresses.

72nd Bombardment Squadron: The 72nd Squadron has been busy organizing athletic teams in Basketball, Volley Ball, Boxing and Swimming, calling upon every man in the organization to cooperate in the season's athletic events. Sgt. Andy Mullins, a popular athlete, took over the duties of coaching the Swimming team. Staff Sgt. "Hank" Henderson will coach the Basketball squad, and from the results he is getting from his ambitious players there is little doubt as to his ability in holding down this job. Staff Sgt. Houston Alexander, another one of our leading athletes, is working over the Boxing squad in a most capable manner.

We have been successful this season so far in Volley Ball, running the 4th Squadron a close race for first place. Everyone in the Squadron has their eyes on winning the Kuntz-Moses Trophy in the first year of its presentation.

23d Bombardment Squadron: We have had a very good turn out for all the athletic teams this season, and the high morale which prevails will mean that we will have a successful season in the coming inter-squadron contests. Sgt. Krug was selected as our Athletic Coach in Basketball, Boxing and Swimming, and from his previous records there need be no explanation as to his ability in handling this position. Twelve men reported for the Basketball team, seven for the Swimming team and eight are training hard for the coming fistic events. With this turn out of 27 energetic athletes, we have very good reason to believe that the Kuntz-Moses Trophy will be awarded to this Squadron at the close of the season.

65th Service Squadron: Everyone is anxious for the fall athletic events to get under way. With the material available for the various teams needed to compete for the Kuntz-Moses Cup, there will be a real active part played on behalf of our Squadron for this trophy. Our Basketball team looks better this season than ever before and, with the Swimming and Boxing teams, we are out 100 percent to take the majority of events this fall. Sgt. John Tarpley reported for duty after being confined to the hospital due to a fractured leg received while playing in a Navy-Sector Baseball game. Spore, whom Luke Field is expecting to win the lightweight championship in the Department, is working out every day and looks to be in the best condition of his career.

#### Personals:

Mrs. R.R. Brown, wife of Lieut. Brown, returned to the States this month aboard the "Cambrai". Lieut. Brown will depart on the January transport for his new station, where he will join Mrs. Brown.

Lieut. George G. Cressey and family sailed on the "Cambrai" en route to their new station, Scott Field, Illinois.

Lieut. Horace S. Kenyon and family sailed on the "Cambrai" en route to March Field, Calif. He has been on duty at the Department Air Office for the past two years.

Lieut. Carlisle I. Ferris and family left on this month's transport en route to Duncan Field, Texas, where he will report for duty.

Lieut. U.G. Jones, who has been stationed at Fort Bragg, N.C., will report for duty at Luke Field, upon his arrival this month aboard the "Somme".

Lieut. Carl A. Cover, on a leave of absence on the mainland for the past two months, returned to duty here on October 3rd.

**Athletics:** This month starts the Boxing season on its promising way, and with it comes new material in the pugilistic art for Luke Field. With the seasoned boxers we already have and who have proven their ability in the past seasons, we are pinning great hopes for the Department Championship in every Division.

The Volley Ball and Swimming events among the different Squadrons have also started. There will be real competition between the rival organizations.

**Missions:** This Group completed two target missions for the First and Second Battalions of the 64th, C.A.C.(A). It is expected that the Third and last Battalion will finish their target practice with us this month.

Bolling Field, Anacostia, D.C., October 24th.

Piloting an O2-K airplane, Lieut. L.S. Stranathan took off on the morning of Oct. 3rd on an extended cross-country trip. Congressman Maas, of Minnesota, a member of the Military Affairs Committee, House of Representatives, was his passenger. Congressman Maas is making an inspection of all Army Posts and stations in the United States.

Lieut. L.M. Merrick, Operations Officer at Bolling Field, took off at 6:30 A.M. on the morning of October 10th in the C-4 Transport for LeRoy, N.Y., for the purpose of transporting the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, from that point to Syracuse, N.Y., and Washington.

Lieut. John E. Upston made a cross-country flight on October 11th to Cedar Rapids, Iowa, and on his return flight had Col. C.B. Robbins, former Assistant Secretary of War, as his passenger as far as Columbus, Ohio.

On October 14th, General Wm.E. Gillmore, Assistant Chief of the Air Corps, piloted by Lieut. Tourtellot, took off in a Thomas-Morse on an extended cross-country flight. General Gillmore is making an inspection of practically all Air Corps stations.

On the morning of October 14th, the Air Corps Detachment was paraded in honor of Lieut. Harry A. Sutton, Air Corps Reserve, who was presented with the Clarence H. Mackey Trophy for 1928. The presentation was made by the Hon. James W. Good, Secretary of War.

Mitchel Field, L.I., New York, October 30th.

It is the accepted idea of the Service in general that Mitchel Field is the social center of the Air Corps, probably because of its proximity to the Gay White Way. If an officer from this station mentions work in the presence of comrades from more distant stations, or civilians, he is greeted with a loud and long raspberry, that being evidently the oldest and best method of showing disbelief and disagreement.

While the officers of Mitchel Field are no doubt the handsomest (and in the case of Lieuts. Hough and Kase, the eldest) in the Air Corps, they would be a most helpful addition to any social gathering. Still, to prove my contention that all is not play, I will give a summary of the Summer Activities.

During the month of July, 36 R.O.T.C. students were trained and given 150 hours' flying. They were from the following institutions: University of Illinois, New York University and the Massachusetts Institute of Technology. During the summer, 73 Reserve Officers were given the annual two weeks' active duty and were given over 803 hours flying time, or, on the average, over eleven hours per man. Taking into consideration the number of planes in commission and the various other activities which must be carried on for other branches this is a remarkable record.

During the summer flights made in cooperation with other branches of the Service amounted to 312, with 358 hours' flying time. The average number of airplanes in commission, of all types, for the summer months amounted to 25.

Annual Aerial and Ground Gunnery, and Bombing Practice started on the 16th of September, the ground phase being carried on at Fort Tilden and the aerial phase off Fire Island.

Details of officers and enlisted men from Mitchel Field are at present on D.S. at Aberdeen Proving Ground for work in connection with Anti-aircraft firing. They will continue on this work until the latter part of November.

Kelly Field, San Antonio, Texas, October 31st.

Capt. Arthur E. Easterbrook, A.C., left Kelly Field, Oct. 28th on a 30-day leave of absence before reporting for foreign duty in the Philippine Islands. He expects to spend most of his leave at his home in Tacoma, Wash. Coming to Kelly Field in March, 1927, he was in command of the 40th Squadron for over a year. For the last six months Capt. Easterbrook has been on duty at Training Center Headquarters as Adjutant.

1st Lieuts. Royal B. Lea and R.A. Snavely left by train Oct. 21st for Middletown, Pa., to fly two LB-5's to this field.

Two tri-motored transports engaged in the navigation flights of graduating students of the Navigation School at Wright Field arrived at Kelly Field on Oct. 17th. One plane left for Brownsville on the 19th, but the other was delayed by motor trouble and did not leave until October 21st.

The Kelly Field Football team defeated the 9th Infantry 6 to 0 in the Army Bowl at Ft. Sam Houston on Oct. 29th. Kelly managed to keep the play deep in their opponent's territory most of the game, but the 9th Infantry tightened up their defense considerably after the ball would cross their twenty-yard line. A touchdown was scored on an intercepted forward pass. This was the first game of the Army Football League in San Antonio.

France Field, Panama Canal Zone, Oct. 10th.

Recent welcome additions to the personnel of France Field include Major and Mrs. Roy S. Brown, Lieut. A.Y. Smith, Lieut. and Mrs. A.H. Rich, Lieut. and Mrs. Lloyd Hunting.

During September, the following officers were transferred to other commands, and it was with great regret that we noted their departure: Lieuts. George C. McDonald to Langley Field, David R. Stinson to Middletown and Pardoe Martin to Mitchel Field.

The following officers arrived at France Field, having ferried Type LB-6 Bombers from Langley Field to Panama; Lieuts. Robinson and Buckman and Tech. Sgt. Jewell on Aug. 30th; Lieuts. Harmon, Davies, Vance and Colman, and St. Sgt. Hawkins and Cpl. Bull, on Sept. 3rd. Lieut. Canfield died from injuries received when the Bomber piloted by himself and Lt. Matheny crashed and burned near Managua, on Aug. 30th. Lieut. Matheny, quite seriously burned through gallantly aiding Lieut. Canfield from the wreckage, arrived on a Pan-American Ford, September 1st. After recovering in the Colon Hospital and spending a short period of convalescence at France Field, he departed by commercial liner on Sept. 29th. Lieuts. Buckman, Colman and Vance left for the States after spending a short time at France Field.

Lieut. Keith Parks is our latest graduate from the "University de Corozal", specializing in the baking of biscuits and similar stones.

Lieut. Ramon R. Arias, Air Corps Reserve, a recent Kelly Field graduate, took two weeks of active duty training with the 7th Observation Squadron.

The following officers left on leave during the month: Lieut. Harmon for three months, to be spent in commercial pursuits in New York; Lieut. Lebrou for one month and ten days.

Wright Field, Dayton, Ohio, October 9th.

Lieuts. Charles H. Caldwell and A.W. Martenstein left Sept. 30th on an extended trip through the west and southwest to consult with the commanders of various fields concerning problems of supply and maintenance. The route includes Scott Field, Ft. Leavenworth, Crissy, March, Rockwell and Kelly Fields, and Ft. Crockett, Galveston, Texas.

Capt. A.M. Drake left for New York to meet Mrs. Drake, who returned from an extended trip to Europe.

Visiting the Wright Field laboratories on Sept. 30th were 125 Legionnaires who were on their way to the American Legion Convention in Louisville, Ky.

Lieut. Hugo P. Rush, a recent graduate of the Massachusetts Institute of Technology, where he completed an aeronautical course, reported for duty Sept. 23rd and was assigned to the Airplane Branch. His previous regular station was Brooks Field, Texas.

Lieut. Julian B. Haddon recently ferried the new XO-22 airplane with Wasp supercharged engine to Wright Field from the plant of the Douglas Company at Santa Monica, Calif. Leaving Santa Monica on Sept. 21st, he spent two days at Rockwell Field, and then proceeded to El Paso, where he was delayed four days because of a propeller which was bent when warming up the engine on the ground. The final stop was at Oklahoma City before coming on to Dayton, which was reached on Sept. 29th. Lieut. Haddon put in about 16 hours' flying time on the trip and reported excellent flying weather all the way.

Lieut. Leroy Wolfe returned recently from a month's leave of absence spent in New York.

Capt. Wm.E. Kepner returned from a three and a half months' leave of absence, during which time he worked with the Detroit Aircraft Development Company making the initial tests of the all-metal airship produced by this Company for the Navy. He left the field almost immediately, however, to defend his title for the Gordon Bennett Trophy in the International Balloon Races held on Sept. 28th. Word was received that Capt. Kepner finished second in the closely contested race, Mr. Ward T. Van Orman, the winner exceeding Capt. Kepner's distance by a mere three miles.

Lieut. Victor E. Bertrandias, formerly of Wright Field, now connected with the Fokker Aircraft organization, arrived at the Field on Oct. 7th, for a several days' conference with engineers.

Lieut. J.P. Richter, who was recently decorated with the Distinguished Flying Cross for his pioneer work in refueling of airplanes in flight, left for Buffalo on 10-days' leave of absence.

Brig.-General B.D. Foulois and Lieut. Ennis Whitehead landed on Oct. 6th at Wright Field from Tulsa, Okla., where they had gone to attend the International Petroleum Convention. They flew the General's plane, the O-1.

Lieut. Wendell Brookley flew recently to Detroit, where he reported to the Chairman of the Contest Committee of the National Air Tour, for the purpose of making arrangements for his participation in the reliability tour which started from the Ford airport on Oct. 5th. Lt. Brookley served as the Army Representative on this tour, flying an O-2H airplane.

#### Wright Field, Dayton, Ohio, October 31st.

The first dance of the winter season was held for employees of Wright Field on Oct. 27th in the Auditorium. About 250 persons attended. Special song and dance novelty entertainers broke in upon the dancing, and the music was voted excellent. Witches riding upon brooms, black cats and skeletons attested that the Halloween season was at hand.

Fifty students of the aeronautical engineering course of Purdue University visited the Division on Oct. 28th and 29th, visiting the laboratories, hangars, shops and the Air Depot at Fairfield. G.W. Haskins, former Lieutenant, Air Corps, at present Professor on Aeronautical Engineering at Purdue, accompanied the party.

Development of high temperature cooling systems was the subject of an illustrated lecture given on Oct. 14th at the Engineers Club by G.W. Frank, test engineer of the Power Plant Branch, who for several years has been active in experimental work along this line.

Capt. E.G. Reinartz, flight surgeon, returned to the Field recently after a two-months' leave of absence spent in the Northwest.

Lieut. C.H. Caldwell and A.W. Martenstein returned on Oct. 20th from a twenty-days' flight to California during which time they visited various fields en route, investigating the supply and maintenance problems of each. The flyers went out by the mail route by way of Scott Field, Ft. Leavenworth, Ft. Riley, Cheyenne, Salt Lake City, Reno and San Francisco and returned by way of the Southern route, stopping at Santa Monica, San Diego, Tucson, San Antonio, Galveston, Little Rock and thence to Dayton.

Lt. Donald S. Burns, C.E., formerly stationed at Wright Field with the Aerial Photographic Unit, returned for a several weeks' special assignment.

Capt. Richard E. Coupland, Ordnance Dept., formerly stationed with the Armament Branch of Wright Field, returned to the Field recently for a week of special work in armament.

T.E. Tillinghast, former captain, Air Corps, at present with the Pratt-Whitney Company of Hartford, Conn., was a recent visitor at the Field.

Rockwell Field, Coronado, Calif., October 31st.

Congressman Melvin J. Maas, of Minnesota, a member of the Military Affairs Committee, House of Representatives, who is on an official inspection tour by air of Army Air Stations, arrived at Rockwell Field, Oct. 30th, in an O2-K plane piloted by Lieut. Leland S. Stranathan, from Crissy Field, and while here made an official inspection of Rockwell Field and the Rockwell Field Air Depot.

Maj. William C. Webb, Jr., Dental Corps, arrived at Rockwell Field, Oct. 28th, on temporary duty, for purpose of administering necessary dental treatment to members of the Rockwell Field command.

Maj. F.E. Parker, Finance Department, arrived at Rockwell Field, Oct. 29th, for purpose of auditing property accounts at this station.

The Depot Supply Department of the Rockwell Air Depot handled more freight during the month of October than any previous month in a number of years. The Depot Supply just completed transferring all stock records from the old style Q .M. forms to the new machine operating record system. The new arrangement appears to be a decided improvement over the old system. The Moon-Hopkins type bookkeeping machines have been installed and provide a very accurate method of recording stock transactions in property. The personnel engaged in this work are enthusiastic over the new installation. The transfer of records was completed in approximately four months.

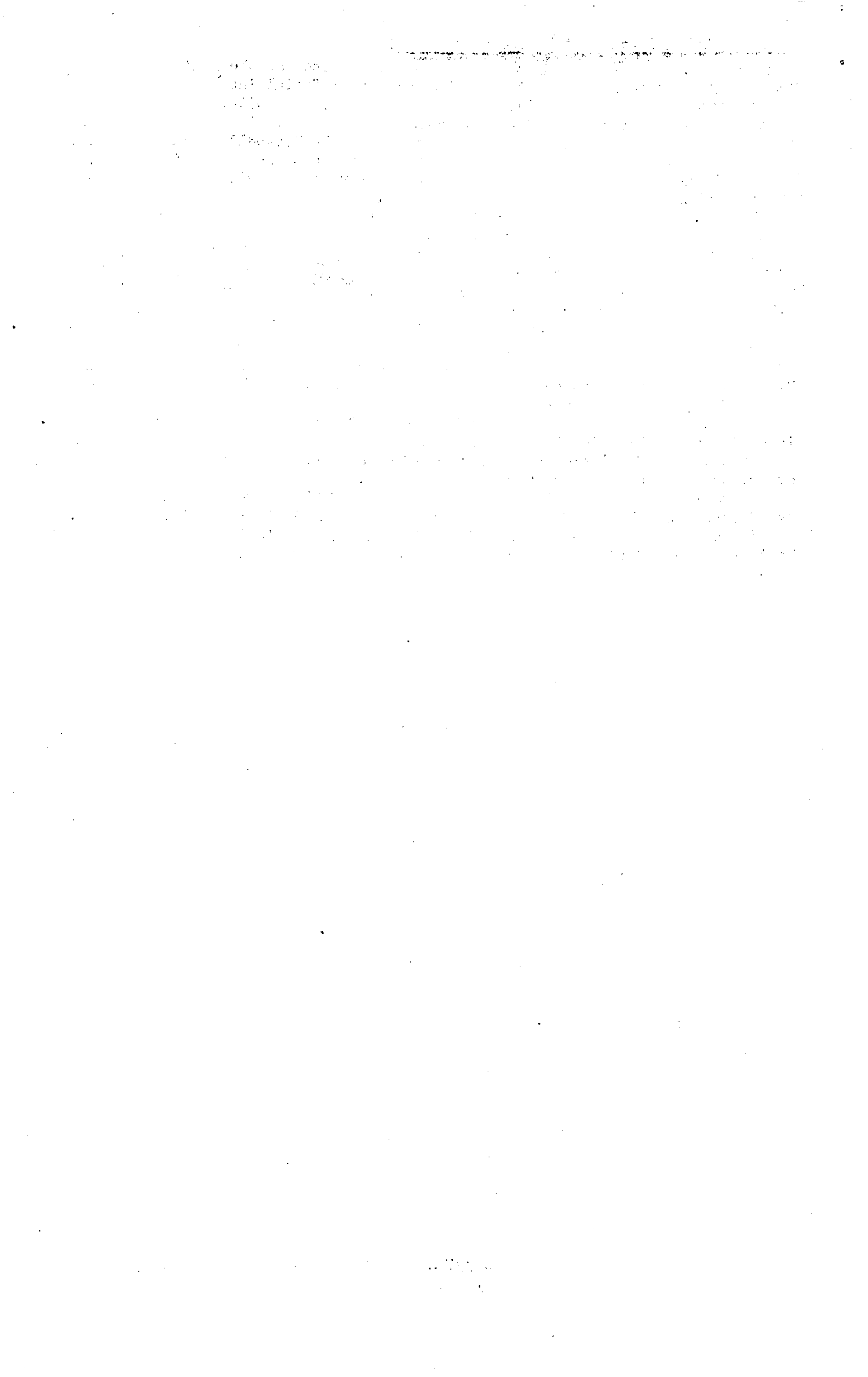
Lieut. E.M. Robbins returned from Letterman General Hospital and assumed his duties as Station Supply Officer.

Lieut. John K. Nissley availed himself of a three-day leave of absence for purpose of visiting his parents in Pasadena.

A number of officers at Rockwell Field availed themselves of the opportunity of attending the Stanford-U.S.C. Football game held at Palo Alto, Oct. 26th.

The officers are also looking forward with pleasure to the game between the Army and Stanford to be held at Palo Alto, December 28th.





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OCT. 16 to NOV. 6, 1929.

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- A 00.7 The Gloster; House Journal of the Gloster Aircraft Co., Ltd., 7th  
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- A 00.7 Seventh International Aero Exhibition, Olympia, London. July 16-27,  
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- A 00.7 International Aero Exhibition, Olympia. (From M.I.D.)  
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- A 00.7 The Times Imperial & Foreign Trade & Engineering Supplement. Inter-  
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- A 00.7/US/5 Military Show, Ft. Snelling, Sept. 20, 21, 22, 1929.
- A 00.7/US/8 Military Exposition and Carnival, Oct., 1929. Army War College,  
Washington, D.C.
- A 00.7/US/10 Tentative Schedule of Prizes and Events (subject to change);  
\$30,000 in Cash Prizes and Many Valuable Trophies, 1929 International  
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- A 10/43/1929 Flight; the Aircraft Engineer & Airships. R.A.F. Display and  
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- A 10/192 Travel of the Center of Pressure of Airfoils Transversely to the  
No. 530 Air Stream by R. Katzmayr. (N.A.C.A. Tech. Memo. #530, Sept., 1929.)
- A 10/192 Welding Rust Proof Steels by W. Hoffman. (N.A.C.A. Tech. Memo. #531,  
No. 531 Sept., 1929.)
- A 10/192 Information Obtained from Airplane Flight Tests in the Year 1927-  
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No. 537 #538, Oct., 1929.)
- A 10/US/40 The Problem of Air Sickness. (Daniel Guggenheim Fund for the Pro-  
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- A 10.23/109 Tests of Four Racing Type Airfoils in the Twenty-foot Propeller  
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- A 10.23/109 Full Scale Investigation of the Drag of a Wing Radiator, by F.E.  
#318 Weick. (N.A.C.A. Tech. Note #318, Sept., 1929.)
- A 10.23/109 Wind Tunnel Tests on Airfoil Boundary Layer Control Using a Back-  
#323 ward Opening Slot, by M. Knight & M.J. Bamber. (N.A.C.A. Tech. Note #323)
- A 10.23/109 Wind Tunnel Tests on an Airfoil Equipped with a Split Flap and a  
#324 Slot, by M.J. Bamber. (N.A.C.A. Tech. Note No. 324, Oct., 1929.)
- A 10.23/109 Wind Tunnel Pressure Distribution Tests on a Series of Biplane  
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- A 10.23/109 Wind Tunnel Pressure Distribution Tests on an Airfoil with Trail-  
#326 ing Edge Flap, by C.J. Wenzinger & O. Loeser. (NACA Tech. Note #326.)
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- A 40/7 Problem of Fog in Practical Air Navigation, by A. Gymnich. (From  
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- Serial No. 289 DOCUMENTS (Cont.)
- B 00.6/25 Licensed Pilots, Aeronautical Chamber of Commerce of America. August 15, 1929.
- B 30.9/3 Pamphlet Containing the Question Papers and Tables of Results of the Open Competitions Held in April, 1929 for Entry to the R.A.F. as Aircraft Apprentice, Apprentice Clerk. (Civil Service Commission. Great Britain.)
- C 13/61 Price List of Books on Aviation Subjects, by the Book Dept. Air Corps Tactical School, Langley Field, Va. Sept. 28, 1929.
- C 20.3/US/14 Table Showing the Reduced Authorized Enlisted Strength of the Regular Army as Distributed for Recruiting Purposes by the Adjutant General under the Provisions of Par. 4, G.O.#7, W.D. 1926 as Amended and the Actual Strength of April 30, 1929. (Philippine Scouts Excluded) Apr. 30, 1929.
- C 53/Eng-land/1 Textbooks Used in R.A.F. Educational Establishments. 1929. (Air Ministry, Great Britain.)
- C 53/US/4 Air Corps Engineering School, Wright Field Courses, 1929. Pt.11, 1929 Machine Tools; Pt.12, Metal Construction; Pt.13, Mechanics.
- D 00.12/87 #57 Analyses des Experiences Aerodynamiques Faites en Vol a Bord du Dirigeable "Mediterranee" par P. Stapfer. Experiences sur la Charpente du Dirigeable "Mediterranee" par R. Marzin. (France, Service Technique et Industriel de l'Aeronautique. Bulletin Technique #57)
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- D 00.12/105 #270 Barometric Altitude Scales, by H. Ebert. (Air Corps Materiel Div. Trans. No. 270, Oct. 16, 1929.)
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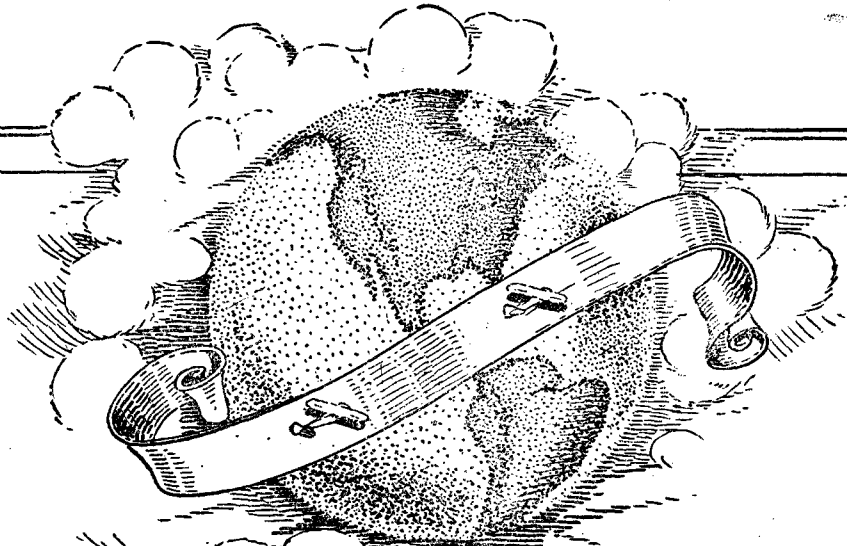
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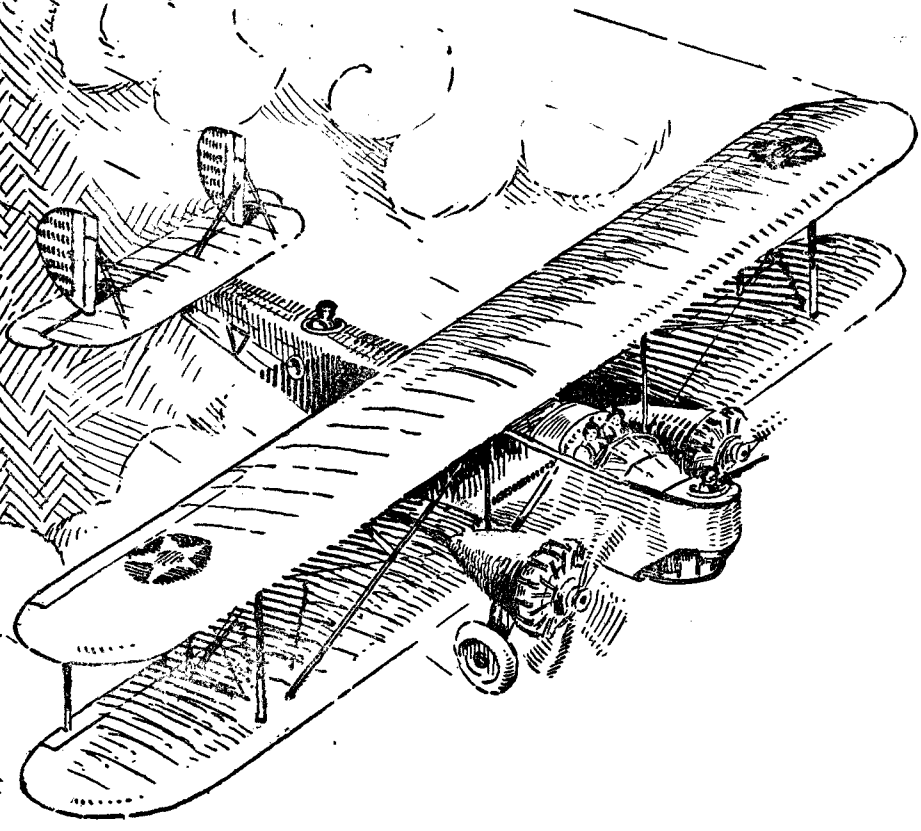
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# AIR CORPS NEWS LETTER



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

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IN DEFENSE OF ARMY AIR OFFICERS ✓

By

E.H. Holterman, Capt., Air-Res.

NOTE: Captain Holterman has had two active duty periods of six months each in the past two years, during which he has come in close contact with the problems and the point of view of the Air Corps officers. He has found that they gladly help Reserves who are willing to be helped.

In the October number of AERO DIGEST appeared an article, "The Embattled Air Reserves", by C.B. Allen. It was "for the good of the service" in the sense that it forceably pointed out the shortage of planes and emphasized inadequate housing facilities, particularly at Mitchel Field. The writer of this article, knowing the conditions at that Field and some of the problems of the Army Air Corps Officers stationed there, can not agree with many of the statements made by Mr. Allen.

In the first place the Regular Officers are not trying to "get rid of the Reserves". What the Air Corps is attempting to do, belatedly, is to eliminate those Reserves who do not keep up with the times and the changing conditions in aviation. Unfortunately some men have seemed to be contented to bask in their own light as officers in the Air Corps Reserve, sitting back with minimum interest while waiting to accept automatic promotion.

Some of them do go out for an occasional joy ride or attend camp for two weeks each year. Although the officers at Mitchel Field work weeks and weeks preparing an interesting course of instruction intended to familiarize the Reserves with the latest developments of military aviation, a course that allows the Reserves plenty of leeway to have a good time out of it too, many of them seem to regard camp only as an opportunity for a vacation with pay.

The announcement made by Major William Ord Ryan that the orders were to wash out all Reserve officers not qualified as Class One Pilots was followed by his statement that the officers of Mitchel Field were doing everything in their power to make each man attending camp a pilot of that class. To the certain knowledge of the writer, who spent two weeks at Mitchel Field in August, 1929, where he had many practice flights "on his own", the personnel did its best to make the training profitable to the Reservists.

That the equipment was inadequate was no fault of the officers in charge. Each Reserve who attended this camp at that time was qualified on Service Type ships.

Mitchel Field is greatly handicapped by the demands for ships to be sent away on various assignments. The openings of airports take a heavy toll. There are numerous requests for planes to go on photographic missions. Observation ships equipped with radio and tow target reels are dispatched for work in co-operation with other branches of the Army as well as various National Guard units. The Field must send ships to Boston and all over New England. It sends them in the opposite direction as far south as Virginia. These requisitions on equipment come at the time of the year when Reserves of all branches are on active duty. Mitchel Field must furnish the planes to work with them because practically the only observation ships in the east are at that field. The problem of keeping all ships in good flying condition, under these circumstances, is no small one in itself.

If one studied the board showing the many ships detailed away from the field so much of the time he might wonder how the officers in charge manage to keep any service ships at home, not only for the Reservists, but for their own tactical training. Only service type ships, of course, are practical for use on most of these missions.



The Field Operations Officer, Capt. Walter Bender, is certainly the one to say what planes are to be flown. He has the records showing which ships are available. He also has the records of the Reserves, which disclose their flying status.

It is true that service type ships are often on the line. With so many missions to be flown these ships must be ready to take off at a moment's notice. They are merely waiting for word from the Coast Artillery or from whomever the mission is to be flown for. If the Operations Officer lets these ships go he would be called to account for not having them ready. Capt. Bender makes every effort to supply service type ships to Reserves who are qualified to fly them. Frequently he postpones some mission that can be flown later so that the Reserve who has traveled out to the field will not be disappointed.

The statement that Liberty-powered Falcons are wished off on the Reserves can be refuted by an occurrence of last August. A mission was to be flown for the National Guard Anti-Aircraft Camp at Rye Beach, N.H. A Liberty-powered Falcon was sent. Near Concord, N.H., a valve let go. Another Liberty-powered Falcon was dispatched to take up the repair parts. This is only one of many incidents to show that the D-12 Falcons are not kept exclusively for the Regular Army Officers. These Liberty-powered Falcons were sent purposely so that D-12's would be left for the use of the Reserves.

For the safety of the public the Department of Commerce issues licenses for pilots flying different types of ships. Each pilot must demonstrate to an inspector that he can fly the type of ship he wishes to operate. It is well known that a pilot who can fly expertly a three-place, light commercial ship, for example, shows no such competence when given for the first time a high-powered, heavy ship such as the Falcon. Such men need not only a check ride but usually several hours of instruction. This is not true of all pilots, of course, but the number is surprisingly large. When transferred from one field to another a Regular Army Officer is given a check ride before he is allowed to do any solo flying, even though everyone may already know his reputation as a capable aviator.

Since the Department of Commerce requires check rides and often further instruction of applicants for various licenses and since the Air Corps requires check rides of its own Regular officers when transferred to another field it would seem that a Reserve officer might be expecting too much deference if he objected to a check ride himself, even though he might have been flying commercial planes.

It is true that the Reserves were required to sleep in tents at Mitchel Field this year, and that several of the squadrons are housed in new brick buildings. Nevertheless, most Reserve Officers would rather live in tents during two weeks of the summer than in the hot, odorous rooms of the disgraceful building known as the Officers Club, a building in which the bachelors of the Field must live, getting scant consolation in the thought that it is only the Reserve Officers who are paid commutation of quarters according to rank and length of service. The quarters of the Regular Officers are old, war-time buildings almost rotted away, with little about them to arouse the envy of a man living in a tent.

Complaints against smallpox vaccination and typhoid inoculation was scarcely well taken. The fact that it was the first time in ten years the Reserve faced this unpleasant experience proved its necessity. Immunization does not always extend indefinitely. The men will not have to face it again for some time. Furthermore, without having had to pay for his shots in the arm a man is protected during his months as a civilian as well as during his two weeks on active duty.

Mr. Allen made a good point when he suggested that a ship or two, preferably of the service type, should be kept available for Reserve flying exclusively. But the shortage of ships, already pointed out, makes the carrying out of his suggestion impractical at the present time.

If the Reserve Officers studied more closely the conditions under which the Regular Air Corps Officers must work their criticism would be more helpful. If the Reservists want more ships and better ones, more comfortable quarters and improved general conditions they must remember that they have free speech and a voice with Congress; more influence than men who can not very well speak for themselves. Such influence might do much to remove many of the handicaps under which the Regular Air Corps Officers work. The latter, with their

problems, deserve a more sympathetic understanding. Bear with them. They have their troubles and do the best they can for Reserves who are really interested in keeping abreast of military aviation.

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#### DESTRUCTIVE FIRE AT LANGLEY FIELD ✓

On the night of Friday, October 18th, the Machine Shop Building on the west side of the hangar of the 19th Airship Company, Langley Field, Va., was gutted by fire. The origin of the fire has not as yet been determined, but an investigation is being made by the post authorities.

Included in the fire loss were 17 balloons, observation and spherical, together with the equipment, a number of airship surfaces, the paint shop and the blacksmith and tinsmith shops. The total financial loss will probably exceed \$100,000.

During the fire, Mr. Long, Fire Chief at the Field, was overcome by fumes believed to have come from the paint shop and, despite the efforts of the post surgeons, failed to revive and died at the Post Hospital. Mr. Long has been the Fire Chief at Langley Field for six years, and in that capacity has rendered most valuable service to the Government. He was well known and well liked, not only at Langley Field but throughout the Peninsula, and leaves a host of friends to mourn his untimely death.

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#### ARMY PLANES WELCOME AT PAN-AMERICAN AIRWAYS FIELDS

The Chief of the Air Corps has received assurances from the President of the Pan-American Airways, 122 East 42nd Street, New York City, that Army planes are always welcome at any Pan-American Airways fields.

The Chief of the Air Corps desires to point out, however, to all Army personnel that unnecessary use of the field at Miami, Florida, subjects this company to excessive work, as it is the point of entry and departure for all their foreign-bound planes; therefore, in the future, Army ships casually flying in that vicinity will not use the Miami Airport unless necessary.

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#### ACCIDENTS TO RESERVE OFFICERS AT SELFRIDGE FIELD A RARE OCCURRENCE ✓

The News Letter Correspondent points out that the percentage of accidents by Air Corps Reserve officers flying at Selfridge Field, Mt. Clemens, Mich., on inactive status is remarkable in that there really is no percent at all, which, of course, speaks volumes for these pilots who keep their hand in this great game by intermittent visits on inactive status and occasional details to fourteen-day active duty periods.

The first accident in many months by a Reserve officer on inactive status at Selfridge Field occurred on October 6th, when 2nd Lieut. Daniel B. Burns, flying an O-2, tried to land about ten miles from Selfridge Field after his engine quit. He evidently tried to glide a little farther than the ship would go and took part of the fence around the Gratiot Airport along with him. Although he escaped with nothing more than a few moments of "unrest" the plane had to be hauled back to Selfridge and was later shipped to the Fairfield Air Depot for overhaul.

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#### CAPTAIN HAROLD GEORGE LEAVES KELLY FIELD

The Air Corps Training Center Polo Team at Kelly Field, San Antonio, Texas, will miss Capt. Harold H. George, who has been ordered to the Panama Canal Zone for a three-year tour of duty.

Since 1925, Captain George has been the faithful wheel horse; the man who encouraged the new arrivals and stepped aside if need be to placate the temperamental and the expert; with the result that the Kelly Field Polo Team has been a serious contender in every event in the Southwestern circuit. The policy of "Let George do it" generally spells ruin; here his unselfish efforts meant further success, and a suitably engraved silver service from his fellow players showed that solid appreciation was not lacking.

Of a retiring nature, even his closest friends will be surprised to learn that he is listed under the unofficial title of "Ace", with five enemy planes brought down in the San Mihiel Offensive; further, that he holds the Distinguished Service Cross for gallantry in action.

Lieut. Demas T. Crow succeeds him as Captain of the squad.

## AN IMPROVED-COOLING SYSTEM FOR AIRCRAFT ENGINES

By A. M. Jacobs

The first pursuit airplane built to incorporate the high-temperature liquid-cooling feature, so long under experimental development by the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, was recently completed by the Curtiss Company and flown to Wright Field by Captain Gale Breene, of the Power Plant Branch, for flight testing.

With high-temperature liquid cooling, water is eliminated as the cooling medium, ethylene glycol being the substitute fluid circulated through the cooling system. A chemical containing approximately three percent of water, ethylene glycol has a boiling point of 335 degrees Fahr. as against 212 degrees, which is the boiling point of water, and an initial freezing point of zero degrees. This liquid is in the form of slush, between 0 and -45 degrees Fahr. and does not freeze solid until the latter temperature is reached. The saving in weight effected by the change is so great that the performance of airplanes equipped with this cooling system promises to be decidedly superior, especially as regards speed. This is due to the fact that the amount of ethylene glycol required for cooling purposes is less than an equally adequate amount of water and, as a result of the small amount of cooling surface required, the radiator is considerably reduced in size.

Upon his arrival at Wright Field, Captain Breene expressed himself as being greatly pleased with the performance of the plane, a P-6, and its motor, stating that the maneuverability and climb at high speed had been admirable and that preliminary flight runs had seemed to indicate that in this ship the Army had acquired the fastest pursuit plane it had yet possessed. This plane is a development of the P-1, built about a Curtiss V-1570 engine - a 60-degree "V", rated about 600 horsepower at 2400 revolutions per minute.

The radiator, which is about 35 percent of the size of the usual water-circulation types, is built in a tunnel beneath the fuselage. The usual auxiliary fuel tank carried under the fuselage is in this plane a permanent installation. Placed to the rear of the radiator and oil cooler, and covered with a carefully faired cowling extending from the engine to the tail, the fuselage is deeper than that of the P-1, the body line presenting a cleaner, more elliptical flying surface. The exhaust stacks are cut short to reduce drag, and the fittings at the top and bottom of struts and brace wires have individual streamline cowlings.

The fixed gun installations are moved forward just to the rear of the propeller, eliminating the necessity for blast tubes and permitting the use of shorter impulse cables for the synchronizer. So much for the improvements in the airplane structure.

As for the real innovation, the new cooling system, its history forms another interesting chapter in aviation development. A paper by G.W. Frank, of the Wright Field Power Plant Branch, presented at a meeting of the Society of Automotive Engineers in Cleveland, Ohio, gives an interesting account of this. Dr. A.H. Gibson experimented with high-temperature cooled cylinders at the Royal Aircraft Establishment in 1916. The story in this country goes back to 1923 and McCook Field, where an investigation of heat losses in a water-cooled cylinder was undertaken to study the possibility of reducing the jacket heat rejection and the size of the radiator. High-temperature cooling with ethylene glycol was suggested by Mr. S.D. Heron, Research Engineer of the Power Plant Branch.

A series of tests upon cylinders was started with this liquid. Later the tests were run upon a Liberty engine. Still later, in February, 1924, the engine was mounted in a TP-1 airplane and subjected to flight-testing. The results were so encouraging that experiments were started on a D-12 engine. Mounted in a P-1B airplane, flight and service tests were performed by more than 50 pilots, and more than 100 hours were flown without cooling trouble. Nor was trouble experienced with the liquid attacking the materials of the engine or cooling system, with the exception of the rubber hose connections. This problem had to be solved. No special changes had to be made in the standard radiator construction for use with water, except that it was reduced in size. At last the new method of cooling was considered to have been carried past the experimental stages and to be ready for production. An order for 18 pursuit planes, incorporating the high-temperature cooling element, was placed with the Curtiss Company, of which the P-6 is the first delivered.

Several distinct advantages are gained through this method of cooling. Greater fuel economy can be obtained than with water cooling. At a given cruising radius, a 10 per cent saving in fuel can be accomplished. This means that a plane capable of traveling 500 miles with a given amount of fuel and water cooling, would be capable of 550 miles with the same amount of fuel and ethylene glycol cooling.

Because only 35 per cent of the radiating surface required for water cooling is required for ethylene glycol cooling, the size of the radiator is reduced to less than half. A 65 per cent reduction in the size is obtained in the P-6. Thus, a decided saving in weight is accomplished.

A second saving in weight lies in the reduced amount of high-temperature cooling liquid required as compared to water. The volume of the liquid is 30 per cent less than that of the water required for the same engine. In the D-12, this netted a saving of 26.5 pounds in cooling fluid weight alone.

In the reduction of the radiator and liquid weights, it is estimated that 100 pounds of dead weight are removed from the airplane. For military airplanes this means an increase in performance; for commercial planes, greater pay load.

The large reduction in the frontal area of the high-temperature cooling radiator reduces largely the total parasite resistance of the airplane. Radiators have heretofore offered 15 per cent of this total resistance. The new high-temperature cooling radiator reduces this 15 per cent to 4.5 per cent. This, together with the radical reduction in weight, will be a definite element in the increase of speeds expected of the P-6. Flight tests over the speed course are eagerly looked forward to by engineers.

To date the amounts of high-temperature cooling liquid used in flight and service tests have been sufficiently ample to allow high safety factors. All tests indicate, however, that these amounts will with perfect safety be gradually reduced, effecting further increased weight saving. With the new cooling system put upon a production basis, it would seem that the Army Air Corps has been responsible for another contribution that may prove of wide intrinsic value to aviation.

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#### ANALYSIS OF AIRCRAFT ACCIDENTS ✓

A recent issue of the News Letter, published by the Bureau of Aeronautics, Navy Department, contained an article on the above subject, in which is outlined the results of a study lately completed by the Navy Department of all accidents occurring in Naval aviation during the past eight years, with the idea of learning the underlying causes of the crashes, how best to avoid or reduce repetitions. Two years were required to complete the report, but the result, it is stated, is the most comprehensive and authoritative analysis that has ever been prepared on this subject, either in this country or abroad. It brings to light many highly interesting facts and should unquestionably mark a step forward in the crusade for increased safety. Coming, as it does, at the time when the National Advisory Committee for Aeronautics is engaged in its study of methods of reducing accidents in the military and civil branches of aviation, the report would evoke great interest on the part of all those connected with aeronautical activities.

The article goes on to say that, "This study of all accidents occurring in Naval Aviation during the past eight years, incontrovertibly shows-

"That the predominant responsibility for crashes rests on the pilot. This indicates two things: first, that manufacturers must continue to incorporate new elements of safety in their products in order further to reduce the demands made upon the necessarily fallible human element; second, it shows how necessary it is that pilots be selected only from the very best material, and that they be given the most careful and thorough training. That careful supervision be exercised over inexperienced pilots is of paramount necessity, for naval statistics show that the most dangerous period for the flyer is at about his two hundred hour mark. It is at this time that he starts his involved maneuvers; he is flushed with overconfidence which far outweighs his experience, and the result is often fatal.

Other interesting facts brought out in the analysis are shown below. In this study, as in all similar work, an aviation accident is defined as an occurrence which takes place while an aircraft is being operated as such, and as a result of which a person or persons are injured or killed, or the aircraft receives appreciable or marked damage through the forces of external contact

or through fire.

(1) While the pilot is responsible for less than one-half the non-injury accidents, he is responsible for three-fourths of the fatal ones. This is explained by the fact that an accident may prove unavoidable but the good pilot will avoid serious consequences through his greater skill and ability.

(2) The infrequent flier is the most dangerous pilot. This is an unquestionable fact, of course, but the study even shows that if a pilot quadruples his frequency of flying he will almost halve his accident hazard even though he is in the air four times as much.

(3) The seasoned flier has only one-third as many accidents as the recent graduate from a flying school.

(4) The past records of pilots who eventually have a fatal accident, killing either themselves or others, show that they had almost two and one-half times as many accidents as those who never figured in such catastrophes.

(5) The underlying causes of the mistakes that pilots make indicate that these mistakes too often result from a lack of appreciation of the definite limitations to which they must hold themselves.

(6) The detailed causes of accidents are as follows:

Errors of pilot. . . . .	52%
Power Plant failures . . . . .	18%
Structural failures. . . . .	13%
Condition of airport . . . . .	9%
Weather. . . . .	2%
Supervising personnel. . . . .	2%
Miscellaneous. . . . .	4%

(7) The detailed causes of errors of pilots are as follows:

Faulty flying technique. . . . .	63%
Faulty judgment. . . . .	19%
Carelessness . . . . .	14%
Violation of safety regulations. . . . .	4%

That two-thirds of these errors come under the heading of "Faulty Technique" is further proof that aircraft still requires too much of the pilot and indicates the necessity of still further improvement in this regard.

(8) The detailed causes of power plant failures are as follows:

Failures of the fuel system. . . . .	48%
Failures of the ignition system. . . . .	13%
Failures of the lubrication system. . . . .	12%
Failures of the engine structure. . . . .	10%
Failures of the propeller. . . . .	6%
All other causes . . . . .	11%

From this it is evident that the design of aircraft engine fuel systems promises greatest improvement in engine reliability. Stopped strainers, broken gasoline lines and failures of pumps are the leading causes. Stopped strainers usually represent both faulty maintenance and faulty design. It is an interesting fact to note that during the past eight years Naval Aviation history shows only one case where a fatal accident was traceable solely to engine failure. In all others at least a portion of the responsibility developed upon the pilot.

(9) More accidents occur on Thursdays than on any other day of the week. No satisfactory explanation can be given for this fact. Further study is being given to determine the exact reason therefor.

(10) Almost one-half of the fatal accidents which occur come as a result of the dreaded tail spin. Of these almost all (94%) occur without engine failure and the vast majority (80%) from an altitude of 200 feet or less where insufficient height remains for a proper recovery from this condition. The answer in military aviation where high maneuverability is essential is not immediately apparent. However, it would appear that in commercial aviation, unhampered by this particular requirement, the aircraft of the future must be so designed that it can not be spun. When this is done, and present development indicates its possibility, fatal accidents will be tremendously reduced.

(11) The safest type of aircraft which the Navy has is the training airplane; while the fighting plane with its high speed and required use of complicated and dangerous missions such as aerial gunnery and tactical work, stands lowest.

(12) During the period covered by this study, the safety of Naval Aviation has improved five fold.

As a result of this study, the Navy Department has published a comprehensive treatise on the whole subject and circularized it to every Naval Aviator. Further, one Naval Aviator has been permanently assigned to keep accurate records of all commands and the individual pilots themselves. It will be this officer's duty to keep all of those concerned with the administration of Naval aviation constantly informed of the situation as regards aviation safety."

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#### NAVY APPRECIATES AIR CORPS COOPERATION

Expressing appreciation for the cooperation extended the Navy by Army Air Corps personnel in connection with the flight of VF Squadron One-B from San Diego, Calif., to the Cleveland Air Races and return, Commander H.C. Wick, U.S. Navy, addressed the following communication to the Secretary of the Navy:

"1. It is recommended that commendatory appreciation of the services and courtesies extended to this squadron by units of the Army Air Corps be conveyed to the Secretary of War for appropriate action.

"2. The above services were rendered during the extended flight of eighteen (18) Boeing Fighters (single place) of VF Squadron One-B and three (3) Sikorsky Amphibians of the Battle Fleet from San Diego to Cleveland and return.

"3. Without exception, the activities of the Army Air Corps fields were curtailed or entirely suspended in order to give the Navy Department the most prompt, efficient and cordial co-operation with the net result that original time schedule was maintained throughout the trip.

"4. Specific comment on the various Army fields involved is submitted:  
Municipal Air Port, Tucson, Arizona, 19th-20th August.

The Army Air Corps Sergeant, in charge, had made adequate arrangements for fueling our planes. He worked indefatigably with our personnel until all planes were fueled, checked and ready for flight at 11:00 PM., 19th August, and provided food at the field for enlisted personnel. He was on the field at 0430 the next morning and aided greatly in getting the detachment away a half hour before sunrise. The early start at Tucson brought the Detachment into Dallas one-half hour ahead of schedule.

El Paso, Texas, 20th August.

Officers and men of the Signal and Air Corps were present at the Municipal Airport when the Navy Detachment landed for gas about 8:00 A.M. The latest weather information had been collected, and an Air Corps rigger put a small patch on a stabilizer of a plane that had been punctured by a small stone, in landing.

Love Field, Dallas, Texas, 20th-21st August.

The Commanding Officer of the Army Air Corps Unit at Love Field, Lt. Weddington, assisted by Lt. Glenn, on temporary duty from Hat Box Field, left nothing undone to facilitate the fueling, checking and guarding of the planes, Lt. Weddington had taken necessary steps to arrange for the comfortable housing of officers and men for the night. On the morning of the 21st August, one pilot was forced to land with a badly scuffed piston. Emergency repairs were effected and the plane rejoined the Detachment at Scott Field, Belleville, Ill., the next day without delaying the schedule.

Hat Box Field, Muskogee, Oklahoma, 21st August.

The Commanding Officer of the Field, Lt. Glenn, U.S.A.C., flew up early from Love Field to see personally that the Navy Detachment received prompt and efficient service. Very fast time was made at this stop and the planes were quickly en route for Kansas City. Lt. Glenn put all facilities available at the disposal of the plane with bad cylinder (Love Field, 20 August). The piston was changed during the night, and the plane overhauled the main body of Detachment at Scott Field, the following day.

Richard Field, Kansas City, Mo., 21st-22d August, 5th Sept.

Lt. Davies, U.S.A.C., in charge of the Army Corps Unit, provided every facility available for the fueling and guarding of the Navy planes. Under his supervision the entertainment of the Naval officers by the Army Air Corps Reserve Officers Association was highly successful and greatly appreciated.

On the return trip of the Navy Detachment from Cleveland to San Diego, our planes arrived at Kansas City about 8:00 A.M., September 5th from Jefferson City, Mo. Lt. Davies personally saw that our needs were met, checked and filed necessary communications and later, took care of all reports on the Navy Sikorsky Amphibian delayed by bad weather which was later diverted to the southern route.

Scott Field, Belleville, Ill., 22nd August-4th September.

Col. Paegelow and Capt. Miller were responsible for extremely good service at Scott Field, both on the trip East and on the return. In addition to very prompt gassing and oiling, the weather information available was exceedingly accurate and was the cause, on the trip West, of avoiding very dangerous flying conditions in the vicinity of Kansas City, Mo.

Fairfield Air Depot, Fairfield, Chic., 22nd-25th August.

The co-operation given by General Foullois, Maj. H.H. Arnold, in command at the field, and the officers and men was of the highest order. Two hangars were placed at the disposal of the Navy Detachment; gas and towing trucks made available; parachutes repaired and many small engine parts issued. The enlisted men were made welcome and were subsisted and housed at the field. In all, the Navy Detachment was cordially accepted as a temporary integral part of the organization of the Depot, and the stop there was very beneficial to personnel and material.

Lowry Field, Denver, Colo., 5th-9th September.

Acknowledgement is made to Maj. Bruce Kistler, Lt. Victor Beau, and Lt. Junk for the splendid co-operation and cordial relations which existed during our stay at Denver, which was prolonged by bad weather. Nothing was left undone to provide for all of requirements and desires; extra meals for the enlisted personnel, transportation, minor repairs, weather test flights, etc., were accomplished with greatest efficiency and enthusiasm. The entertainment of the officers and men was unparalleled during the trip.

"5. It is a pleasure, as well as a duty, to record the above concrete examples of the fine co-operative spirit accorded to this Navy Flying Unit (Fighting Squadron One of the Battle Fleet) by the Army Air Corps."

In his letter to the Secretary of War, transmitting a copy of the above communication, the Hon. C.F. Adams, Secretary of the Navy, stated:

"It is with the greatest pleasure that I forward herewith a copy of a report from the Commanding Officer of Fighting Plane Squadron One, Aircraft Squadrons, Battle Fleet, on the assistance rendered that squadron by units of the Army Air Corps, on the occasion of its flight to and from the National Air Races at Cleveland.

"The Navy Department adds its appreciation to that expressed in the report, and feels that the services rendered are truly representative of the fine spirit and efficiency of the Air Corps in general."

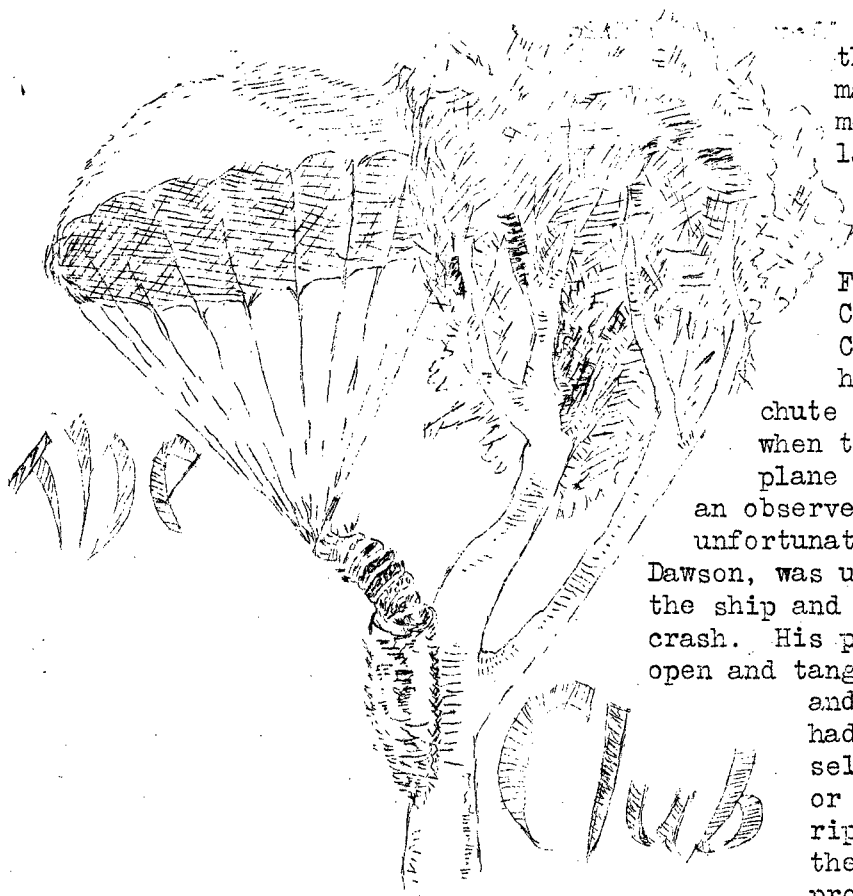
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#### NEW NAME FOR AUTOMATIC PILOT ✓

With the announcement of the flying Robot that recently piloted a plane from Wright Field to Bolling Field, there arose the necessity of naming the mechanism. A name to be one that would be readily adopted would have to be one that described the thing as completely as possible and at the same time had the snap that the name, "Metal Mike" (of steamship fame) carries with it.

When aerial navigation became more and more complete and popular as a study the term, "Avigation", was coined to describe this science, "Aerial Navigation", being too long and cumbersome a term for this day of airplanes and speed records. Finally a word was wrought that fitted the "flying Robot" to a T. It was a shortening of the words "Mechanical Aviator", and the result is now that any mechanism used for automatic control of an airplane is to be called "Mecaviator", not "the mecaviator", but "Mechaviator", with a capital M. It will be interesting to note whether this word, newly coined in the Office of the Chief of the Air Corps, will "click" or not.

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It was not so long ago that considerable ado was made over the fact that the membership of the Caterpillar Club had reached the century mark, the notable day marking that event being August 3, 1928, when Flying Cadet William J. Crosswell, Air Corps, Caterpillar No. 100, saved his life through a parachute jump at Kelly Field, Texas, when the controls of the bombing plane in which he was riding as an observer went "hay wire." The unfortunate pilot, Flying Cadet Dawson, was unable to regain control of the ship and went down with it in the crash. His parachute was found to be open and tangled up in the wreckage, and it was assumed that he had been unable to free himself from the falling plane or else that he pulled the rip cord too soon to permit the parachute to function properly.

The fact that the 100th emergency parachute jump was made in August, 1928, conveys the rather startling thought that within the space of fifteen months the membership of the Caterpillar Club nearly doubled itself, for the Club roster at this writing shows 186 names.

It seems that the Caterpillar Club is about the only organization in existence which possesses a status that is as unique as the full meaning of that term can apply. No one wishes it any particular hard but at the same time a keen aversion exists against its expansion; no one is anxious to join it and yet those affiliated with this mythical organization are not only thankful for it to the highest degree but proud as well. Membership in the Caterpillar Club is perpetual and cannot be taken away during the life-time of the individual. In other words, once a member always a member. Initiation in the Club is automatic the moment a person's life is saved through the medium of a parachute jump.

The last time a resume was made of the initiation of members in the Caterpillar Club was in the News Letter of August 31st, when the score was given as 138 lives saved and 147 emergency parachute jumps made, nine jumps being repeaters, four credited to the Big Chief Caterpillar, Colonel Charles A. Lindbergh, and two each to Major James Rutledge, Captain Frank O'D. Hunter, Lieuts. James T. Hutchison, Eugene H. Barksdale (deceased), Sergeant Fred P. Miller and Al Wilson.

It is by no means certain that the membership of the Caterpillar Club is correct, for it is a difficult matter to keep an accurate check on jumps made by civilian flyers. Military flyers, under established regulations, are required to render a report whenever an emergency jump is made, but the only sources of information on jumps by civilians are the newspapers and letters from interested parties. The Irving Air Chute Company has aided in no small degree in efforts made by the Air Corps Information Division to keep as accurate roster of the Club as possible.

In checking over this roster, it is noted that 95 emergency parachute jumps were made by Army Air Corps personnel, 57 by officers, 16 by Flying Cadets, 6 by Reserve Officers, 14 by enlisted men and two by civilian employees; 21 jumps by U.S. Navy personnel, 14 by officers, two by Reserve officers and 5 by enlisted men; 6 jumps by U.S. Marine Corps personnel, 3 by officers and 3 by enlisted men; 9 jumps by National Guard Air Service personnel, 8 by officers and one by an enlisted man; and 55 jumps by civilian flyers.

Listed by years, the rapid growth in membership of the Caterpillar Club



may be noted by the following tabulation.

Year	Jumps	Year	Jumps
1919	2	1925	13
1920	1	1926	17
1921	0	1927	39
1922	2	1928	43
1923	0	1929 to Nov. 16	68
1924	10	Total	195

This steady increase in the number of emergency parachute jumps during a span of eleven years furnishes food for much speculation as to the reasons underlying same. The rise in "Caterpillar Club, Common" cannot be attributed to poor flying equipment, because there has been a constant improvement in the design and construction of airplanes and engines, both for military and commercial purposes, particularly so during the past several years.

Nor can inferior flying ability on the part of pilots be considered the cause, for not only has considerable improvement been effected in the standards of flying instruction in the military services, but commercial flying schools have adopted military methods of flying instruction and much more care is being exercised in the training of student pilots. Furthermore, the Department of Commerce has to be reckoned with, and no pilot can fly commercial aircraft unless he possesses a Federal license, to obtain which he must demonstrate his piloting ability to the satisfaction of Department of Commerce officials. Commercial aircraft must also pass certain requirements as to air worthiness and reliability before they can be utilized in the regular course of business.

It would seem, then, that the most logical reasons making for the growth of the Caterpillar Club are these: In the first place, accidents cannot be entirely eliminated. They can be reduced, it is true, nevertheless they are just bound to happen. Structural failure in aircraft can be reduced to a minimum, but the human element - the tendency of the individual to err in judgment at a critical moment - and the vagaries of Dame Nature, with her sudden storms, fogs, etc., are matters with which it is difficult to cope. Accidents in aviation can no more be entirely eliminated than can accidents in other modes of transportation, such as the railroads, automobiles, steamships, etc.

There is no denying the fact that during the past few years flying in this country has increased very materially, particularly in commercial aviation, and it is only natural to expect that with an increase in flying the number of accidents are bound to increase, though not necessarily proportionately. Happily, much wider use is being made with the passing years of the parachute, the aviators' "ace-in-the-hole," and hence we have, it is believed, the two principal causes for the initiation of so many members in the Caterpillar Club, viz: more aviators actively engaged in flying and a more extended use of the parachute as an article of aeronautical equipment.

The tabulation given below bears out the contention with respect to increased flying in commercial aviation, for with a month yet to run almost three times as many civilians joined the Caterpillar Club this year than during 1928.

Year	1919	1920	1922	1924	1925	1926	1927	1928	1929	Total
<b>Army Air Corps:</b>										
Officers			2	6	5	6	10	12	16	57
Reserve officers					1		2	1	2	6
Enlisted Men				1	1		6	2	4	14
Flying Cadets					1		5	6	4	16
Civilian Obs.						1		1		2
<b>U. S. Navy:</b>										
Officers					1	1	3	5	4	14
Reserve officers								2		2
Enlisted Men				1		1	1		2	5
<b>U.S. Marine Corps:</b>										
Officers					1		1	1		3
Enlisted Men					1		1		1	3
<b>National Guard:</b>										
Officers						2	2	1	3	8
Enlisted men									1	1
Civilians	2	1		2	1	2	7	11	29	55
Totals	2	1	2	10	12	13	38	42	66	186

It must not be assumed that, since 195 emergency parachute jumps have been made up to this writing, there were that many aircraft accidents connected therewith. As a matter of fact, these jumps were the outcome of a total of 168 accidents, there being one occasion where four occupants of one plane made successful life-saving jumps, two where three occupants made simultaneous jumps and twenty where double jumps were made.

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#### TRAVELING AT 130 MILES AN HOUR AND GETTING NOWHERE.

A race between two Army airplanes traveling 130 miles an hour with both planes staying in the same spot for more than half an hour was a rather unusual incident recently, the participating pilots being Lieuts. I. A. Woodring and W.R. Casey, of the 95th Pursuit Squadron, Rockwell Field, Coronado, Calif.

These two pilots took off from Rockwell Field for a two-plane formation flight of 25,000 feet. Both planes were equipped with superchargers and oxygen tanks for flying at that high altitude and were to meet over the field.

Lieut. Woodring found himself over Tijuana, Mexico, when the required altitude was reached and headed around to the field. Thirty minutes later he discovered he was still over Tijuana bucking a 130-mile an hour head wind.

Lieut. Casey had the same experience over Rockwell Field where his plane remained motionless in spite of its 130 miles an hour ground speed. Both officers descended to lower altitudes in order to get together for the formation.

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#### CAPTAIN BLAIR TRANSFERRED TO MARCH FIELD, CALIF.

Captain Shiras A. Blair, who for the past two years served with the Materiel Division at Wright Field, left recently for March Field, Riverside, Calif., to which post he was transferred. Captain Blair's work at Wright Field was largely of a special character and included some extremely important assignments, among them the writing of a series of pamphlets which direct the handling of all Air Corps supplies in time of war.

His aviation experience dating from the early stages of the game, Captain Blair started flying training in 1914 under Lawrence Sperry, and from that year until 1917 he was a paid aeronautical engineer and pilot with the Sperry Company. He had specialized in electrical engineering at the University of Alabama. With Lawrence Sperry, he made the first aerial torpedo experiments in 1915. He also assisted Sperry in the development of a gyroscopic stabilizer. In testing this equipment it was his practice to get out of the cockpit and stand on the wing of the open plane to demonstrate the ability of the automatic stabilizer to keep the plane in level flying position without the aid of a pilot in the cockpit. These were inadvertently also among the very earliest demonstrations of wing walking, though not performed for stunt purposes.

Since entering the Army in 1917, Captain Blair served at Selfridge, Post, Scott, Eberts, Fairfield and Wright Fields. He also has to his credit foreign duty in the Philippines, where he served for two years as Supply Officer and Commanding Officer of the 66th Service Squadron. He has proved a valuable officer at Wright Field and will be greatly missed. He and his family started for Sunny California by automobile.

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#### WORLD FLIGHT LEADER AWARDED DISTINGUISHED FLYING CROSS

In the auditorium at Wright Field, Dayton, Ohio, on November 4th, Captain Lowell H. Smith, Air Corps, received at the hands of Brigadier-General Benjamin D. Foulois the Distinguished Flying Cross, which was awarded for the pioneer work performed by him and Lieut. J. P. Richter in 1923 in refueling airplanes while in flight. Lieut. Richter was presented with his decoration for this service some months ago. The usual simple military ceremony prevailed, officers and employees of the Materiel Division having congregated to pay honor to the flyer. The citation was read by General Foulois.

Captain Smith also holds the Distinguished Service Medal for his participation in the Round-the-World Flight made in 1924.

## INDIANA NATIONAL GUARD AIRMEN STAGE NIGHT DEMONSTRATIONS

Aiding in the celebration of ~~Lights Golden Jubilee~~ at Indianapolis, Ind., the 113th Observation Squadron, 32th Division, Indiana National Guard, placed a three-ship formation of Douglas O2-H planes in the air on the nights of October 18th and 19th.

The ships of the Squadron, piloted by Lieuts. Matt G. Carpenter, Cecil F. Reynolds and Paul A. Zartman, took off in formation each evening at eight-fifteen and flew over the business section of Indianapolis at an altitude of 3,000 feet. An anti-aircraft searchlight, obtained from 5th Corps Area Headquarters, was placed on the World War Memorial Plaza and "spotted" the planes. The ships flew in close formation and the ground crew followed them with the searchlight, keeping all three ships in the beam as the formation circled over the Plaza, breaking formation directly over the celebration by turning on their landing lights. The leading ship flew straight ahead and the other two ships executed a wing-over to the outside of the formation. All three ships then turned off landing lights and returned to the airport. The formation lasted about an hour.

The anti-aircraft searchlight unit was operated by personnel of the 53d Coast Artillery, Anti-aircraft, a Reserve unit in Indianapolis, commanded by Colonel Bowman Elder.

A fourth ship, an O-17, carrying a large electric sign on the under side of the wing, reading "E D I S O N", was flown over Indianapolis prior to the three-ship formation. This ship, piloted by Lieut. Raymond J. Barbin, stimulated a great deal of interest in the Lights Golden Jubilee Celebration.

Press comment on the night formation flying, the EDISON ship and the use of the anti-aircraft searchlight was very favorable. Then, too, the 113th Observation Squadron went on the air over Radio Station WFMB each evening between six and six-thirty; and on Saturday, Major R.F. Taylor, commanding officer of the Squadron, was the chief speaker and talked to an interested public, telling them of the work and plans of the 113th Observation Squadron, Indiana National Guard.

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Now that the Indiana National Guard airmen have accepted the invitation extended in the last issue of the Lews Letter to all Air Corps National Guard organizations to submit news items of their activities for publication, it is hoped that other organizations will follow suit.

News items should be forwarded to the Information Division of the Air Corps on the 1st and 15th of each month.

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### WESTERN MICHIGAN PHOTOGRAPHED FROM THE AIR

After four months' work, the greater part of which time was spent in vigilance for absolutely clear days, aerial photographs covering 2200 square miles of the West Coast of the Southern Peninsula of Michigan were just completed by an Army Air Corps expedition. The territory photographed included the counties of Muskegon, Oceana, Mason and part of Lake County.

The above project was accomplished at the request of the U.S. Geological Survey, and the total of 3300 photographs taken will be used separately by this Governmental Bureau in making maps of the area mentioned.

The photographic expedition consisted of Lieut. Willis R. Taylor, commanding the 21st Photo Section at Scott Field, Ill., pilot, Pvt. Clarence Oster, photographer, and Cpl. Joseph C. McCullough, mechanic. Pvt. Oster was subsequently replaced by Mr. Sgt. Nico G. Loupos.

Lieut. Taylor took off to start work on the photographic project on July 1st, piloting a Loening Amphibian in which an Air Corps aerial camera, type K-32 was installed. His first base was at Muskegon, and he established new bases as the work progressed. The work of photographing the 2200 square miles was accomplished in 20 working days, totalling 78 flying hours.

During the four months there were only 22 clear days. Illness of the leader made possible the use of only 20 of these clear days, however. On several occasions, clouds rolled in after he had attained the required altitude, necessitating the abandonment of work for the day.

The Amphibian OAl-C plane was later replaced by a Douglas O2-H Observation plane. The average altitude flown during the project was 11,500 feet.

Calculating the cost of the operation of the plane during the photographic work and in preparation therefor at the rate of \$90.35 per hour, and including the personal expenses of the members of the expedition and the cost of the photographic material, the cost of the mission was \$13,864.84 or about \$6.30 per square mile. This included six prints each of the negatives exposed.

Air Corps officers who have flown over parts of the area photographed and who are familiar with this type of country estimated that the cost of \$6.30 per square mile for aerial photography was considerably less than that required to feed one man alone during the ground mapping of a square mile of some of the territory.

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#### A NEW PURSUIT SHIP FOR THE AIR CORPS

The Curtiss Flying Service, New York City, recently issued a press release describing the P-6 "Hawk", latest type of Army Pursuit plane, equipped with a Prestone-cooled "Conqueror" engine, reading as follows:

"High speed and performance figures which will enable the United States Army Air Corps to bid successfully against the best air services of the world for supremacy in Pursuit aircraft have been established by the Curtiss P-6 Hawk, a new plane recently completed for and delivered to the Army by the Curtiss Aeroplane and Motor Company.

The P-6 is a development of the Hawk Pursuit planes previously used by the U.S. Army, but, with the exception of the tapered Hawk biplane wings, which are practically the same, it has entirely new characteristics. Superior performance has been obtained by the use of a Curtiss Conqueror engine, developed from the Curtiss D-12 power plant, which in earlier Hawks established an enviable record for performance and reliability.

Extensive reductions in weight and head resistance have been obtained by the use of Prestone chemical liquid cooling, developed by the Engineering Section of the U.S. Army Air Corps at Wright Field, Dayton, Ohio. All Conqueror engines are equipped to use Prestone, and the only engines to be so equipped. The successful employment of Prestone has brought the weight of liquid-cooled engines down to that of air cooled power plants without sacrificing the advantages of liquid cooling.

Because of the small amount of Prestone required, in comparison to water, to cool the engine, the combined weight of liquid and radiator carried by the P-6 Hawk is 125 pounds less than that carried by earlier Hawks. The frontal area of the plane, due to smaller radiator surfaces, is reduced by forty per cent.

The new P-6 Hawk has a high speed of 181 miles per hour, almost 25 miles per hour more than its predecessors, and a cruising speed of 145 miles per hour. Its stalling speed is 61.3 miles per hour, and it can climb at the rate of 2170 feet per minute. The P-6 can climb 14,400 feet in ten minutes, and has an absolute ceiling of 24,400 feet.

The fuselage designed and constructed for the P-6 Hawk represents a radical advance over the former Hawk. Chrome-molybdenum steel has been substituted for carbon steel in the framework, effecting a considerable reduction in weight, and the fuselage is fully faired and streamlined to increase the speed and efficiency of the plane. The single cockpit has been made roomier, and, among other changes, the gasoline tank has been moved to provide more leg room for the pilot. Another feature of the P-6 is a new oleo landing gear.

The Conqueror engine, used not only on the P-6 but also on the Curtiss Condor 18-passenger, twin-engined transport and the Curtiss Carrier Pigeon II, new high speed mail plane, which has carried a load of 2,000 pounds at the rate of 151 miles per hour, is of the VEE type and has twelve cylinders. It develops 600 horsepower at 2400 revolutions per minute. The engine has a normal compression ratio, and uses domestic aviation gasoline, consuming 310 pounds of fuel and nine pounds of lubricating oil per hour with the throttle wide open. The main gasoline tank holds fifty gallons, and the oil tank holds four gallons, giving the plane a cruising range at full throttle of 176 miles. At cruising speed, the range is increased to 272 miles. Fifty additional gallons of fuel may be carried in an auxiliary tank.

The weight of the P-6, empty, is 2430 pounds, and its gross weight, loaded, is 3154 pounds. The difference of 724 pounds, comprising the useful load, is composed of the following items: Crew, 220 pounds; fuel and oil, 330 pounds

(based on 50 gallons of gasoline); equipment, 27 pounds, and armament, 167 pounds.

CHARACTERISTICS

Type of Plane	Biplane Landplane
Use	Pursuit
Wing Loading (lbs./Sq.Ft.)	12.52
Power Loading (lbs./H.P.)	5.25
Aerofoil Section	Clark "Y" Tapered
Load Factor	12
Length, Overall	23 ft. 1 in.
Height, Overall	8 ft. 9 in.
Span, Overall	31 ft. 6 in.
Chord, Upper (in)	62.6 (Geometric Mean)
Chord, Lower (in)	49.4 (Geometric Mean)
Gap (in)	53-5/16
Stagger at Leading Edge (in)	38-1/2
Incidence, Upper (deg.)	-2
Incidence, Lower (deg.)	-2
Dihedral, Upper (deg.)	0
Dihedral, Lower (deg.)	1-1/2
Wing Area (Including Ailerons)	252 sq. ft.
Aileron Area (Total Sq. Ft.)	13.3
Horizontal Tail (sq. ft.)	32.9
Vertical Tail (sq. ft.)	15.5
Elevators (Total sq. ft.)	14.8
Rudder (Total sq. ft.)	10.8
Engine	V-1570 (Conqueror)
Horsepower (at 2400 R.P.M.)	600
Fuel Consumption (Full throttle)	310 lbs./hr.
Oil Consumption (Full throttle)	9 lbs./hr.
Fuel Consumption (Cruising)	160 lbs./hr.
Fuel Capacity (U.S. Gals.)	50 Normal plus 50 Auxiliary
Oil Capacity (U.S. Gals.)	4
Propeller	Air Corps Design #0153689
Propeller Diameter	8 ft. 9 in.
Propeller Pitch	Approx. 14.5 deg.
Cooling System Type	Prestone
Weight (empty)	2430 lbs.
Useful Load	724 lbs.
Crew	200 lbs.
Fuel & Oil (Normal)	330 lbs.
Equipment	27 lbs.
Armament	167 lbs.
Gross Weight	3154 lbs.

PERFORMANCE

High Speed (m.p.h.)	181
Stalling Speed (m.p.h.)	61.3
Cruising Speed (m.p.h.)	145
Rate of Climb (ft./min.)	2170
Endurance, (Full throttle) (hrs.)	.97
Endurance, Cruising (hrs.)	1.87
Range, Full throttle (miles)	176
Range, Cruising	272
Service Ceiling (feet)	23200
Absolute Ceiling (feet)	24400
Climb in 10 minutes (feet)	14400 "

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SUCCESSFUL RADIO DEMONSTRATION AT CHANUTE FIELD ✓

An excellent demonstration of what can be accomplished with the present type of radio equipment employed by the Air Corps was given recently by Lieuts. R.O.S. Akre and L.M. Bawsel, student officers taking the Communications Course at the Air Corps Technical School, Chanute Field, Ill. On a cross-country flight from that field to Decorah, Iowa, a distance of 275 miles, they kept in continuous two-way radio communication with the Communications Department group

radio station, operated by ~~Sergeant~~, Air Mechanic 1st Class, Lawrence Bullington, Air Mechanic, 1st Class, Air Corps Technical School Detachment, for 2 hours and 45 minutes.

The school airplane, a Douglas O2-C, was equipped with the radio transmitting and receiving set, Type SCR-134, and transmission was on tone telegraph at a frequency of 500 kilocycles. The ground (school) radio station, using tone telegraph also, sent on a frequency of 350 kilocycles.

During the flight the Chanute Field ground station frequently heard Lieut. Akre, pilot, and Lieut. Bawsel, observer, talking to each other over the interphone system installed in the airplane, and at a distance of about 200 miles a two-way telephone conversation was held between the airplane and ground station with excellent results.

Several days previous to the above demonstration, two-way communication was maintained continuously with the airship TC-11-27, while it was flying between Scott Field, Ill., and Chanute Field, Ill., and return. The airship maintained contact with both of these fields throughout the flight by alternately communicating with each one, with the result that the airship was kept informed of weather conditions at both fields and the personnel thereat knew the exact locations, altitude, speed, etc., of the airship at all times.

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#### DUTCH AIR OFFICER PRAISES AIR CORPS

Flight-Lieutenant H.G.B. de Kruyff van Dorssen, Dutch Air Force, Dutch East Indies, who recently completed a tour of Air Corps fields and stations in the United States, addressed the following communication to Major-General James E. Fechet, Chief of the Air Corps:

"I want to thank you and the officers of your command for the help and painstaking assistance rendered me during my recent visit to your country.

"I believe your Air Corps is as good as I have ever seen. I have visited many foreign Air Forces.

"Please remember me to your officers and convey to them my sincere appreciation for their generous assistance to me while there.

"Hoping that I may be able to repay the hospitality and courtesy extended to me while a visitor at the U.S.A., I am

Sincerely yours,

H.G.B. de Kruyff van Dorssen."

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#### GENERAL KING INSPECTS AIR CORPS STATIONS

Flying in an Army Air Corps Ford C-9 Transport, Brigadier-General Edward L. King, Assistant Chief of Staff, just completed a tour of inspection which carried him as far as San Antonio, Texas, and through 17 States on his flying circuit.

Accompanied by Major John Brooks, A.C. (General Staff, G-3) and Captains Willis Hale and William J. Flood, from the Office of the Chief of the Air Corps, General King left Bolling Field, November 8th on the first leg of the trip to Pope Field, Ft. Bragg, N.C., Major Brooks and Captain Hale alternating as pilots. The itinerary from there was as follows:

Pope Field to Maxwell Field, Montgomery, Ala.; to Tallulah, La.; to Barksdale Field, Shreveport, La., new site of the 3rd Attack Group; to Ft. Crockett, Galveston, Texas; to Brooks Field, Kelly Field and Randolph Field, San Antonio, Texas; to Hat Box Field, Muskogee, Okla.; to Post Field, Ft. Sill, Okla.; to Scott Field, Belleville, Ill.; to Wright Field, Dayton, Ohio; to Burgess Field, Uniontown, Pa., and back to Bolling Field.

The specific purpose of the trip was to acquaint General King, newly appointed to the post he now holds, with a greater part of the Air Corps activities in the country in a minimum of time.

While at Pope Field, Ft. Bragg, N.C., General King participated in the annual training program to the extent of actually flying in an Observation type airplane in which the pilot dropped bombs for record and used front machine gun on ground targets for record.

At Galveston, Texas, General King, despite the cold and rainy weather, participated in various attack formations, riding with the leader of No. 1 Flight. During his visit to the Primary Flying School at Brooks Field, San Antonio, Texas, the General took one-half hour instruction in a training type

of airplane, being given the same instruction as that given at the beginning of a flying course. While no official report was made of his aptitude as a student, it is thought his air activity was satisfactory to his instructor.

General King expressed himself as well pleased with the results of his inspection and the manner of his traveling.

Lighter-than-air activities at Ft. Sill were especially commented on. Colonel Tyner, acting in command of the Artillery post there, expressed himself as being very desirous of obtaining another balloon there for the use of the 1st Balloon Company, which is stationed there, for the purpose of furnishing aerial observation of artillery shooting at the Artillery School.

Praising the internal administration of the 1st Balloon Company in unstinted terms, Colonel Tyner stated that another balloon assigned to this Company, with perhaps 40 additional men to care for it, would give the opportunity of using two ranges at the same time, with observation on both ranges.

This matter and that also of furnishing a balloon company to the Artillery command at Ft. Bragg is already receiving the attention of the Air Corps.

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### 13TH ATTACK SQUADRON ORGANIZED ✓

The Third Attack Group, Ft. Crockett, Galveston, Texas, was recently enlarged by the addition of another squadron, the 13th Attack, the personnel of which coming from the 58th Service Squadron from Langley Field, Va. This squadron, under the command of Capt. James F. Doherty, arrived at Ft. Crockett on November 17th by special train from Langley Field, and was then given its new designation.

The 13th Attack Squadron has been placed under the command of Lieut. G.A. McHenry, who until his new assignment held the office of Adjutant of the 3rd Attack Group. Capt. Doherty has been appointed Adjutant of Ft. Crockett and the 3rd Attack Group and has already assumed his duties. He also holds the assignment of Publicity Officer.

The roster of officers of the 13th Attack Squadron is as follows: 1st Lieut. George A. McHenry, 2nd Lieuts. W.W. Gross, Richard H. Lee, George W. Mundy, Robert C. Taylor, Thomas L. Moseley, John L. Nedwed, Leslie O. Peterson, Ross N. Huguet, Air Corps, and 2nd Lieuts. Karl H. Kalberer, William M. Prince, Philo G. Meisenholder and Hernan C. West, Air Corps Reserve.

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### MUSIC WILL FILL THE AIR AT FORT CROCKETT

The 3rd Attack Group Band, formerly the 15th Field Artillery Band of Ft. Sam Houston, Texas, arrived at Galveston on November 6th. This musical organization, under the direction of Warrant Officer Carl Mueller, who has been its leader since 1917, consists of 32 enlisted men. The Band has given several concerts since its arrival at its new home, one on the parade ground in honor of the arrival of General King, a recent visitor at Fort Crockett, and another at the football field to cheer on the Ft. Crockett Flyers.

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### ATTACK PILOTS ATTEND AIRPORT DEDICATION IN FLORIDA

A flight of six planes from the 3rd Attack Group, Galveston, Texas, was flown to Tallahassee, Fla., to enable the "Attackers" to participate in the dedication of the Dale Mabry Municipal Airport on November 12th. The planes were piloted by Lieuts. O.C. George, T.L. Thurlow, M.S. Savage, T.L. Moseley, Air Corps, and A.J. Lanier, R.N. Huguet, Air Corps Reserve.

A beautiful silver cup was awarded to the six-ship formation for expert flying in competition with a Navy formation

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### IMPROVEMENTS AT FORT CROCKETT

A new hangar, recently constructed at Fort Crockett, Galveston, Texas, is now in use as a machine shop, aerial repair and parachute department. A new beacon light is under construction which will prove a great aid in landing on the field, as will also the border lights.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Colonel Gerald C. Brant, Crissy Field, to Mitchel Field, N.Y., sailing from San Francisco about January 29, 1930.

Captain Ralph B. Walker, March Field, to Hawaii, sailing from San Francisco about March 15, 1930.

Captain Aaron E. Jones to duty with Materiel Division, Wright Field, Dayton, Ohio, upon completion tour of duty in Panama.

Following officers to duty with Materiel Division, Wright Field, Ohio; 1st Lieut. James G. Taylor, Marshall Field, Kansas; 2nd Lieut. Clarence H. Thorpe, March Field, 2nd Lieut. Frederic E. Glantzberg, Mitchel Field.

1st Lieut. Donald R. Goodrich, Ft. Leavenworth, Kansas, to Buffalo, N.Y., for duty as Air Corps Procurement Planning Representative.

Upon completion of foreign service, 1st Lieut. Bernard T. Castor to Primary Flying School, March Field, Riverside, Calif.

Captain Shiras A. Blair, Wright Field, to March Field, Riverside, Calif.

1st Lieut. Charles C. Chauncey, Mitchel Field, to Langley Field, Va.

1st Lieut. Milo McCune, Fairfield Air Depot, Ohio, to Langley Field, Va., February 20, 1930.

1st Lieut. Frederick D. Lynch, Chanute Field, to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Ned Schramm, March Field, to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Burnie R. Dallas relieved from treatment, Walter Reed General Hospital, to his regular station, Rockwell Field, Coronado, Calif.

Upon completion tour of foreign service, 1st Lieut. Clarence H. Welch to Bolling Field, D.C.

1st Lieut. Alvan C. Kincaid, March Field, to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Harold G. Peterson, Chanute Field, to Mitchel Field, N.Y.

2nd Lieut. Darr H. Alkire, upon completion tour of duty in Hawaii, to March Field, Calif.

Reserve Officers to Active Duty to June 30, 1930: 2nd Lieut. Conger Poage, Tucson, Arizona, to Ft. Crockett, Texas.

2nd Lieut. Charles Frederick Scott, Jr., Farmingdale, L.I., to Selfridge Field, Mich.

Resignation: 2nd Lieut. Roger Walker Batchelder.

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BADGE FOR AIR CORPS TECHNICAL SCHOOL

The following distinctive badge for the Air Corps Technical School, Chanute Field, Rantoul, Ill., has been approved by the Acting Secretary of War:

SHIELD: - Azure, below and in front of a plume of three ostrich feathers argent, a lamp, or

MOTTO: - Sustineo Alas (I sustain the wings).

The badge consists of the shield and motto of the school. It will be manufactured in bright metal and enamel in one size not to exceed  $1\frac{1}{4}$  inches in height.

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CAPTAIN LYND CITED FOR GALLANTRY IN ACTION

Announcement was recently made by the War Department of the award of a Citation For Gallantry in Action to Captain William E. Lynd, Air Corps, now on duty in the Inspection Division, Office of the Chief of the Air Corps. This citation reads as follows:

CITATION FOR GALLANTRY IN ACTION SILVER STAR

"WILLIAM E. LYND, Captain, Air Corps, then first lieutenant, 135th Aero Squadron, Air Service, American Expeditionary Forces. For gallantry in action over Essey, France, August 25, 1918. Lieutenant Lynd, with 2nd Lieutenant Walker M. Jagoe, pilot, while on a mission to photograph the enemy line from Montsec to Vieville-en-Haye, with two protection planes, was pursued by an enemy formation of seven pursuit planes. One of the protection planes was seen to be in difficulty, the controls being damaged and the observer having been seriously wounded. Going to the assistance of this plane Lieutenant Lynd and



his pilot succeeded in driving off the enemy, although the injured plane crashed behind our lines. His mission not being completed, Lieutenant Lynd returned to the field, secured new photographic plates and with one protection plane again endeavored to fulfill his mission. On arriving over the lines he was met by an enemy patrol of five pursuit planes and driven back over the allied lines three times, when not having sufficient gas to continue, he was forced to return. Securing another plane and pilot, Lieutenant Lynd endeavored the third time to complete this mission, but after obtaining the necessary altitude it was too late in the day to properly photograph the terrain."

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#### FINDING A FLYER

By Lieut. Reed M.N. Weep, A.C.

The scene for this Drama is laid at the Metropolitan areas Air Corps post, just outside the city of Hiccoughs and Hicks. Time: Saturday morning, with the Assistant Factotum General of the Operations Office lazily brushing flies off his head and wondering if it will be safe to go home at noon. Someone told him that the wonderful success the Missus had with gladiolis was due to her treating them entirely as vegetables, so he is afraid they will probably be mixed with his potatoes.

This "Asst. Op." states that he was once bitten by a wild gladioli, so he surely won't trust the tame ones. The scene is all peace and contentment. The loud snores of Jawing John can be heard emanating from the 7st Squadron operations, and by the smile on his face he must be dreaming about the afternoon golf game.

Granpa is polishing up the ol' Hudson and straightening out his meteorological board, as a parcel of cumulus clouds have become misplaced and must be found. Suddenly a hoarse shout rends the air and "Asst. Op." falls off the chair. Granpa's clouds rise out of sight and all is confusion. Someone noticed that Lieut. Fogflyer, one of the Three Musketeers, left Selfridge Field at 4:25 Friday afternoon, clearing for Buffalo, and had not arrived at destination. "Asst. Op." immediately grabbed a pack of telegraph blanks and put the wires on the job.

At eight o'clock Schenectady answered that they hadn't seen no Falcon fly over, but two chicken hawks and a pigeon had flown over Friday afternoon. Buffalo wired an unidentified army plane flew over about 8:00 p.m. Saturday morning still no word. More telegrams, more gloom. Ship groomed for a search, pilots on the alert, a general feeling of tenseness - Operations calling Selfridge Field by phone - no word, time 3:00 p.m.

Postal card arrives from Lt. Fogflyer saying he had landed at ----- and that the telegraph operator stated he would take no Government messages unless they were countersigned by Pres. Cleveland. Lieut. Fogflyer, whose ancestors were Scotch, would not spend the 30 cents to send a wire, so while walking down the street and wondering what to do he spied a post card lying on the street. "What luck!" he cried, "now I will notify the field and everything will be O.K."

The boy arrived Sunday, and he was told by everyone, including friend wife. And believe me, one woman can outtalk twenty men, and How? So enough said. Peace again reigns supreme, and we hear the faint snores wafted on the gentle breeze.

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#### KELLY FIELD FLYERS PRESENT WATCH TO CIVILIAN FOR HEROIC CONDUCT

Mr. Frank H. Long, of Bay City, Texas, who rescued Lieut. W.K. Moran, of Kelly Field, and Staff Sgt. William Canedy, of Brooks Field, from a burning plane near his home, was on Nov. 7th presented with a watch by officers of Kelly Field as a token of appreciation of his heroism. Mr. Long was flown from his home to Kelly Field to receive the gift. He had previously received letters of commendation from the Secretary of War and the Chief of Air Corps.

On Oct. 5th a plane piloted by Lt. Moran caught fire at an altitude of about 1500 feet. The pilot signalled Sgt. Canedy to jump, but for some unknown reason he failed to do so. The pilot then sideslipped the flaming plane to the ground and crashed. Lt. Moran, thrown out of the front cockpit, was lying unconscious within 20 feet of the burning plane. Sgt. Canedy was wedged in the rear cockpit with a broken leg and his clothing on fire. Without hesitation, Long pushed his way through the intense heat of the gasoline fire, broke a section of tubing, freed the leg of Sgt. Canedy, pulled him to safety, and with his bare hands smuffed out the fire on the Sergeant's clothing.

NOTES FROM AIR CORPS FIELDS

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Langley Field, Va., November 1st.

19th Airship Company, by Lt. B.T. Starkey, A.C.: Test flights were conducted during the past week to determine the static head on the TC-6 envelope at the region of the propellers. Capt. Puryear piloted the ship while Messrs. Collier, Kirchbaum and Lincoln, of the National Advisory Committee for Aeronautics, conducted the tests. The only other flight with Lieuts. R.V. Ignico and W.J. McCracken, Pilots, was a short practice one.

Tech. Sgt. Ronald H. Short returned to duty on Nov. 1st from Iowa, where he spent a furlough of 25 days with his parents. Sgt. Short reports much rain and snow in the middle west and very dangerous driving through the mountains.

The Langley Football Squad journeyed to Quantico last Friday and engaged the strong Quantico Marines in a great game. Though Langley was beaten 14 to 6, it was not until the last quarter that the Marines were able to make any appreciable gains and then they were forced to resort to the air route. The great Geottge threw passes with deadly accuracy and ran off tackle with a drive that the Langley team could not stop, and the Marines scored two touchdowns to win the game. The last score came with only two minutes to play and before Langley could master a drive the game was over. It was the first game in which either teams had been scored upon. Capt. Geottge, Coach of the Marines, said after the game that Langley had the best service team he had seen play, excepting the big All-Marine team.

The 19th organized the Soccer team for the 1929-1930 Season and joined the Virginia Soccer League. The 19th lost the championship last year, but a great team is ready to take the field this year and bring the trophy back to the organization.

Only local training and test flights were carried out by the organization the week ending October 17th as only three days could be utilized for flying. Test flights were flown in the TC-6 for the purpose of calibrating the air-speed indicator. Messrs. Lyons and Kirschbaum, of the National Advisory Committee for Aeronautics, performed the tests. The total flying time for the three days was 23 hours and 45 minutes.

A Sub-cloud Observation Nacelle was received and is being installed on the TC-6. An observer in the nacelle can be lowered from the ship by means of a cable and windlass, while at the same time the ship itself will be able to fly above or even in the clouds. Experimental flights will be made to determine just how effective this mode of observation will be.

The U.S. Navy "Los Angeles" paid us a visit on her way to Lakehurst, N.J., on Oct. 14th, at 2:45 P.M., but did not linger long and cruised at a rather high altitude.

The Langley Football Squad continues to improve and hang up victories. The Naval Hospital Team of Portsmouth was defeated 26 to 0 on Saturday, Oct. 12th, and on Wednesday night, playing their first games of night football, they defeated the Apprentice Alumni 6 to 0 in Newport News. In the Naval Hospital game the Langley line, though outweighed, was too fast and hard charging for the Navy boys, and the Langley backfield combination of Hetrick, Kerr, McKinney and Red Tyrrell romped up and down the field almost at will. In the game with the Apprentices, a high wind hampered the play of both teams. Several times the punters lost ground when the 30 mile wind caught the ball and carried it back over the kickers' heads. It was not until the closing minutes of play that Langley was able to score, starting at midfield and on successive downs carrying the ball over for a touchdown. Try for goal was blocked. These two games still leave Langley with an unblemished record and uncrossed goal line.

There was no flying by the organization during the week ending October 24th, due to rain and high winds which at times approximated a gale. Advantage of the enforced idleness, however, was taken by the ships' crews in putting the ships into the very best flying conditions.

2nd Bombardment Group, A.C., by Lt. Jack W. Wood, A.C.: Lieut. C.F. Sugg received orders to report to Brooks Field for training with the class starting October 15th.

Lieut. M.M. Burnside led a flight of three LB-7's to Aberdeen on October 15th for the purpose of conducting a bombing demonstration for the War College.

Two 600-pound demolition bombs were carried by each ship and dropped from 14,000 feet. The other officers in the flight were Lieuts. R.F.C. Vance and J.W. Wood. The flight returned to Langley on October 17th.

The 2nd Bombardment Group received three Curtiss "Condors". All pilots of the Group have been given an opportunity to fly these huge ships in formation and all have commented favorably on their maneuverability.

Capt. Henry Pascale, piloting the Fokker C-2A, and Lieut. M.M. Burnside, piloting the Douglas C-1C, left Langley, October 18th for Chanute Field. Each transport carried a load of enlisted men who will attend the various training courses at the Air Corps Technical School.

#### San Antonio Air Depot, Duncan Field, Texas, November 11th.

On October 21st the Depot was visited by Brigadier-General W.E. Gillmore, Assistant Chief of the Air Corps, on his recent tour of inspection of the Air Corps activities in this section.

Colonel Louis J. Van Schaick and Major James MacKay, I.G.D., of The Inspector General's Office in Washington, paid a visit to this Depot on October 16th, in connection with surveys being conducted by them of the various Army stations in this vicinity.

Lieuts. A.W. Martenstein and Charles H. Caldwell, of the Field Service Section, Air Corps Materiel Division, Wright Field, included this Depot, Oct. 14th to 17th, in their recent cross-country journey through the West, visiting the various Air Corps establishments for conferences on supply and maintenance matters.

Capt. Frederic B. Wieners, transferred from the Air Corps to the Infantry, left this Depot for his new station at Ft. Sam Houston, Texas, on October 29th, and is now assigned to the 23d Infantry, 2nd Division. Capt. Wieners came to duty at this Depot on Oct. 7, 1925, from the Hawaiian Department, and his many friends here regret his departure from our midst and wish him every success in his new assignment.

Among the visitors bringing us news from other stations during the period October 16th to 30th were Capt. I.H. Edwards and Lieuts. M.N. Clark, M.H. McKinnon, D.W. Norwood, E.H. Tonkin, and N.F. Twining, of March Field, Calif., and Lieut. E.E. Glenn from Hat Box Field, Muskogee, Okla., to ferry planes back to their home stations.

Major George R. Gaenslen, Air Corps Reserve (in civil life, Sower Construction Engineer of the City of San Antonio, Texas), was with us October 17th to 30th for his fifth active duty training period at this Depot.

#### Clark Field, Pampanga, P.I., October 5th.

September was characterized by the wind-up of the rainy season, and once again sunshine is the order of the day; resulting in greatly increased golfing activity, but cutting a bit into our bowling revenue.

Our bowling alley has been augmented by a soft drink bar, where ice cold draft San Miguel is supplied to a steady procession of customers.

Our restaurant has been remodeled, re-furnished and a change of management effected, Charlie Corn, of Nichols Field fame, taking over its control. His connection with the change and the fact that we are on a new dividend basis with the Post Exchange leads us to expect that our Squadron Fund revenue will take an upward leap.

The air is filled with shouts of "Short timers sound off", from the fourteen of our enlisted men who leave on the October Transport. They're going with feelings of regret, tempered by a longing for the U.S.A. The non-commissioned officers slated to go are Sgts. Fred L. Blalock and William A. Milliken. The only officer we lose is Captain Lawrence P. Hickey, our Operations Officer, who is heading for a tour of duty at Fort Sill. With him leave Mrs. Hickey, Larry, Jr., and Mrs. Hickey's sister, Mrs. Gerald Grimes. Needless to say, "despididas" are the order of the day. The whole outfit regrets the loss of Captain Hickey and wishes him continued success at his new station.

On September 28th, Clark Field was inspected by the Philippine Division Commander, Major-General Paul B. Malone. An aerial review was staged, followed by an inspection of Departments. We felt proud of what we had to offer, and the General expressed his satisfaction.

The usual number of week end guest visitors came to this station; as guests of the various officers.

Rockwell Field, Coronado, Calif., November 16th.

Armistice Day ceremonies were observed at Rockwell Field at 9:00 A.M., November 11th, by a parade of all troops under the command of Major A.L.Sneed. A salute of 21 guns and flag raising ceremonies completed the observance.

Six P-12 planes left Rockwell Field, November 10th, for Calexico to participate in dedication ceremonies in connection with the opening of the new airport at that place. Major Carl Spatz was in command of the flight, taking with him Capt. H.M. Blmendorf; Lieuts. K.J. Gregg, I.A. Woodring, D.D. Graves and A.J. Mickle.

The Hon. David L. Ingalls, Assistant Secretary of the Navy for Aeronautics, accompanied by Admiral Butler, Commander, Aircraft Squadrons, Battle Fleet, and Capt. F.R. McCrary, Commanding Officer, Naval Air Station, and staffs, paid an official call on the Commanding Officer of Rockwell Field, October 31st. While here they were extended post courtesies by Major Sneed.

Lieut. R. Baez, Jr., Chief Engineering Officer of the Rockwell Air Depot, departed in a PW-9D, November 15th, for Salt Lake City, for purpose of conferring with the Commanding Officer, Woodward Field, and inspecting Air Corps supplies and equipment at that station.

Lieut. Jack Greer, returned from Letterman General Hospital to Rockwell Field, and assumed the duties of Police and Prison Officer.

Lieut. and Mrs. Thad V. Foster of Ft. Sam Houston, Texas, were visitors at Rockwell Field, November 15th, en route by automobile to San Francisco, Calif., for a month's leave. Lieut. Foster is in the office of the Air Officer, 8th Corps Area, in charge of Border Stations. While in Coronado, Lieut. and Mrs. Foster were the guests of Lieut. and Mrs. John K. Nissley, A.C. 556-G Ave.

Mr. Sgt. Willard D. Lucy, Hq. 7th Bombardment Group, assumed duties of Post Sergeant Major. Sgt. Lucy was formerly stationed in Panama.

Squash balls are flying high in a round robin tournament. Major Spatz is leading, and trailing close behind are Lieuts. Batten, Mallory and Graves. Practically all the officers of the post are participating in and enjoying this game.

Lieut. and Mrs. Robert E. Selff, A.C., entertained with a delightful Spaghetti Dinner at the Officers' Club, Friday, November 1st. The table and club decorations were in black and gold, carrying out the Halloween motif. Guests of Lieut. and Mrs. Selff consisted of the officers of the post and their wives.

Selfridge Field, Mt. Clemens, Mich., Nov. 5th.

2nd Lieut. Ernest K. Warburton, A.C., in a P-1C type Pursuit plane, made an extended cross-country flight on Oct. 8th, from Selfridge Field to Boston, Mass., via Buffalo, N.Y., returning via Mitchel Field and Buffalo on Oct. 1st.

Six Pursuit ships were flown on a special mission to Aberdeen Proving Ground, Aberdeen, Md., for participation in the aerial demonstration in connection with the annual Ordnance Day exercises there on Oct. 10th. The flight consisting of 1st Lieut. Paul W. Wolf, A.C., Flight Leader, with 2nd Lieuts. Orrin L. Grover, Edwin R. French, Aubrey L. Moore, Paul B. Wurthsmith and Hoyt L. Prindle, departed from Selfridge Field, Oct. 8th, returning on the 11th.

Oct. 8th also saw the return of the 9 Pursuit planes from Montreal, Quebec, where they were flown for participation in the aerial celebration in connection with the arrival of the Ford Reliability Tour at that place.

The photographic work ordered by the Corps Area in connection with making mosaics of Ft. Sheridan, Ill., Jefferson Barracks, Mo., Camp Custer, Mich., and Ft. Brady, Mich., was commenced by Lieut. Harold W. Grant, A.C., and Staff Sgt. Herman L. Hackwith, 5th Photo Section. Three flights were made over Camp Custer and arrangements are being made to complete the balance of the work as soon as possible.

On Oct. 14th Capt. "Joe" Cannon, A.C., paid his old home and many friends a visit, when he flew in here from Chanute Field. Capt. Cannon is now on duty at Kelly Field, Texas. The following day General Gillmore with Lieut. Tourtellot, another old Selfridge pilot, arrived in an O-2 from Wright Field. General Gillmore was also accompanied by Lieut. Longfellow in a P-1. During his

very brief stay (for he arrived at eleven and departed for Chanute at three ten) General Gillmore reviewed the command, that is, he watched an aerial review of the 1st Pursuit Group and the 15th Observation Squadron. Following this, he was introduced by Col. Danforth, the Post Commander, to all officers assembled in the Post Operations Office, to whom he gave a short talk, bringing to his attentive audience several little, or large, matters in which they were all vitally interested.

This seemed to be a month for the reviewing of all friendships and memories, for on the 16th Lieut. Donald Stace arrived from Chanute. He left the following day for his present station, Wright Field.

A stretch of bad weather over this territory resulted in Lieuts. Paul A. Shanahan and Frederick A. Johnson being detained at Chanute Field for the period, Oct. 19 to 24. Capt. William D. Wheeler and Lieut. Carleton F. Davidson made a flight to Wright Field for photographic supplies on the 20th and were, on account of bad weather, delayed there until the 25th.

Lieuts. Bartron and Page arrived from Wright Field on the 25th and returned the following day.

Lieut. Lawrence W. Koons, in one of the old reliable C-1 Transports, ferried four students to the ACTS at Chanute Field on the 25th, returning the following day with several graduates assigned to this station.

A flight of six Pursuit ships, piloted by Lieuts. John C. Crosthwaite, Homer L. Sanders, Austin A. Straubel, Orrin L. Grover, Ralph C. Rhudy and Theodore M. Bolen departed on the 25th, via Uniontown and Middletown, for Trenton, N.J., for participation in another airport dedication. The flight returned the 28th.

These last few days, regardless of the rain and fog, several Pursuit and Observation planes, including one piloted by the Commanding Officer, Col. Charles H. Danforth, searched the waters of Lake St. Clair for three local fishermen who had not returned after several days. These men were reported lost on the 25th, but to date have not been located, although the boat, in which they started out, was found empty by Lieut. Warburton.

The Fokker transport, which was overhauled at Wright Field, was returned on the 29th, and a PT-1, an O-2 and the C-10 were ferried to Wright for overhaul on the same date.

Notification that several of the new P-6 Pursuit jobs are ready at Mitchell Field was joyfully received, and several are expected within the next few days. More planes will help get in the air the many new officers now reporting to this station. For some time this field has operated with a maximum of 31 Pursuit and 7 Observation planes, which resulted in an average of three pilots for each plane. This, together with the number of planes out of commission from time to time, held training to a minimum.

Autumn with its cold and, at least, uncertain weather, sees our many pilots scurrying hither and yon in search of almost forgotten fur-lined flying suits, heavy gloves and moccasins. There is even talk of face masks, for almost any altitude at all brings zero temperature, and complexions must be guarded. Anyway, a frozen face is nothing to brag about.

And, before we forget it - The drainage system has been installed - the miles and miles of tile have been laid - and the entire field is now ready and fit for use.

On a return flight from Camp Skeel, Oscoda, Mich., on Oct. 11th, 2nd Lieut. Harold W. Grant, A.C., pilot of a C-1 transport with 7 passengers, which included the Post Surgeon, Major Lowyd W. Ballantyne, Medical Corps, was forced down about 10 miles North of Selfridge near the village of Anchorville, Mich. due to heavy fog. Lieut. Grant had been flying about five hours and, not being certain of his exact position, decided to land rather than being forced down at some place where he might injure his passengers. The field selected appeared smooth but small. However, it was crossed with drainage ditches several inches deep and about one hundred feet apart, and one-half of the landing gear gave way, damaging the left lower wing. A telephone call brought motor transportation, and all personnel, with the exception of two enlisted men who remained with the ship as guards, were returned to Selfridge. The following day temporary repairs were made and the ship flown to Selfridge, where the damaged parts were replaced.

27th Pursuit Squadron: With the completion of the first round of games in the Inter-Squadron Football League, the 27th Pursuit Squadron team seems to have a fairly safe strangle hold on the championship prospects. While all of

the teams have shown exceptional improvement since the opening of the season, the 27th boys were able to keep just a little further advanced than any of their opponents and won all three of their games.

The 57th Service Squadron eleven, entering the season a rather top heavy favorite to come through with a clean sweep as they did last season, was tripped up in two of their three games. First, the 27th toppled them with the clean cut defeat and then the 17th Pursuit boys sprung an even greater surprise by holding them to a scoreless tie.

The standing to date gives the 27th six points, the 57th three; the 17th, two; and the 94th, one point. Two points are awarded for each game, the points being split in case of a tie.

The 17th and 94th Squadrons somewhat handicapped through lack of experienced coaches, will probably improve their showing with the new coaching assistance assigned them. 2nd Lieut. Allen W. Reed, who recently arrived from Kelly, was assigned to the 15th Observation Squadron but attached to the 17th for football coaching. 2nd Lieut. Edward L. Anderson, Air Res., also from Kelly, who came here for extended active duty, was assigned to the 94th and will assist materially in the coaching of that team.

17th Pursuit Squadron, A.C.: October was a busy month as regards personnel. First, we were sorry to lose Lieut. John F. Egan, transferred to Brooks Field, following which Lieut. William Morgan left for Chanute Field to take a course in Armament. Several new officers joined the 17th, however, one being Lieut. Murl Estes, an old member of the Squadron, whom we welcomed back, Oct. 7th. Since leaving us some months ago, he was engaged in pursuit of the elusive dollar flying for General Tire Company. He reports a pleasant summer with plenty of cross-country flying. Lieut. Durward Lowry, an experienced Pursuit pilot, joined us on Oct. 8th, followed on the 15th by Lieuts. L.O. Ryan and Hanlon Van Auken, transferred from Kelly Field. Lieuts. Lowry and Donald Putt received their regular commissions on Oct. 4th.

Staff Sgt. Rosser transferred to Kelly Field on Oct. 21st to replace Staff Sgt. Rowell, transferring from there to the 17th.

There is little to report regarding cross-country, Lieut. Putt, to Battle Creek and Lieut. Bob Moor, to Toledo, being the only two. One Reserve officer, 1st Lieut. D.R. Ludeking, trained for two weeks with the 17th.

The new lawn is now completed. Under direction of Lieut. Warburton, a space fifty feet wide around the barracks was filled in, leveled and then covered with sod adding greatly to the appearance of the place. Work is progressing on drives and roads about the barracks, but the busy hum is now being turned into preparations for the winter.

27th Pursuit Squadron: Flying activities in the 27th during October, were seriously curtailed, due to a spell of bad weather.

Three officers of the Squadron made voluntary cross-countries during the month, - Lieuts. Straubel to Green Bay, Wisc.; Sillin to Lima, Ohio and Tibbetts to Columbus, Ohio. Lieut. Prindle was a member of a flight of six ships which journeyed to Aberdeen, Md., early in the month, to participate in the Air Corps demonstration at the Annual Ordnance show. He reports a very interesting trip.

Lieut. Crosthwaite took a flight of six ships of this Squadron to Trenton, N.J., on the 25th, to participate in the opening of a new airport. From all reports, a successful trip and an enjoyable visit was had by all.

During the past week Lieut. Crosthwaite received orders for transfer to March Field. We are all sorry to see him leave, as he was a very great asset to the Squadron. His experience in the R.A.F. and two years in the Cavalry were valuable to both himself and the Squadron.

A new officer joined the Squadron during the month in the person of Lieut. W.R. Morgan, a graduate from Kelly Field with the last class, who took active duty for one year. We welcome him to our ranks.

The entire outfit is considerably pepped up over the arrival of a telegram from Washington, stating that four of the new P-6's would be ready for delivery during the early part of December.

The non-com's seem to have the Matrimonial Blues - Sgts. Bailey, White, McGaha and Curtiss all having acquired a "better half" during the last six weeks.

94th Pursuit Squadron, A.C.: Lieut. Harry A. Johnson, C.O. of the 94th Squadron, is on three months' leave test-hopping Anthony G. Fokker's latest ship, the F-32, which is the largest land plane constructed in this country.

The "Skipper" is well qualified for this work, as he has had a great deal of experience in handling big ships, and the bigger they build them the better he likes them. But we are of the opinion he will be back with us soon, for although the call of big money in commercial aviation is very strong the call of his little P-1 is stronger.

Two recent graduates of the flying school were assigned to the 94th and are fitting in the organization in fine style. They are Lieuts. H.H. Tellman and Jesse Auton, Air Res. Several more men will report in soon and will be assigned to the different squadrons.

Capt. Joe Cannon, late C.O. of the 94th, paid us a visit recently, spending two days at the post. The squadron is always glad to see its former members any time they are able to drop in.

Staff Sgt. Roberts, promoted to Tech.Sgt., was transferred to the 57th Service Squadron. The Squadron congratulates Bob.

Staff Sgt. "Hank" Weber was transferred to the 94th and, like all other recruits, let the bunk fall on his foot while putting same together.

Our most esteemed Staff Sgt. and Squadron clerk, Froberg, has done it again, for three years.

57th Service Squadron: Several changes in status, both among the commissioned and enlisted personnel, occurred during the past few weeks. Lieut. Alden R. Crawford, appointed Post Operations Officer, was transferred to Headquarters Det. Lieut. Robert L. Schoenlein was transferred from the Squadron to Chanute Field, where he is a student in the Air Corps Technical School.

St. Sgt. Thompson reported to the Squadron, October 26th, having been on detached duty as a student at Chanute Field. Tech. Sgt. Horn was transferred from this Squadron to Headquarters Det., and Tech. Sgt. Roberts was transferred to this Squadron from the 94th Pursuit Squadron on October 21st.

15th Observation Squadron: 2nd Lieuts. S.G. McLennan and A.W. Reed reported for duty on Oct. 27th.

St. Sgt. C.B. Guile, enlisted pilot, reported on Oct. 24th. We now have a total of twenty-one pilots, which should be enough to keep the new O-19's busy - if and when we do get them.

Capt. B.M. Kane, Air Res., assigned to the Squadron for two weeks' active duty, had very little flying time because of consistently poor weather.

The officers of the Squadron are considering adopting a new walking stick. We have been working on a new Squadron Insignia and hope to have it approved in time to get it on the new ships when they arrive. Wait until you see it!

The sodding work around the barracks is just about completed, and when the flower beds and other bits of landscape gardening are completed the place will present a very attractive appearance. A new greenhouse is being constructed which will aid materially in getting an early garden next spring.

Luke Field, T.H., November 1st.

Lieut.-General Edwin Jadwin, retired, formerly Chief of Engineers, while en route to the World Engineering Conference at Tokio, Japan, was greeted by an Aloha flight of six planes from this station on October 15th, as the SS "Maui" entered Honolulu harbor. The flight consisted of three De Haviland planes piloted by Major Maxwell Kirby, Lieuts. Harold Lee George and L.P. Holcomb, and three Martin Bombers piloted by Capt. George P. Johnson, Lieuts. E.G. Johnson and R.R. Brown.

The SS "President Jackson" and the "Korea Maru" were also greeted by Aloha flights as they entered the harbor. The U.S.A.T. "Somme" arrived on Oct. 25th and was given an Aloha flight for the new arrivals in the Air Corps.

Four Amphibian planes, piloted by Major Maxwell Kirby, Lieuts. Harold Lee George, L.P. Holcomb and George B. McPike, with Lieuts. James F.J. Early and R.R. Gillespie as radio officers, took off from this field on October 17th to establish new landing fields on the island of Kauai, returning home on the following day.

The Maui County Fair was visited by the Air Corps. The three Amphibian planes from this field were piloted by Capt. C.E. Giffin, Lieuts. Carl W. Pyle and R.H. Dean. Capt. R.E. O'Neill was the radio officer. The Trans-Pacific Fokker and three Pursuit planes from Wheeler Field accompanied this flight,

all flyers returning after a two-day visit at Maui.

Three Amphibian planes left here on October 22nd to obtain detailed data regarding landing field facilities on the island of Molokai. The pilots for this inter-island mission were Capt. C.E.Giffin, Lieuts. L.P. Holcomb and T.L. Gilbert. Radio communication with station WYQ was maintained by Lieut. Sheldon B. Edwards and Sgt. Dodson in an alternate radio Amphibian plane.

This group furnished tow-target missions for the 64th C.A.C.(AA) this month and will start on our yearly training schedule November 1st.

Captain George P. Johnson, Lieuts. Carl W. Pyle, George V. McPike, pilots, and James F.J. Early, radio officer, left this field, Oct. 28th, on an inter-island mission to Upolu Point and Parkers Ranch, located on the island of Hawaii. They obtained detailed data regarding landing field facilities on this island, returning to Luke Field, October 30th.

Twenty-six recruits were received at this station when the Transport "Somme" arrived, October 25th, and from all reports given out they are a mighty clean and soldierly group of men. The following men returned from the mainland where they have been enjoying their furloughs: Sgt. Grant, St.Sgt. Modezeleski (who was promoted from Sergeant to Staff Sergeant while on furlough) Cpls. Holland and Wilcox, Pvts. Johnson and Keller. All of the furlough men while expressing themselves as enjoying their visit to the States, stated they were glad to get back to Luke Field again.

The entire detachment will be kept under a 10-day quarantine, at the close of which the furlough men will report to their organizations for duty and the recruits will then undergo an extensive training program before being assigned to duty.

Capt. John P. Temple and family arrived aboard the "Somme" on Oct. 25th. Capt. Temple was on duty at Ross Field, Calif.

1st Lieut. Ulysses G. Jones, recently on duty at Ft. Bragg, N.C., arrived with his family on the transport "Somme", reporting at this station for duty.

1st Lieut. Harry F. Rouse arrived with his family aboard the "Somme" and reported to this station for duty. His last station was the Fairfield Air Depot, Fairfield, Ohio.

1st Lieut. Harry G. Montgomery of this station was transferred to the Hawaiian Air Depot, Honolulu, T.H.

**ATHLETICS:**

**"Luke Field Holds Exciting Swimming Meet"**

Over fifty men, representing the four squadrons and including the Staff Section, met in one of the most thrilling athletic events ever held at this station. A large crowd gathered on the shore of Ford Island to witness the many races, keeping up a continual cheering for their favorite entrants. The Staff section succeeded in carrying away the "Colors", after a close and decisive race with the 4th Observation Squadron which retired in second place only three points behind that of the winning team. The 65th Service Squadron took third place by a margin of three points in the rear of the 4th Squadron.

The Fancy Diving contest proved to be the most popular event of the program, and the contestants in this event gave a real performance in their skill, each one trying his best to outpoint his proficient opponents. Henthorne, from the 65th Squadron, won this event by a close margin, as Story from the 4th Squadron gave an exhibition that was also worthy of first place. Bufo from the Staff Section took third place and gave a remarkable performance.

The following is the results of the meet:

Staff Section. . . . .	29 points.
4th Observation Squadron . . . . .	26 "
65th Service Squadron. . . . .	23 "
72nd Bombardment Squadron. . . . .	11 "
23rd Bombardment Squadron. . . . .	3 "

Hall from the Staff Section was the outstanding star of the meet, winning a total of 16 $\frac{1}{2}$  points of the 29 piled up by his winning team.

Judges for the Meet were Captains Raymond E. O'Neill, Herbert A. Rinard, Lieuts. L.P. Holcomb and Carl W. Pyle. Lieut. James F.J. Early was the referee and starter of the events.

As a result of the Volley Ball tournament and the Swimming Meet, the following points were won by the respective organizations for the Kuntz-Moses Trophy. The Basketball and Boxing tournaments are to be competed for.



Staff Section. . . . .	24	points.
4th Observation Squadron . . . . .	21	"
72nd Bombardment Squadron. . . . .	15	"
65th Service Squadron. . . . .	10	"
23rd Bombardment Squadron. . . . .	2	"

Middletown Air Depot, Pa., November 7th.

Lieut.-Col. Ira Longanecker, A.C., and Major Harry H. Arnold, A.C., visited the Air Depot on official business during October.

Major-General Smedley D. Butler, U.S.M.C., arrived in Harrisburg on the evening of Oct. 25th to deliver a lecture at a banquet given by the local chapter of the Veterans of Foreign Wars. Major Houghton served on the Reception Committee to General Butler on this occasion.

On Monday night, October 7th, Major Houghton delivered an address on "Aviation and Industry" before the annual meeting of the Harrisburg Chamber of Commerce, at the Penn-Harris Hotel, Harrisburg, Pa. There were approximately 400 guests.

On October 15th Major Houghton departed for temporary duty at the Materiel Division, for the purpose of a conference pertaining to Supply and Engineering matters.

During the month of October ten airplanes were given major overhaul - three Bombardment, four Observation, one Attack and two Training types.

The Middletown Air Depot Golf Club wound up a most successful season with a large general meeting and Dutch supper on Monday night, October 21st, in the Officers' Club. Fifty members were present and were ably entertained and dined by a committee headed by Capt. Christine and Dr. Blecher. The finals in the Championship Tournament of the Club were played off by Lieut. McGregor and Mr. Harry Short for the first flight, and Capt. Christine and Lieut. Harris for the second flight. The winners received appropriate silver cups and the runners-up were given prizes of golfing merchandise. Plans are already in progress for a bigger and more successful year next season.

Plans for the Basketball season are already under way, with Capt. Dunn making tentative schedules and arrangements for games.

Marshall Field, Ft. Riley, Kansas, November 5th.

2nd Lieuts. Louis Ellis Massie, Summersville, Mo., and William Charles Dolan, of Superior, Wisc., both of the Air Corps Reserve, reported for duty at Marshall Field, last month. Lieut. Massie, from the Observation Section, and Lieut. Dolan, from the Pursuit Section; graduated from the Advanced Flying School, on October 12th, last.

The day following graduation Lieut. Dolan, married Miss Inez Koehler of San Antonio. The couple took two weeks' leave to acquaint themselves with the new routine of married life before taking up their residence in Junction City, while Dolan makes his acquaintance with the tactics of an Observation Squadron.

The Squadron held "party" in the Mess Hall on October 29th.

Lieut. Charles T. Skow, rings the school bell for the officers every afternoon now. One absence flunks the course. Charlie is adamant, and whether you are on a general Court or at a football game, no excuses are accepted.

Chanute Field, Rantoul, Ill, November 15th.

On Saturday, November 9th, the Army-Illinois football game was an enormous affair. Chanute Field, being only 14 miles from the stadium, has a great number of visitors. After the game a buffet supper was given by the Officers' Club to all visiting officers, their wives and guests, and a dance was held immediately afterwards. Although the Army team lost, the spirits of our Army guests were not down. Among the visitors were:

Capt. W. E. Lynd; Lieuts. J. E. Upston, J. S. Gullet and Arthur I. Ennis, from Washington, D.C.; Capt. and Mrs. C. F. Wheeler, Capt. and Mrs. C. F. Greene, Lieut. and Mrs. B. F. Lewis, Lieut. and Mrs. C. A. Ross, Lieut. and Mrs. Albert F. Hegenberger, Lieut. and Mrs. A. C. Foulk, Lieut. and Mrs. H. H. Carr, Major and Mrs. H. H. Arnold, Lieut. and Mrs. Omer O. Niergarth, Capt. M. G. Healy, Miss Healy, Capt. W. E. Kepner, Capt. St. Clair Streett, 1st Lieuts. A. W. Vanaman, E. R. McReynolds, D. F. Stace, C. S. Johnson, J. B. Haddon, Eugene L. Eubank from

Wright Field, Dayton, Ohio; 1st Lieut. E.H. Metzger, B.R. King (Air Res.), Lieut. and Mrs. A.W. Martenstein, Lieut. A.H. Ohmer (Reserve) and Capt. David Grove from Dayton, Ohio; Capts. L.T. Miller, McCullough, Ira R. Koenig, Lieut. Courtland Brown and Lieut. J.P. Kidwell from Scott Field, Ill.; Col. Russell P. Reeder, Majors G.H. Peabody, R.L. Creed, V.E. Pritchard, Oscar Westover; Lieut. H.P. Rush, from Ft. Leavenworth, Kansas; Major Hendricks, Lieuts. C.P. Gilger, L.E. Massie, P.C. Hains, C.B. Hutchinson, W.A. Bugher, John Murtaugh and M.C. Robinson from Ft. Riley, Kansas; Lieuts. William R. Tomey, J.M. Lamont and Webster Anderson, from Ft. Brady, Mich.; Lieut. and Mrs. F.A. Johnson, Lieuts. P.E. Shanahan, F.R. Upthegrove, A.W. Reed, Mrs. M.C. Johnson and the Misses Johnson from Selfridge Field, Mich.; Capt. Edward Laughlin, Lieut. R.J. Minty and Mrs. Parker from Fairfield, Ohio; Lieut. and Mrs. C.M. Cummings, Lieut. M.E. North from Cleveland, Ohio; Majors H.J. Houghland and G.R. Hicks from Omaha, Nebr.; Lieut. and Mrs. Mates, Lieut. Robertson and Miss Harris, from Chicago, Ill.; Lieut. R.A. Machle, from Panama; Lieut. B.E. Gates, from Mitchel Field, N.Y.; Col. T.M. Raborg from New York City; Lieut. Harvey L. Boyden from Kelly Field, Texas; Lieut. O.E. McIntyre, from Purdue University, Ind.; Mesdames Beck, Rogers and Robertson from Belleville, Ill. and Messrs. John P. Old, Beck, Weslerbielt and Lewis Robbins.

General Charles P. Summerall, Chief of Staff, U.S. Army, accompanied by Major General Frank Parker, Commanding General of the 6th Corps Area, inspected and looked over Chanute Field on the morning of November 9th.

The Chanute Field football team, under the coaching of Lieut. "Lighthorse Harry" Wilson, Lieuts. Andrew F. Solter and James S. Stowell, journeyed to Scott Field for a game on November 11th. Scott won 14 to 7, but the score does not indicate the excellence of the playing of the Chanute team.

#### 113th Observation Squadron Indiana National Guard, Nov. 23rd.

On Armistice Day a three-plane formation of Douglas O2-H's, led by Major R.F. Taylor, flew Major-General William G. Everson on an Armistice Day speaking tour, covering eastern and central Indiana. Lieuts. Cecil F. Reynolds and Paul A. Zartman flew the escort ships. General Everson, recently appointed Chief of Staff of the Militia Bureau, was Adjutant General of the State of Louisiana, and prior to that time was in command of the 76th Brigade of the 38th Division.

Due to Lieut. Metzger's burning ambition to become proficient in the art of landing a PT-1 on a 30-foot runway, it might become necessary to request from The Adjutant General's Office additional funds to cover the cost of shock cord and tail skids.

The Squadron gave a dinner-dance for the officers and their wives and friends on evening of November 15th, and it was a huge success. Lieuts. Metzger, Morgan and Zartman certainly functioned perfectly as an entertainment committee. Lieut. Stowell acted as official registrar. No dinner dance could be complete without an official registrar - we found that out.

One incident in the evening's revelry is shrouded in mystery - the sudden disappearance of Lieut. Matt Carpenter. He won't tell anyone just what took place.

If any squadron seems to be lagging just a little in pep and enthusiasm, drop a line to our entertainment committee - they can put a kick in any outfit.

#### Fort Crockett, Galveston, Texas, Nov. 21st.

Brigadier-General Edward L. King, Assistant Chief of Staff, G-3, accompanied by Major John B. Brooks, General Staff Corps, Captains Willis Hale and William J. Flood, from the Office Chief of the Air Corps, visited Fort Crockett, arriving in a C-9 transport Nov. 12th. The purpose of the visit was the inspection of training activities of the Third Attack Group. General King was entertained both on the post and in the city of Galveston. The party left for Kelly Field on November 15th.

The post was visited by the Hon. Melvin J. Maas, M.C., a member of the Military Affairs Committee, on Nov. 13th. Congressman Maas is making a tour of various Army posts in an O2-H airplane, piloted by Lieut. Stranathan.

The arrival of the 13th Attack Squadron enlarged the Group by 129 enlisted men. Seventy-seven men from Langley Field were assigned to the new squadron, and 52 men already here were assigned and waiting for the arrival of the organ-

ization.

Promotions in noncommissioned grades in the 3rd Attack Group, for the period October 15th to Nov. 20th, were as follows:

Sgt. Marcus J. Denson, 90th Attack Squadron, to Staff Sergeant.

Corporal Arthur J. Muldoon, 90th Attack Squadron, to Sergeant.

Private, 1st cl. Shelby S. Tarter, 90th Attack Squadron, to Corporal.

Corporal Bert A. Arnold, Hqrs. Detachment, to Sergeant.

Private, 1st Cl. John Belechak, Hqrs. Detachment, to Corporal.

Sergeant Harvey A. Henry, 60th Service Squadron, to Staff Sergeant.

Corporal Edward McQuire, 60th Service Squadron, to Sergeant.

The Fort Crockett football team was defeated last Sunday by the officials, but not by a disgraceful score - Dr. Peppers 7, Fort Crockett 0. Here's hoping they accept Lieut. Simonton's terms on a return game.

On Tuesday night Stan Stanley appeared at the Post Theatre and gave the soldiers a splendid exhibition in muscle control and physical culture. He freed himself from the combined efforts of six men in eight minutes and forty seconds.

Volley ball will start this week when the court will be completed and ready for use.

Lieut. Virgil Hine, A.C., was assigned to the Group for duty and will take command of the 90th Attack Squadron. He arrived by car from Selfridge Field, Mich., on November 6th.

Lieut. F.F. Everest, Jr., A.C. (F.A.) joined the Group for duty.

2nd Lieut. Conger Poage, A.C. Reserve, was assigned to the Group for active duty.

Major John H. Jouett, C.O. of Fort Crockett and the 3rd Attack Group, accompanied by Lieut. G.A. McHenry, Adjutant, left October 30th to attend the Air Corps Tactical Board at Dayton, Ohio. The Board met to review designs submitted for an attack airplane, type XA-7. Major Jouett was recalled to Dayton for further conference in connection with this Board, and left by train Nov. 13th, returning the 17th.

Lieut. Ivan M. Palmer, with four passengers, enroute to Chamute Field, Ill., departed from this station in C-9 transport on Nov. 15th, stopping at Kelly Field to take on additional enlisted men as passengers.

The training program of the Group, outlined by Captain Lloyd Harvey, Operations Officer, consisted of aerial gunnery in accordance with TR-440-40, formation flying and the instruction of the new officers to familiarize them with our equipment. The reassignment of ships, so as to include the 13th Squadron, has been completed.

The X-PT-5 airplane, which was sent to the factory for overhaul, was returned to the Group and is ready for use.

The Armament Section has been conducting a test on delayed fuse bombs. From zero altitude the bombs exploded approximately seven seconds after being dropped.

The Group received a new Buick Ambulance which is stationed at the field during duty hours.

On October 26th the Air Corps Club, Fort Crockett, gave a Halloween party at the Club, honoring the visiting Naval officers from the U.S.S. GALVESTON, in port that day for the celebration of Navy Day, and the 22 Brooks Field officers who accompanied their football team to Fort Crockett. Many civilian guests were present, as well as officers from other branches of the service.

On November 8th the Club gave its monthly dinner dance at "Kit Kat", the first of the winter series.

A Military Wedding took place at the Trinity Episcopal Church in Galveston on Nov. 11th, when Miss Louie Van Name, of Galveston, became the bride of Lieut. Richard Henry Lee, A.C., a member of the Group.

Coming social activities of the Club include the annual Thanksgiving Party scheduled for November 22nd, at which time the Orchestra of the Third Attack Group Band will make their debut, and a party on December 14th by the Ladies Bridge Club in honor of the officers of the post.

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- D 52.2/36 Transfer of Casualties by Air. (From "Report on the Health of the R.A.F. for 1928. Air Publication, #1387.)
- D 52.33/295 The Force and Moment on an Oscillating Aerofoil, by H. Glauert. (Aero. Research Committee Report & Memo. #1242, March, 1929.)
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- D 52.41 Test of Nitrided Valves for Wright R-790 Engine. (Navy Dept. Bureau of Aero. AEL-264, Oct. 29, 1929.) Wright/50
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- D 52.6/T.4M.1 T4M-1 Airplanes - Inspection and Repair of Fuselage Fittings 1 after Minor Accidents. (Navy Dept. Bu. of Aero. Tech. Note #204, Nov. 2, 1929.)
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- F 10/US/19 A-1-A Airport to be Built at Newburgh, N.Y. (American Airports Corp. Release Nov. 2, 1929.)
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- 629.132/F75 Lift Up Your Eyes. Ford Motor Company.
- 629.142/Am34 Recent Progress in the Science of Aeronautics. An address by Joseph S. Ames on occasion of the centenary celebration of the founding of the Franklin Institute. 1924. Ames, J.S.
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- 629.151/R89 An Account of Ascents in the Nassau and Victoria Balloons in the Years 1838, 1849 & 1850 Rush, George
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- 940.4/Un3o Operations of the Quartermaster Corps, U.S. Army during the World War. (Monograph #1 to #11.) U.S. Quartermaster Corps School, Schuylkill Arsenal, Philadelphia, Pa.
- 940.44/As3 Air Defense. Ashmore, E.B.
- 998/EL5a Air Pioneering in the Arctic; the Two Polar Flights of Roald Amundsen and Lincoln Ellsworth. Ellsworth, Lincoln, Ed.
- 998/M44 Un Drame Polaire le "Krossine" au Secours de l'"Italia". Maurice-Parijanine.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be clearly documented and supported by appropriate evidence. This includes receipts, invoices, and other relevant documents that can be used to verify the accuracy of the records.

The second part of the document focuses on the process of reconciling accounts. It explains how to compare the internal records with the bank statements to ensure that they match. Any discrepancies should be investigated immediately to identify the cause of the error and correct it. This process is crucial for maintaining the integrity of the financial data.

The third part of the document addresses the issue of budgeting and financial planning. It provides guidance on how to set realistic goals and allocate resources effectively. This involves analyzing past performance and identifying areas for improvement. By creating a detailed budget, individuals and organizations can better manage their finances and avoid unnecessary expenses.

The fourth part of the document discusses the importance of regular financial reviews. It suggests that a thorough review of the financial statements should be conducted at least once a year. This allows for a comprehensive assessment of the overall financial health and provides an opportunity to make adjustments as needed. Regular reviews also help in identifying trends and potential risks.

The fifth part of the document covers the topic of tax compliance. It highlights the need to stay up-to-date with the latest tax laws and regulations. Proper record-keeping is essential for accurately calculating tax liabilities and claiming any applicable deductions. Consulting with a tax professional can provide valuable insights and ensure that all tax obligations are met.

The sixth part of the document discusses the importance of financial transparency. It encourages individuals and organizations to be open and honest about their financial activities. This is particularly important in business settings where stakeholders need to have confidence in the financial information provided. Transparency also helps in building trust and fostering long-term relationships.

The seventh part of the document addresses the issue of financial security. It provides advice on how to protect assets and manage risks. This includes diversifying investments, purchasing appropriate insurance policies, and implementing robust security measures for financial data. Regular backups and secure storage are essential for preventing data loss and ensuring business continuity.

The eighth part of the document discusses the importance of financial literacy. It emphasizes that individuals should have a basic understanding of financial concepts and terminology. This knowledge is essential for making informed decisions and managing personal and organizational finances effectively. Financial literacy programs can provide valuable education and resources to help individuals improve their financial skills.

The ninth part of the document covers the topic of financial reporting. It explains the different types of financial statements and how they are prepared. This includes the balance sheet, income statement, and cash flow statement. Understanding these reports is crucial for analyzing the financial performance of an organization and making strategic decisions.

The tenth part of the document discusses the importance of financial forecasting. It provides guidance on how to use historical data and market trends to predict future financial outcomes. This involves identifying key drivers of growth and potential challenges. Accurate forecasting is essential for setting realistic goals and developing effective strategies.



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.

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#### PROMOTION BILL REFERRED TO HOUSE

Senate Bill No. 4, which was introduced by Senator Reed, of Pennsylvania, on April 18, 1929, during the first session of the 71st Congress, and passed by the upper chamber on May 15, 1929, is now up for consideration by the Military Affairs Committee of the House of Representatives, the bill having been referred to that Committee on December 12, 1929, during the second session.

The Hon. F. Trubee Davison, in his Annual Report for the Fiscal Year ending June 30, 1929, stated with reference to the promotion problem in the Air Corps - "Legislation is the only remedy. The Furlow Bill as it passed the House the last two sessions of Congress, or the Air Corps provisions of Senate Bill No. 4 as originally introduced by Senator Reed in the first session of the 71st Congress, are unquestionably the most satisfactory solutions to this most pressing problem. I again urge that one of these measures, or one containing their provisions in substance, be enacted into law at the next session of Congress."

In order that readers of the News Letter may know what effect the Reed Bill would have on the promotion of Air Corps officers, such portions thereof as relate to the Air Corps are quoted below, as follows:

"Sec. 3. That flying officers commissioned in the Air Corps in the grades of first lieutenant and Captain shall be promoted to the respective next higher grades when credited for promotion under provisions of this act with seven and twelve years of service, respectively. When promotion as hereinbefore prescribed in this and preceding sections of this act fails to provide the Air Corps with the per centum of colonels, lieutenant colonels and majors hereinafter specified flying officers commissioned in the Air Corps shall be promoted in the order of their relative standing on the promotion list so that the number of Air Corps officers in the grade of colonel shall be 3 per centum, in the grade of lieutenant colonel 4 per centum, and in the grade of major 18 per centum, respectively, of the total number of officers commissioned in the Air Corps, fractions being disregarded in computing said numbers. Flying officers of the Air Corps promoted to the grades of lieutenant colonel and colonel under provisions of this section shall be additional numbers therein and shall not be counted in computing the maximum percentage for such grades hereinbefore prescribed in this act; and flying officers of the Air Corps promoted to the grade of major under the provisions of this section shall not be counted in computing the minimum of 26 per centum of promotion-list field officers required to be maintained by section 1 of this act. Any flying officer of the Air Corps promoted under provisions of this section who may become surplus in the grade of major, lieutenant colonel, or colonel by reason of a subsequent decrease in the total number of officers commissioned in the Air Corps shall be an additional number in his grade in the Air Corps until absorbed. The term 'flying officer' as used in this act shall be construed to mean a flying officer as defined by section 13a of the national defense act as amended.

Sec. 4. Length of service for promotion under this act shall be computed as follows:

First. Each promotion-list officer originally commissioned in the Regular Army as of a date prior to July 2, 1920, without prior Federal commissioned service, whose active commissioned service shall have been continuous since acceptance of original commission, shall be credited with the full period from the date of such original commission.

Second. Each promotion-list officer commissioned in the Regular Army or Philippine Scouts as of a date prior to July 2, 1920, who is not included in the category defined in the preceding subparagraph shall be credited with a length of service equal to that accredited to the officer of said category whose name appears nearest above his on the promotion list.

Third. Each promotion-list officer originally commissioned in the grade of second lieutenant in the Regular Army or Philippine Scouts as of a date after July 1, 1920, shall be credited only with the period of service from the date of such original commission: Provided, That each promotion-list officer not included in any of the foregoing categories and each officer of said categories whose

original relative position on the promotion list shall have been changed or affected by sentence of court-martial, by special enactment, by discontinuity of his active service, or by suspension from promotion, shall be credited with such length of service for promotion as the Secretary of War shall determine to be appropriate to his relative position on the promotion list."

Section 5 repeals, excepting Section 190, Revised Statutes of the United States, all laws or parts of laws restricting the freedom of persons on the retired lists of the Regular Army who are otherwise eligible to accept any civil office or employment, or affecting their retired status or retired pay on account of holding any civil office or employment and receiving the compensation thereof. Any such person who may be employed in any civil office or position under authority of the United States shall be entitled to receive the full compensation allotted to such office or position without regard to such person's retired pay.

Any officer of the Regular Army or Philippine Scouts who shall have served 35 years or more, including all service counted towards eligibility for voluntary retirement under existing laws, including this act, shall, if he makes application therefor to the President, be retired from active service and placed upon the unlimited retired list. In the event of reaching the age of sixty years or serving forty years, an officer may be retired from active service, without the action of a retiring board, at the discretion of the President, and placed upon the unlimited retired list. In computing eligibility for voluntary retirement of officers of the Army each officer shall, in addition to all service now credited under existing laws, be credited with additional constructive credit equal to one-half the time, if any, that he shall have been actually detailed to duty involving flying, except in time of war. Flying officers of the Air Corps who become physically disqualified for all flying duty shall be eligible for retirement for physical disability.

Section 6 provides that during each fiscal year promotion-list officers who were originally appointed in the Regular Army or Philippine Scouts prior to July 1, 1920, or as of that date, may file applications to be transferred from the active list. Such transfers on or before June 30 of each fiscal year must be recommended by a board of general officers and will not exceed one per centum of the maximum authorized number of promotion list officers of all grades. Retired pay will be computed at the rate of  $2\frac{1}{2}$  per centum of active pay, multiplied by the number of complete years of service, but not exceeding thirty years.

Any officer originally appointed in the Regular Army as of July 1, 1920, at an age greater than 45 years, may if he so elects, in lieu of the retired pay at the rate above provided, receive retired pay at the rate of 4 per centum of active pay for each complete year of commissioned service in the United States Army, not exceeding 75 per centum of active pay.

It will be noted that the promotion of 2nd lieutenants, Majors and Lieut.-Colonels is not mentioned in Section 3, heretofore quoted. Under the provisions of Section 2, 2nd Lieutenants are required to be credited, for purpose of promotion to the next grade, three years of service; Majors, twenty years, and Lieutenant-Colonels, twenty-six years.

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#### SECRETARY OF WAR VISITS THE CANAL ZONE

The visit to the Canal Zone of Colonel Patrick J. Hurley, Secretary of War, was of interest not only to the Army, but an occasion to the Canal employees and the citizens of the Republic of Panama.

The transport on which Colonel Hurley was a passenger was met outside of the entrance to the harbor by the Panama Air Force, the planes passing in review in welcome to Colonel and Mrs. Hurley. The official inspection of France Field by the Secretary of War was made several days later. The time of the aerial review and inspection was 8:30. The Commanding General and Staff arrived by train, and Colonel Hurley arrived by air, coming from the Pacific side of the Isthmus.

The inspection of the planes and personnel completed, the formations took the air. The planes passed in review in perfect formation, even the Group Operations Officer, Lieut. E.D. Jones, admitting that fact. Colonel Hurley then met all the officers, familiarized himself with various problems confronting the Air Corps in the Canal Zone, and departed on an inspection tour of other Atlantic side posts.

Two other trips of interest made by Col. Hurley were an aerial tour of the Canal Zone, accompanied by representatives of the press, and a trip to David, Republic of Panama. The trip to David was an event which will long be remembered by the people of that city, and Colonel Hurley made many friends. This quiet visit will be spoken of for many years, as Colonel Hurley arrived unheralded, accompanied only by the pilot of his plane and the pilot and mechanic of the escort plane. It is probably the first time in history that a Secretary of War has flown over the Republic to visit this beautiful Central American city, which was very difficult to reach until the airplane came as a means of transportation. It must be remembered that the Air Corps has had the privilege of visiting various localities in the interior of Panama, and the courtesy extended by the citizens of the Republic has formed the basis, in many instances, of life long friendships.

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#### TRAINING OF THE WASHINGTON NATIONAL GUARD AIR SERVICE

In its possibilities for training, the 41st Division Air Service has enjoyed several advantages in the matter of work with other branches of the Army that have not fallen to the lot of every National Guard Squadron. The regular army post, Fort George Wright, is situated only a few miles from Felts Field, which has made possible many Infantry-Air Service problems which have given the personnel of both outfits profitable training and experience. Colonel Partello, the Commanding Officer of Fort George Wright, has always evidenced a great deal of interest in all National Guard training, both in the 161st Infantry branch and in the Division Aviation. His attitude has greatly facilitated the successful planning and development of training plans involving the Regular Army and the 41st Division.

A problem of this nature involving air defense by Infantry was carried out on November 21st, 22nd and 23rd. The first section of the exercise was instruction to the Infantry in handling anti-aircraft and machine gun weapons in defense. Sergeants Simpson and Hansen of the Air Service took the field with the Infantry, aiding them in the use and handling of the Lewis gun mounted with camera gun equipment. Major Haynes, commanding the Squadron, flew an O2-K for target, while the Infantrymen took turns at the camera gun. The film was developed by the Squadron's Photo Section and turned over to the Infantry for information at the critique.

In the second section of the exercise, the Fort Wright troops took the field at dawn on November 23rd, traveling over a pre-determined route giving the maximum terrain variety, to a point down the valley of the Spokane River. Observers and machine gunners from the Squadron simulated aviation attack at various positions en route, the Infantry deploying according to their commander's decision on defense tactics.

Observers in the airplanes noted the varying visibility of the troops, and the effectiveness of their deployment to cover. At the route terminal the ground troops occupied an open plain, where they were subject to a harrassing attack, defending themselves with machine guns and anti-aircraft. Silhouettes representing man-power, animals, etc., were then placed on the ground, the live troops retiring to a place of safety.

On a panel signal Major Haynes, with Lieut. Holter as his gunner, then made several traverses of this ground target, using live ammunition. Other officers from the Squadron taking part in the problem were Captain R.W. Owen, Lieuts. Claude Owen, Edgar Bigelow and Dwight Smith.

In a letter to Major Haynes following the exercise, Colonel Partello stated that his men had received valuable first-hand experience, and a much better general odea of the conditions under an air attack, its dangers, and the most effective defense methods.

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#### THE PASSING OF AN OLD TYPE BOMBER

The News Letter Correspondent from France Field, Panama Canal Zone, divulges a bit of Air Corps history, stating that on November 7th last the Martin Bomber at France Field, known as Number Four, made its last flight. It was manufactured in 1923, had two major overhauls and five sets of engines. Expressing the belief that this probably was the last of this type plane in the Air Corps, he adds that when it is considered what has been accomplished by the Martin Bomber, great credit is due the designer.

## HELIUM REPURIFICATION PLANT A PAYING INVESTMENT

An outlay of \$44,370.00 was required to construct the Helium Repurification plant at Scott Field, Belleville, Ill., almost two years ago. This plant has operated continuously for a period of 19 months, during which time it has earned the total sum of \$65,884.00. Deducting the cost of the plant from the earnings leaves a balance on the credit side of the ledger of \$21,514.00.

The earning propensities of the repurification plant is arrived at in the following manner: In the 19-months' period alluded to above, a total of 2,662,713 cubic feet of Helium was repurified. To have effected the repurification of this quantity of Helium under the system in vogue prior to the erection of the Scott Field plant would have entailed expenditures at the rate of \$26.00 per one thousand feet, as against a cost of \$1.25 per one thousand feet at Scott Field, or a saving of \$24.75.

In a report covering the operation of the Scott Field Helium Repurification plant, recently submitted by the Commanding Officer of that field, Lt.-Col. John A. Paegelow, Air Corps, he stated:

"Prior to the installation of the Helium repurification plant at Scott Field, the impure Helium as received from the airship was pumped to the Gas Plant, at which point it was compressed into small cylinders at 2,000 pounds per square inch, after which the cylinders were loaded into a box car and shipped to Fort Worth, Texas, and there unloaded from the car, then emptied into a storage holder, after which the gas was repurified and recompressed into cylinders, which were again loaded into a box car, and after an indefinite time the gas arrived at Scott Field, where said cylinders were unloaded from the car and placed in the storage dump. The cost of this operation was \$26.00 per thousand cubic feet.

To recondition impure Helium at the Scott Field Base Helium Repurification Plant, only one operation is necessary, viz: The impure Helium is received direct from the ship to the plant where it is repurified, and as the pressure necessary for repurification must be 2,150 pounds per square inch, no further stage of compression is needed to store directly into cylinders against demand. Further, the cost of reconditioning at this plant is arrived at by computing the number of kilowatt hours consumed, the labor charges, lubricating oil, fuses, waste, etc.; cooling water for the compressors is drawn from and returned to the gas holder tanks. These various charges are added up at the completion of each job of repurification and the definite figure of \$1.25 per thousand feet of impure Helium processed has been arrived at after having repurified in the past nineteen months the total of 2,662,713 cubic feet.

Considering the saving over the old method of handling impure Helium, a difference of \$24.75 per thousand cubic feet is apparent. After a detailed survey of the entire situation, the undersigned urgently recommended the installation of a permanent Helium repurification plant at Scott Field, in collaboration with Dr. C.W. Seibel of the Bureau of Mines, who designed the installation. The personnel of the Gas Plant assembled, adapted and installed the entire repurification unit. \* \* \* \*

Due to the many years of intensive study and operation of extremely technical problems and complicated gas producing and handling equipment, the Gas Plant personnel were well qualified to assemble, install, operate and find the answer to the multitude of problems involved in this type of plant and at no time finding the necessity of hiring the services of outside experts.

Too much credit for the above mentioned installation cannot be given to Master Sergeant Herbert J. Bertram, Air Corps, under whose direct supervision the installation was made. Employed in this work there were thirteen civilians who had no previous experience but who have been trained at this field.

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## THIRD ATTACK GROUP BAND PLEASES GALVESTON

That the 3rd Attack Group Band has met popular approval may be gathered from the fact that at a recent meeting of the Galveston Boosters Club, a resolution was unanimously adopted conveying to the Chief of the Air Corps the appreciation of that organization, as well as the citizens of Galveston as a whole, for the transfer of that musical organization to Fort Crockett.

What was formerly the 15th Field Artillery Band at Fort Sam Houston, Texas, was, in accordance with the instructions of the War Department, rendered inactive on October 31, 1929, all of the personnel thereof being reconstituted

the following day into the 3rd Attack Group Band.

Due to the fact that military bands are difficult to train and organize, it was thought to be to the best interests of the service to preserve the band as a unit rather than dispose of individual members thereof. As at present constituted the band numbers 29 men of the following grades: one Warrant Officer, one Technical Sergeant, one Staff Sergeant, four Sergeants, two Corporals, nineteen Privates, 1st Class, and one Private.

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#### ANOTHER SOURCE OF CURRENT SUPPLY FOR LANDING LIGHTS.

A recent issue of the News Letter, published by the Bureau of Aeronautics, Navy Department, states that the Naval Air Station, Coco Solo, adjoining France Field, Panama Canal Zone, reports having devised a scheme for using the SE-1386-A radio generator for the purpose of supplying a Mark I landing light with current for longer periods than is possible by the use of batteries. This scheme is reported to provide sufficient current to maintain the light at full intensity not only while flying but also while taxiing and while gliding with a dead engine, the light continuing to burn until the airplane has landed and the speed decreased to 25 miles per hour. The details of this equipment are given below:

"An old, burned out plate transformer from a type SE-1385 aircraft radio transmitter was dismantled and the secondary rewound with sixteen turns of No. 8 double cotton covered magnet wire. Since the primary carried 200 turns of number 17 wire working from a terminal voltage of 200 volts, there resulted in the secondary a terminal voltage of from twelve to sixteen volts at full load. This voltage was governed by a rheostat in the fields of the radio generator. The transformer, rheostat and an A.C. voltmeter (scale 0 to 15 volts) were mounted in a small box which was secured on the radio table in the after cockpit of a TSM-2 plane, where the voltmeter could be easily observed by the radio-man and the field rheostat adjusted when necessary. The whole unit was entirely inclosed in aluminum to preclude the possibility of the transformer terminals becoming accidentally shorted. From the transformer box two leads were run to the forward cockpit, where an inclosed snap switch, easily accessible to the pilot, was installed. This was placed in series with the field rheostat, thus enabling the pilot to control the lights by merely breaking the small current in the field circuit and thereby reducing the fire hazard to a negligible quantity. The current broken by this switch is only six tenths of an ampere at 85 volts. In addition to the snap switch installed in the pilot's cockpit, there is a double pole, double throw knife switch which allows the pilots to select either the port or starboard lights at will. For changing from radio to lights, a four pole, double throw switch is mounted in the radio cockpit, where it is actuated by the radio operator upon prearranged signals from the pilot. The increase in weight involved is reported to be 12 pounds."

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#### NEW PARACHUTE MANUAL

A most interesting booklet under the title of "The Parachute Rigger," (Training Manual No. 2170-72, War Department, June 29, 1929) was recently made public by the War Department. The sections contained in this manual are as follows:

- Parachute Construction Principles
- Specifications for Parachute Materials
- Parachute Maintenance and Repair
- Instructions for using the Parachute

Several diagrams contained in booklet tend to describe the appearance, dimensions and method of packing the standard parachute. While not bulky, the 20 pages form a rather complete means of instruction for the beginner, at the same time serving as a guide and reference book for the experienced parachute worker. The latter craftsman is becoming quite an important figure in the organization of large flying training organizations and, of course, in military and naval circles.

The booklet may be obtained for a small fee from the Public Printer, Government Printing Office, Washington, D.C.

## FAST NON-STOP FLIGHT FROM TAMPA, FLA. TO DAYTON, O.

The balmy climate of Tampa, Fla., did not prove alluring enough to Lieut. Clements McMullen, Air Corps, when he realized that Thanksgiving Day was on the morrow with the customary turkey on the menu for his dinner in his home in Dayton, Ohio. He was 830 miles away from home, but distance doesn't mean much when one has an airplane at his disposal.

Lieut. McMullen took off from Tampa at 7:25 a.m., Wednesday, November 27th, and his Douglas Observation plane, powered with a 425 h.p. Pratt-Whitney "Wasp" engine kept going for 8 hours and 5 minutes until at 3:30 p.m. he landed at Wright Field.

It happened that about 600 miles of the total distance lay through bad weather, but it came at the most convenient locations. There was rain and a low ceiling over the flat lands of Florida, but on approaching the Georgia mountains the weather cleared, giving ample ceiling and permitting the plane to travel at 7,000 feet altitude. On nearing the Ohio River at Lexington, Ky., rain came on again, and it was low flying the remainder of the way to Dayton.

The flight started with head winds and a speed of 94 miles per hour and ended with a tail wind which gave the plane a speed of 125 miles per hour. Due to the shifting of winds, Lieut. McMullen landed an hour earlier than he expected. It seemed strange enough donning winter apparel at Tampa, but before the flight was ended much heavier apparel could have been borne with comfort.

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## SPORTS COMPETITIONS AT ROCKWELL FIELD

Master Sergeant Willard D. Lucy, Post Sergeant Major at Rockwell Field, Coronado, Calif., is planning to organize a pistol team for competitions throughout the southern part of California. Sergeant Lucy, a crack pistol shot, is considered to be among the Army's best shots with the .45. He reported to Rockwell Field for duty several weeks ago after heading the Army Air Corps Pistol Team at the National Pistol Matches held at Camp Perry, Ohio, August 25th to September 15th.

A polo team is being organized in Coronado by Lieut. John P. Kenny, Air Corps, four-goal player at Rockwell Field, to compete in the winter matches planned at Del Monte and Los Angeles. This polo team will meet the Uplifters, Midwicks and other Northern squads. Lieut. Kenny, incidentally, was one of the best inter-collegiate polo players ever developed on the Pacific Coast.

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## FORMER ARMY FLYER MAKES RECORD X-COUNTRY FLIGHT

Captain E. E. Aldrin, formerly of the Air Corps, Regular Army, who was stationed at Wright Field, Dayton, Ohio, as Assistant Commandant of the Air Corps Engineering School, made, so far as is known, a record speed flight from Dayton to New York on November 25th last. Taking off from the Municipal Airport at Vandalia, Ohio, Captain Aldrin flew to the landing field at Newark, N.J., in two hours and 35 minutes. The plane was a Lockheed Vega, owned by the Standard Oil Company of New Jersey.

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## COMMERCIAL AVIATION AND AIR CORPS REPRESENTATIVES HOLD CONSULTATION

The following representatives of commercial aircraft companies recently visited the Materiel Division of the Air Corps to consult with engineers and officers concerning government contracts: Major Burdette S. Wright, Washington Representative of the Curtiss Aeroplane and Motor Corporation; Elmer A. Sperry, Jr., of the Sperry Instrument Company; Captain T. E. Tillinghast, of the Pratt-Whitney Company, Hartford, Conn.; C. L. Egvedt, General Manager of the Boeing Company; Donald Douglas, President of the Douglas Aircraft Corporation, Santa Monica, Calif.; and Lieut. Victor E. Bertrandias of the Fokker Aircraft Corporation, New York City.

Several of the names above mentioned are quite familiar to regular readers of the News Letter. Major Wright resigned from the Air Corps several years ago, but Captain Tillinghast and Lieut. Bertrandias severed their connections with the Air Corps only recently.

FIRST PURSUIT GROUP PILOTS COMPLETE TARGET PRACTICE FOR 1929

The records of the aerial gunnery and bombing practice by the First Pursuit Group at Selfridge Field, Mt. Clemens, Michigan, which was conducted during the months of June, July, August and September at Camp Skeel, Oscoda, Michigan, have been completed and orders issued covering various qualifications made by the individual officers. The report on the aerial gunnery and bombing practice was referred to a board of officers, of which Major Ralph Royce is the president, for recommendation as to the future conduct of same.

The News Letter Correspondent states that the interest of the officers during the past gunnery and bombing season was considerably higher than ever before, due to the new ratings which are given for qualification. For the first time the practice at Camp Skeel was conducted separately by each squadron, and every effort was made to improve the individual scores. The results obtained were highly satisfactory, and the belief is expressed that the experience gained will operate to improve still further the efficiency of the 1930 camp.

Below is a tabulation giving the actual scores made by each pilot and observer during this practice:

PURSUIT PILOTS - "A" COURSE

Expert Aerial Gunner

NAME	SCORES			
	EVENT I	EVENT II	EVENT III	TOTAL
2nd Lt. Trevor Kenyon, Air Reserve	838.	399.6	13.	1250.6
2nd Lt. Edwin R. French, A.C.	785.8	246.	29.	1060.8
2nd Lt. Hoyt L. Prindle, A.C.	760.	264.	12.	1036.
2nd Lt. Stuart P. Wright, Air Reserve	770.	238.	8.4	1016.4
2nd Lt. John C. Crosthwaite, A.C.	755.	210.	1.6	966.6
Captain Lotha A. Smith, A.C.	750.	199.6	15.6	965.2
Major Ralph Royce, A.C.	685.	245.	17.4	947.4
2nd Lt. Lee Gehlbach, A.C.	732.	180.	33.	945.
2nd Lt. Austin A. Straubel, A.C.	720.	180.	40.8	940.8
2nd Lt. Norman D. Sillin, A.C.	747.	167.	9.8	923.8
1st Lt. Virgil Hine, A.C.	700.	206.	9.0	915.
2nd Lt. Charles A. Harrington, A.C.	665.0	216.6	27.4	909.
2nd Lt. Lawrence W. Koons, A.C.	690.	181.	20.	891.
2nd Lt. Kingston E. Tibbetts, A.C.	711.	158.	19.4	888.4
2nd Lt. Homer L. Sanders, A.C.	686	180.	20.2	886.2
1st Lt. Walter E. Richards, A.C.	712.	155.	8.4	875.4
2nd Lt. Ernest K. Warburton, A.C.	629.8	222.9	3.8	856.5
2nd Lt. Richard E. Cobb, A.C.	649.5	172.	17.	838.5
2nd Lt. Orrin L. Grover, A.C.	671.6	128.5	31.	831.1
2nd Lt. James A. Ellison, A.C.	660.	158.	11.4	829.4
1st Lt. Robert D. Moor, A.C.	655.	167.	1.0	823.
2nd Lt. Theodore M. Bolen, A.C.	669.8	117.	12.8	800.6
2nd Lt. Max H. Warren, A.C.	751.1	22.5	14.8	788.4
2nd Lt. Paul B. Wurtzsmith, A.C.	617.	145.	17.	779.
2nd Lt. Paul M. Jacobs, A.C.	617.4	104.8	30.6	752.8
2nd Lt. Donald L. Tutt, A.C.	475.3	247.5	20.6	743.4
2nd Lt. Edward H. Underhill, A.C.	542.	173.	22.6	737.6
2nd Lt. Aubry L. Moore, A.C.	647	79.	9.	735.
2nd Lt. John A. Winefordner, A.C.	522.	197.	12.2	731.2
2nd Lt. Edward H. Alexander, A.C.	660.	52.	17.2	729.2
1st Lt. Paul W. Wolf, A.C.	664.2	25.	36.4	725.6
2nd Lt. Kenneth A. Rogers, A.C.	623.	75.	20.6	718.6
2nd Lt. John F. Egan, A.C.	518.2	187.6	0.6	706.4
1st Lt. Louie C. Mallory, A.C.	566.8	95.	34.8	696.6
Captain Victor H. Strahm, A.C.	591.1	97.6	1.8	690.6
2nd Lt. Ralph C. Rhudy, A.C.	527.	153.	6.	686.
1st Lt. Alden R. Crawford, A.C.	569.	83.	32.2	684.2
2nd Lt. William M. Morgan, A.C.	581.	66.	24.4	671.4
2nd Lt. Robert L. Schoenlein, A.C.	518.	138.	13.2	669.2
2nd Lt. Flint Garrison, Jr., A.C.	627.9	13.5	14.4	655.8
2nd Lt. Millard F. Tindall, Air Res.	518.	118.	19.	655.
2nd Lt. Carl F. Theisen, A.C.	551.	71.	23.2	645.2
2nd Lt. Neil B. Harding, A.C.	551.	79.	10.	640.



Aerial Sharpshooter

NAME	SCORES			TOTAL
	EVENT I	EVENT II	EVENT III	
1st Lt. Cecil E. Henry, A.C.	546.	74.	14.4	634.4
1st Lt. Harry A. Johnson, A.C.	376.	146.	8.2	530.2
2nd Lt. Durward O. Lowry, A.C.	375.4	134.	5.6	515.

OBSERVATION PILOTS - "A" COURSE

Expert Aerial Gunner

2nd Lt. Fay R. Upthegrove, A.C.	533.	25.6	102.	660.6
2nd Lt. Herman F. Woolard, A.C.	537.	49.8	70.	656.8
Mr. Sgt. Samuel J. Davis, 15th Obs. Sqdn.	552	15.6	87.	654.6

Aerial Sharpshooter

2nd Lt. Bert P. Meyen, Air Reserve	432.	10.	97.	539.
Captain Clearton H. Reynolds, A.C.	508	19.4	00	527.4

Aerial Marksman

2nd Lt. James H. Gray, Air Res.	356.	23.	66.	445.
2nd Lt. Irving R. Selby, A.C.	364.	11.4	46.	421.4
2nd Lt. Carleton F. Davidson, Air Res.	319.	2.6	53.	374.6

OBSERVERS - "A" COURSE

Expert Aerial Gunner

NAME	SCORES		TOTAL
	EVENT IV	EVENT V	
2nd Lt. Fay R. Upthegrove, A.C.	204.	459	683.

Aerial Sharpshooter

1st Lt. Frederick A. Johnson, A.C.	130.	368.	498.
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Aerial Marksman

2nd Lt. James H. Gray, Air Reserve	243.	163.	406.
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IN MEMORIAL - ERNEST G. SCHMIDT, SECOND LIEUTENANT, AIR CORPS

It might seem in the Air Corps that one would become so hardened that the news of the passing of a brother officer "in line of duty" could be heard and quickly forgotten except for the mere expression of regret or perhaps even the light remark that its "all in the game." Such, however, is far from being the case. Each one snatched quickly from our ranks brings the same shock, the same heartache, the same feeling of loss that only time can ease but can never erase from our memories. "Boscoe," as he was known to his friends, was an officer and a gentleman in the strictest sense of the word. His conscientious attention to detail and his inherent sense of duty was a joy to his senior officers and won the confidence of all who worked with him and under him.

Lieut. Schmidt with Lieut. James M. Gillespie and Staff Sergeants Capps and Brommer, was in a Curtiss Condor B-2 enroute to Mexico City. They had taken off from Augusta, Ga., the morning of December 4th and were but a few miles from Clearwater, Alabama, when one motor caught fire. Lieut. Gillespie, who was flying the ship at the time, was unable to find a place to land and told the others to jump. Lieut. Schmidt's parachute opened just as he struck the ground.

Lieut. Schmidt was born in the State of New Jersey on May 18th, 1903. Later he moved to Iowa, where he received an appointment to the United States Military Academy. He graduated from the Academy and was commissioned a Second Lieutenant of Infantry on June 14, 1927. Transferred to the Air Corps on September 13, 1927, he graduated from the Advanced Flying School, Kelly Field, Texas, in October, 1928. He had been stationed at Langley Field since his graduation from the Flying School.

Lieut. Schmidt is survived by his wife, Mrs. Lorraine Schmidt, and an infant daughter, Lorraine Schmidt.

## NATIONAL GUARD PILOTS HAVE TOUGH BATTLE WITH ELEMENTS

During the month of November pilots of the 120th Observation Squadron, 45th Division, Colorado National Guard, participated in the dedication of several new airports despite handicaps imposed by severe weather conditions.

On November 10th, Captain Ralph J. Hall, Lieuts. Cecil H. Braddick, Fred H. Junk and Sergeant C. C. Plank, took off from Lowry Field, Denver, Colorado, in two O2-H's for Alamosa to help in the dedication of an airport at the Governor's home town. On the same day Lieuts. McMillan and Parsons started for Sheridan, Wyoming. About the same time a real "he" blizzard must have started from the North Pole. Lieuts. McMillan and Parsons met it at Buffalo, Wyoming, thirty miles south of their destination, and promptly decided that it was nothing to fool with and sat down. Those who flew south to Alamosa met the storm on the 11th on their return journey.

Captain Hall was able to get into Pueblo and a hangar, but Lieuts. Braddick and Junk were not so fortunate. They put their ship down in a mile wide pasture near Walsenburg. Lieuts. McMillan and Parsons were able to return on the 12th, covering the 370 miles in two hours and 40 minutes. Captain Hall and Sergeant Plank reached Denver on the 13th, but Lieuts. Braddick and Junk worked for two days before they were able to get the Liberty started in zero weather. They finally solved the difficulty by filling a fifty-gallon drum with boiling water at Pueblo, wrapping it in quilts and transporting it to the ship 35 miles away. On the third drink of hot water the motor started and two dog tired aviators were able to reach Denver.

In addition to participating in the dedication of the Alamosa Airport, three others were helped by the 120th Squadron, viz: at Delta, when Captain Carlos Roavis and Sergeant Schaefer flew there in an O2-H; at Sterling, where Major Bruce Kistler and Captain Hall officiated, and at Trinidad, which Capt. Reavis and Captain Keif visited.

Lieuts. Braddick and Junk became so attached to each other during their strenuous trip to Alamosa that they tried another to Eads. This trip was more successful. They brought back fourteen ducks and six geese.

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## ARMY AIRMEN MAP A NATIONAL FOREST IN NORTHWEST

Based at the National Guard Airdrome, Spokane, Washington, for over three months, Lieut. Bobzien and three enlisted men from the 15th Photo Section stationed at Crissy Field, Presidio of San Francisco, Calif., were engaged in photographic work for the U.S. Geological Survey. The project was mapping Newsome Quadrangle.

A photo truck and an O2-H ship were used, having been sent from Crissy Field. A German Hegershoff camera was used, and work was delayed waiting for the films to arrive from Germany. The worst forest fires ever known to the Northwest started soon after the arrival of the films, and this greatly hindered photographic work.

The Newsome Quadrangle is a National Forest, approximately 1200 miles in area. This stretch of country is very rough. About one-third of the project was completed.

The National Guard of Washington aided greatly in caring for the airplane, through the kindness of 1st Lieut. C. V. Haynes, Air Corps, Instructor for the Washington National Guard.

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## A PROMOTION FOR MAJOR LADD

An item of more than usual interest to Air Corps officers is the appointment of Major William F. Ladd, Commanding Officer, 43rd Division Aviation, as Adjutant General of the State of Connecticut, with the rank of Brigadier-General. The appointment becomes effective on January 1, 1930. Connecticut can now boast of having a flying Chief Executive and a Flying Adjutant General.

General Ladd's successor as Commanding Officer of the 43rd Division Aviation will be Captain Hubert E. Johnson, Air Corps, Connecticut National Guard, who will receive his oak leaves on January 1, 1930.

## CHANGES IN PERSONNEL AT CRISSY FIELD

By the News Letter Correspondent

Several changes in organization personnel at Crissy Field, Presidio of San Francisco, Calif., were made last month. Lieut.-Colonel Brant was relieved of command of the 91st Observation Squadron and is now doing special duty with Corps Area Headquarters. We understand that Colonel Brant will proceed to Mitchel Field for duty when his work is completed here. It is needless to state that the entire command regrets seeing "The Colonel" leave. We welcome our new Commanding Officer, Captain Walter F. Kraus, Air Corps, and already we are beginning to appreciate and like him, but we cannot forget "Our Colonel" ever. This loss is not only felt by the members of the command, but by the entire civilian population of the San Francisco Bay area who in the last two years have learned to love "Gerry Brant."

The second big loss in our days out here is Captain David A. Myers, our Flight Surgeon. New individuals are always welcome at Crissy, and Major I. B. March, Medical Corps, the new Flight Surgeon, appears in our midst as of the finest, but it is nevertheless hard to give up those we cherish. Captain Myers during his tour of duty here has also made himself a well known figure on the Pacific Coast. His fine work in Blind Flying research, in which he established a stabilization of the pilot in Blind Flying, has won for him the appreciation of most of the pilots of the West Coast, and it is only a matter of time now until the full extent of his tireless efforts will be felt throughout the pilot world. We regret seeing "Doc" go.

First Lieut. I. J. Williams, Air Corps, recently transferred from March Field, is now in charge of Operations at Crissy. First Lieut. Harvey Prosser is our new Personnel Adjutant. Second Lieut. A. L. Smith, who recently returned from the Communications School, is now in charge of Communications at this field. We are happy to have Smithy in our midst once again.

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## CADET TRAINING TO BE PICTURED IN MAGAZINE

Two representatives of the Popular Mechanics Magazine, Messrs. George Kratzner, Art Director for the magazine, and Jack Atkins, photographer, were granted permission to take a number of pictures pertaining to the life and training of a Flying Cadet at the Advanced Flying School at Kelly Field, Texas.

The magazine dedicated four editions during the past year to the Military and Naval Academies and now intends to feature the Air Corps flying schools in either two or three issues, beginning in March or April, 1930.

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## PURSUITERS TO FLY TO SPOKANE, WASHINGTON, AND RETURN

Authority was received from the War Department to send 18 Pursuit and one Transport airplane from Selfridge Field to Spokane, Washington, and return, over the best available route, to terminate not later than February 1, 1930.

First Lieut. Walter E. Richards, Air Corps, was selected as the Advance Agent for the Spokane flight and departed from Selfridge Field in a P-1C type Pursuit Plane on November 21st over the following route:

Selfridge Field to St. Ignace, to Elaney, Michigan; to Duluth, Minn.; to Grand Forks and Minot, North Dakota; to Glasgow, Great Falls and Kalispella, Montana.

Spokane, Washington, to Selfridge Field, via Missoula, Helena, Butte and Billings, Montana; Miles City, Montana; Dickinson, Bismarck, Jamestown and Fargo, North Dakota; Minneapolis and Little Falls, Minnesota; Wausau, Wisconsin, and Escanaba, Michigan.

Almost immediately after his departure, Lieut. Richards encountered rain, snow and fog to such an extent that he was delayed continually at each landing plane. The snow finally became so deep that on November 29th a set of skis was shipped to Duluth, Minn., for installation whenever he arrived. Lieut. Richards was not able to get through to Duluth until December 3rd. The following excerpt from one of the reports submitted by Lieut. Richards conveys a better description of the exact conditions experienced by him during this early part of the trip:

"It started snowing here about 4:30 Tuesday and hasn't stopped yet. I have been to the flying field every day and the snow is getting higher and

higher. The snow is now up to the lower wings of my plane and drifting in as fast as the wind can blow it. The County Road Commission is going to plough a runway here for my take-off and I am wiring ahead requesting another at Duluth for my landing."

The News Letter Correspondent expresses the belief that Lieut. Richards will be able to step right along after the skis are installed and that he will return safely before the Group is forced to take off to maintain the schedule as outlined.

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#### LIEUT. STRAUBEL JOINS THE CATERPILLAR CLUB

"The one new Pursuit job, P-6, has come and gone," says the News Letter Correspondent from Selfridge Field, Mich., adding that during a test flight on November 16th, just over the southwest corner of the flying field the plane caught fire and crashed to the ground. Lieut. Austin A. Straubel, Air Corps, pilot, jumped and made a successful and easy landing in his seat type parachute.

The airplane was totally destroyed and the cause is as yet undetermined. All future deliveries of this type plane will be made through the Materiel Division at Wright Field, where further tests will be made before actual deliveries are made to service organizations.

In making his report covering his emergency parachute jump, Lieut. Straubel furnished the following information:

"I straddled the side of the cockpit for some time guiding the ship with my right hand on the stick. When I was fully determined to leave the ship I continued to hold on to the stick, placed both feet on the wing step, faced the tail surfaces and dived off. The ship went into a nose dive and hit the ground past the vertical.

I had been flying the ship for about fifteen minutes and was at the time engaged in acrobatics at an altitude of four thousand feet. The instruments showed no malfunctioning of the motor. I had done a slow roll below the horizon and then started one about 45 degrees above the horizon with an air speed of about 160 miles per hour and an engine speed of 2000 - 2100 r.p.m. A terrific vibration started just as I was leveling the ship out, and almost immediately smoke and flame shot out from the cowling. I cut the motor and jerked the fire extinguisher but could notice no effect. I brought the ship down to an altitude of 2,000 - 2,500 feet, but thought it inadvisable at that point to stay with it. Oil on my person and an inspection of the salvaged motor clearly showed that a connecting rod had snapped and gone through the crankcase.

There was no unusual physical sensation experienced during the time prior to the opening of the chute. I retained sense of orientation and could tell my position in falling. The chute gave considerable of a jerk as it opened and sent me to an upright position. The drop was very pleasant and the landing not difficult. No reaction afterwards."

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#### PHILIPPINE CITIZENS GIVE THANKS TO THE AIR CORPS

The Municipal Council of Infanta, Tayabas, P.I., recently forwarded to the Commanding Officer of Nichols Field, Rizal, P.I., an excerpt copy of Resolution No. 130, current series, adopted by that body, as follows:

##### RESOLUTION NO. 130.

The President submitted before the council, the note dated September 7, 1929, dropped from an army airplane, stating therein that relief would arrive in this town on the 8th instant by boat, with supplies and food.

AFTER DELIBERATION, On motion of councilor Azcarraga, seconded by councilor Penamante, the Municipal Council of Infanta, Tayabas, resolved to adopt the following resolutions:

WHEREAS, the United States Army Air Corps in its interest to extend immediate aid to the flood and typhoon stricken people of this municipality sent in two airplanes to see the real condition of the place and caused to be dropped in a note which meant to said people consolation, hope and life;

WHEREAS, the people of this municipality recognize this as an act done in the name of humanity and Christian democracy, and cannot but feel grateful, first to the Divine Providence, and second, to all Officials and Organizations whose hearts spell mercy, kindness and justice;

THEREFORE, be it resolved, as it is hereby resolved:

That the Municipal Council of Infanta, Tayabas, should express as it does hereby express, in the name of the people of the municipality its most profound gratitude and thanks to the United States Army Air Corps, to all Officials who have always been and are helpful in things for the good and welfare of this municipality, and to all organizations whose work and aid have greatly improved the condition of the people of the municipality;

RESOLVED, further, that copies of this resolution be sent by the secretary to all concerned for their understanding.

UNANIMOUSLY APPROVED.

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#### LIEUT. MELVILLE GOES TO CUBAN CAPITAL

Lieut. Phillips Melville, Air Corps, recently left Wright Field, Dayton, Ohio, for Washington, to report for temporary duty in the Office of the Assistant Chief of Staff. Upon the completion of certain instructions awaiting him there, Lieut. Melville will go to Havana, Cuba, to serve as Assistant Military Attache for Air.

Lieut. Melville has been at Wright Field working upon a special project since last December. Prior to that time his station was Langley Field, where he had been active in all bombardment projects. He came into the Air Corps in 1917, and was sent almost immediately to Italy, for his preliminary and advanced flying training.

In 1918, Lieut. Melville went to England to attend the R.A.F. School of Aerial Navigation at Wrothly Downs, Winchester; then to Stonehenge for a course in night bombardment. He has served at various fields in the United States and in 1926 graduated from the Air Corps Engineering School at McCook Field.

Lieut. Melville has specialized in bombardment flying.

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#### SUB-CLOUD OBSERVATION CAR TESTED

The Materiel Division at Wright Field, Dayton, Ohio, recently conducted what is believed to be the first successful experiment in America with a Sub-Cloud Observation Car suspended from a dirigible in flight. Such a car was successfully used by the Zeppelins on numerous bombing raids during the war, when conditions were favorable for its employment.

The use of an observation car permits the airship to fly in or above the clouds where it is hidden from view of the ground, while the observer in the car, lowered by means of a cable below the clouds, directs the airship's flight. The cable holding the observation car contains a telephone core, by means of which communication is maintained with the airship's crew through a voice telephone. For emergency a mechanical signaling device can be used. At the present time an ordinary captive balloon type telephone system is used, in which the observer at all times has his headset attached and reports direct to the pilot of the airship above.

It is considered possible that this arrangement, somewhat modified, can be used in the future, not only for bombing operations but for assisting all types of dirigibles to land in fog. Needless to say, it can be used on dirigibles for any type of special observation, including special photography where cloud ceilings permit cover for the airship.

The car was recently demonstrated by the 19th Airship Company at Langley Field, Va., comment by the Langley Field Correspondent being as follows:

"A flight for the purpose of testing the sub-cloud observation nacelle was flown on November 5th. The nacelle is used for observation work while the airship remains above the clouds, the nacelle with the observer aboard being let down below the clouds by means of a cable and windlass. Results of the test were very satisfactory; in fact, better than was expected. It was feared that the nacelle would have a tendency to revolve after being lowered, but this has been prevented by the design of the rear end which acts as an automatic rudder.

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Furst Lieut. Uzal G. Ent, who recently completed the course of instruction at the Navigation School at Wright Field, Dayton, Ohio, returned to Langley Field, Va., and was assigned to the 19th Airship Company for duty.

## CRISSY FIELD PILOTS COOPERATE WITH OTHER BRANCHES OF SERVICE

Much time has been devoted recently by the pilots at Crissy Field, Presidio of San Francisco, Calif., to cooperative work with other branches of the service. An O2-H airplane, with 2nd Lieut. Frank H. Barber, Air Reserve, as pilot, and 2nd Lieut. G. W. Hansen, Air Corps, as observer, has been at the complete disposal of the Harbor Defenses for an entire month. The work has been that of aerial position finding of targets invisible from the battery and shore stations. So far the results obtained appear most satisfactory.

Joint Army and Navy communications exercises were carried out at Fort Rosecrans, San Diego. Lieut. T.J. Meyer, Air Corps, and Lieuts. J.R. Hargrove, N. B. Jenkins and A.B. Chapman, Air Reserve, were engaged in the exercises. Contacts have also been made with the 30th Infantry, Presidio of San Francisco; 11th Cavalry and the 76th Field Artillery at Monterey, Calif. These cooperative missions, aside from being excellent training for observation personnel, furnish excellent opportunities to establish better understanding between Air Corps personnel and those of the other branches, and the News Letter Correspondent states that it is unfortunate that the shortage of equipment does not allow of more time being devoted to the work.

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## FRANCE FIELD BAND PROVES A VALUABLE ORGANIZATION

According to the News Letter Correspondent, the France Field Band, since it was organized in 1927, has proved that it has a definite value in the life of an Air Corps station. Not only is the band used in every aerial review and inspection, but for social functions, concerts at France Field and other posts, and as help at baseball games and boxing bouts. Under the capable direction of Warrant Officer Archanbeault, the band maintains a high standard and works as many hours and as hard as any organization on the field.

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## LANGLEY BOMBERS FLY TO MIAMI, FLA., AND RETURN

Major Hugh J. Knerr, leading a flight of three "Condors," one LB-7 and one LB-10, left Langley Field, Va., on November 3rd for Miami, Fla. Four of the five bombing planes were flown on the return trip, the flight leaving Miami at 6:00 a.m., November 13th, and arriving at Langley Field at 7:00 p.m. that evening.

The trip was marred by one serious accident when the LB-10, which was piloted by Lieut. Marion Huggins and Captain C.E. Rust, crashed shortly after taking off from Miami. Sergeants Taylor and Weeks, who were riding in the rear of the ship, were seriously injured, but the two pilots escaped unhurt. The crash is said to have been due to a faulty gas line. Lieut. Huggins returned to Langley with the flight, Captain Rust remaining in Miami to salvage the wrecked ship. Sergeants Weeks and Taylor were in a hospital at Miami for two weeks.

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## WASHINGTON NATIONAL GUARD SQUADRON CONDUCTS INTERESTING TRAINING PROGRAM

The National Guard Squadron, 41st Division, Air Service, Spokane, Wash., has its schedule of fall training well under way. This training is at present occupying most of the personnel's spare moments. The correspondence course for officers this year, Map Reading and Sketching, is proving one of the most interesting courses so far scheduled. This work is outside of the drill training period, which this fall includes lectures and flying missions involving general observation, artillery adjustment, radio communication, aerial gunnery, lectures in connection with the general correspondence course plan, infantry drill, and other subjects.

The noncommissioned portion of the enlisted personnel are kept busy with the work outlined in the noncommissioned officers school, held Tuesday at the field (Felts Field, Spokane, Wash.) Lieut. Holter is directly responsible for most of the work of the school, and is presenting his subjects in such a thorough and valuable manner that the enrollment includes a large number of privates, who may attend at their option. Most of the student flyers at the

neighboring commercial companies join the Squadron because of the attractive ground school work that is opened to them in this way. The eight months' basic course includes aerodynamics, theory of flight, instruments, the airplane, engines, and allied subjects. Upon successful completion of the basic course the student graduates to the advanced course, which fits him for examination for initial commission, covering map reading and sketching, meteorology, navigation, radio, pyrotechnics, communication, machine guns, basic infantry drill, infantry organization, manual of courts martial, etc.

The officer personnel was increased by the commissioning of Lieuts. Lawrence Heral and George E. Hallett, both experienced flyers, who should prove efficient Air Service officers. The enlisted strength of the organization is usually complete, with a waiting list of men desiring to join the squadron.

During the last month, much of the flying training of the officers was concentrated on the method of picking up messages from the ground. The fact that drills are scheduled Sunday morning, and the unusually favorable weather conditions this year, has resulted in greater progress than usual in the scheduled flying training.

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#### AERIAL PHOTOGRAPHIC ACTIVITIES AT CRISSY FIELD

Orders were received from the War Department for the photographic personnel at Crissy Field, Presidio of San Francisco, Calif., to map the Columbia River from Pasco, Washington, to the Canadian Border. This work is to be done for the U.S. Geological Survey.

Several small mosaics around the San Francisco Bay region have been made for the District Engineer's Office.

A new mosaic of San Francisco was just completed and will be laid down during the winter months.

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#### JOINT ARMY - NAVY EXERCISES

The Secretary of War and Secretary of the Navy recently issued instructions that five minor joint Army and Navy exercises be conducted according to the following schedule:

PLACE	TIME	Naval Forces Participating
Panama	Feb. 25 - March 10	Battle Fleet
Philippines	To be arranged by Army and Navy commanders concerned.	Asiatic Fleet
Hawaii	To be arranged by Army and Navy commanders concerned.	Naval Forces based on Pearl Harbor.
Harbor Defenses of Long Island Sound.	May, 1930.	Scouting Fleet.
Harbor Defenses of San Francisco.	July, 1930.	Battle Fleet.

The Commanding Generals of the Panama Canal, Philippine and Hawaiian Departments, and the First and Ninth Corps Areas; Major Generals Malin Craig, Douglas MacArthur, Fox Conner, Preston Brown and John L. Hines, respectively, will arrange for these exercises with the Naval Commanders concerned. They will be drawn up with a view to testing existing defense projects and plans, to solving the problems presented in the coordination of the action of air, anti-aircraft and harbor defense forces of the Army in the defense against the elements of an attacking fleet; to improving the tactics and technique of the defense arms; and to developing efficient communication and team work among all the elements of the defending forces. In addition, they will afford an opportunity to develop efficient communication and cooperation between harbor defense forces and the naval patrols of these forces which are furnished by the Naval Districts.

The exercises will continue day and night, actual war conditions being simulated as far as practicable. Posts will be darkened at night so that they will not offer a good target for the Naval forces. Simulated air combats be-

tween the two air forces will occur. It is expected that the exercises will greatly assist in the solution of the many problems which arise in connection with joint action of the Army and the Navy in coast defense.

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#### WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Harold L. Clark from Office Chief of the Air Corps, Washington, to Air Corps Training Center, Duncan Field, Texas.

Major Ralph Royce, Selfridge Field, Mich., to Office Chief of Staff, Washington, D.C., effective June 30, 1930.

Orders assigning 1st Lieut. Franklin O. Carroll, Wright Field, to Hawaiian Department, revoked.

1st Lieut. Phillips Melville, Langley Field, to Havana, Cuba, for duty as Assistant Military Attache for Air.

Captain Lester T. Miller, Scott Field, Ill., to Langley Field, Va., about January 15, 1930.

Upon completion of present tour of duty in the Philippines, following-named officers to proceed to following stations for duty:

2nd Lieut. George L. Murray to Brooks Field, Texas.

2nd Lieut. Wilfred J. Paul to March Field, Riverside, Calif.

Captain Charles M. Savage to Rockwell Field, Coronado, Calif.

1st Lieut. Park Holland to Wright Field, Dayton, Ohio.

1st Lieut. Alfred Lindeburg to Fort Crockett, Galveston, Texas.

Upon completion of tour of duty in Panama, 1st Lieut. Clarence F. Horton to Maxwell Field, Alabama, for duty.

Upon completion of tour of duty in Hawaiian Department, 1st Lieut. James E. Shively to Langley Field, Va.

Following officers to proceed to Philippines for duty, sailing from New York about May 7, 1930: 1st Lieuts. Will W. White and Raymond C. Zettel from Wright Field, Dayton, Ohio; 1st Lieut. Leslie F. Young and 2nd Lieut. A.J. Kerwin Malone from Langley Field, Va.

Captain Edward C. Black, Rockwell Field, to duty in Philippines, sailing from San Francisco about May 29, 1930.

Captain Otto G. Trunk, San Antonio Air Depot, to Panama, sailing from New York about April 18, 1930.

1st Lieut. Lester J. Maitland, Office of Assistant Secretary of War, Washington, to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Reuben Kyle, Jr., Air Corps Training Center, Duncan Field, Texas, to Fort Leavenworth, Kansas, for duty with Air Corps detachment.

1st Lieut. John W. Warren, upon completion course of instruction at Air Corps Technical School, Chamute Field, to Hawaiian Department, sailing from New York about May 28, 1930.

Transferred to Air Corps November 21, 1929, with rank June 9, 1928:

2nd Lieutenants George W. Mundy, Norris B. Harbold and Roscoe C. Wilson, Field Artillery; Edgar A. Sirmyer, Jr., Arthur W. Meehan and Allen W. Reed, Infantry; Frederick L. Anderson, Jr., Cavalry; 2nd Lieut. Robert K. Taylor, Infantry; 2nd Lieut. George F. Smith, Infantry, A.V.P. Anderson, Jr. Cavalry.

Relieved from detail to Air Corps: 2nd Lieut. Dale J. Kinnee to 4th Infantry, Fort Missoula, Montana.

2nd Lieut. James J. Mathews, to 30th Infantry, Presidio of San Francisco.

2nd Lieut. Lionel T. R. Trotter to 4th Infantry, Fort Lincoln, N.D.

2nd Lieut. Paul W. Caraway to 7th Infantry, Fort Howard, Md.

2nd Lieuts. Laurence N. Buck, James J. Fitzgibbons, Robert V. Smith, and Wm. F. Stevenson to Infantry, 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. James M. Gavin, Infantry, to 25th Infantry, Camp Harry J. Jones, Douglas, Arizona.

Captain Lowell M. Riley, to Field Artillery, 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. Lester S. Bork to 16th Infantry, Fort Wadsworth, New York.

Reserve Officers assigned to active duty to June 30, 1930:

2nd Lieut. Sheldon B. Yoder, Almont, Mich., to Selfridge Field, Mich.

2nd Lieut. Norman B. Olsen, Chicago, Ill., to Selfridge Field, Mich.

2nd Lieut. Wm. Christy Bryan, Jr., Dallas, Tex. to Fort Sill, Okla.

2nd Lieut. Robert Wm. Goetz, Riverside, Calif. to Rockwell Field, Calif.



## TWO MARCH FIELD OFFICERS MEET DEATH IN CRASH

All March Field was deeply grieved to hear of the deaths of 2nd Lieuts. John Q. Adams and Richard H. Gilley, Air Corps, who were killed in an airplane accident near Globe, Arizona, on the morning of December 7th. Lieut. Adams as pilot and Lieut. Gilley, as observer, took off from March Field on the morning of December 5th in an O2-K airplane to participate in a training cross-country to Globe, Arizona. They took off on the return flight to March Field on the morning of December 7th. A few miles west of Globe, they experienced some mechanical trouble and were forced down. In attempting to make a landing in a field, their plane hit some high tension wires on the edge of the field. They fell to the ground and the plane immediately caught fire.

Both Lieuts. Adams and Gilley had been in the service for only about two years. They were graduates of the Air Corps Advanced Flying School, and were considered excellent pilots. Both were on duty at the Primary Flying School at March Field as flying instructors. They enjoyed the utmost confidence and respect of all the personnel of March Field, being men of stellar character and wonderful personality. Through their untimely deaths, the Air Corps in particular, and the service in general, has lost two excellent young officers.

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## AIR CORPS PLANES VISIT MEXICO

A flight of four airplanes, under the command of Major C.L. Tinker, Assistant Commandant of the Advanced Flying School, took off from Kelly Field, Texas, on December 7th for Mexico City, to take part in the six-day Mexico Aviation Celebration which started on December 10th.

Major Tinker headed the party in a P-1 Pursuit plane. A second Kelly Field plane was an O2-H, Observation, piloted by Lieut. H.K. Ramey, senior instructor of the Observation Section, who was accompanied by Master Sergeant Leo P. Crevier.

The Kelly Field planes were joined by an LB-7 Keystone Bomber from Langley Field, and an A-3 Attack plane from Fort Crockett, Galveston, Texas. The Bomber was piloted by Lieuts. Marvin Burnside and Marion Higgins, accompanied by Sergeant H. L. West and Corporal Plato Miller, mechanics. The Attack plane was piloted by Lieut. Julius T. Flock, accompanied by Sgt. H.L. Licheay.

The planes remained at Brownsville Saturday night and at Tampico on the night of December 8th. They arrived at Mexico City on the afternoon of December 9th. The return trip was scheduled to be made following the close of "Aviation Week" on December 15th.

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## KELLY FOOTBALL TEAM AGAIN TIES THE 23RD INFANTRY

A crowd of 5,000 saw the Kelly Field and 23rd Infantry football teams battle to a scoreless tie in San Antonio on December 8th. The first game of the series for the championship of the 8th Corps Area failed to settle the question of supremacy. There was considerable doubt in the mind of every spectator as to which of the two husky teams is the better after their second tie game of the season. The scoreless deadlock had been preceded by a 6 to 6 game, mud battle, played at Kelly Field several weeks before.

In first downs and yards gained, the Infantry outgained Kelly. In actual scoring opportunities, Kelly had the upper hand, playing the entire first half and a considerable part of the second in the Infantry's half of the field. Well placed punts, splendidly covered, and a tendency on the part of the Infantry to fumble, all contributed towards keeping the ball well down in the 23rd's territory. Kelly was three times inside the Infantry's ten-yard line, but could not make the needed yardage. Kelly made an attempt at a field goal in the last quarter but missed the try.

The Infantry made a desperate effort in the closing minutes of the game, but time was against them.

The teams are scheduled to play off the two ties on December 15th. The winner of this game will play the winner of the Fort Crockett and 1st Infantry game for the Corps Area Championship.

NOTES FROM AIR CORPS FIELDS

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Wright Field, Dayton, Ohio, November 30th.

Major-General Frank Parker, Commanding General of the 6th Corps Area, with headquarters at Chicago, was a visitor at Wright Field early in November. Captain Early Duncan piloted General Parker's plane.

Captains St. Clair Streett, Gale Breene, Lieuts. J.P. Richter and H.W. Anderson took part in an exhibition and flying demonstration recently held at Norton Field for the Reserve Officers Contact Camp.

Lieut. Charles A. Ross arrived from Chanute Field for duty at Wright Field and was assigned to the Power Plant Branch.

Captain Lowell Smith, on a recent visit to the Materiel Division, was awarded the Distinguished Flying Cross for his pioneering work in refueling of airplanes while in flight. The presentation took place in the Wright Field auditorium and was made by General B.D. Fulois. Officers and civilians of the Field were in attendance. Captain Smith, some time ago, received the Distinguished Service Medal for his part in the Round-the-World Flight.

Captain Frank O'D. Hunter was a recent visitor at the Division, flying a P-1 in from Belling Field.

Captain Morris Berman, who has served at Wright Field and Fairfield since 1926, left for his new post, Duncan Field, San Antonio, Texas, on November 15. Unlike many of the flying officers, Captain Berman's service with the Army starts far back in prewar days. He entered as a private in Infantry in 1912. In the next five years he moved through the grades of corporal, sergeant, regimental supply sergeant and 2nd Lieutenant, which commission he received in 1917. In that year he was transferred to the Aviation Section of the Signal Corps. He will be greatly missed at Wright Field.

Captain W.E. Kepner and Lieutenant A.J. Lyon flew to Akron, Ohio, on November 7th to represent the Division at the Master Ring Laying Ceremony of the U.S. Airship ZRS-4, the six-and-a-half million cubic foot dirigible being constructed for the Navy.

Warrant Officer M.J. Hurley returned from a two-months' leave of absence spent with relatives in Dean, Iowa and Kansas City.

Lieut. Frederic E. Glantzberg reported for duty on November 11th and was assigned to the Equipment Branch of the Experimental Engineering Section. His former station was Mitchel Field, New York.

Major James L. Hatcher, of the office Chief of Ordnance, Washington, came to the Field, November 11th for conference with armament officers concerning aircraft armament.

Lieut. Leroy Wolfe upon returning from a thirty days' leave of absence, went to Washington to attend a conference on radio installation in aircraft, held by the Aeronautics Branch of the Department of Commerce.

Capt. R.G. Breen left on November 22nd to ferry a Prestone-cooled O-25 airplane to the plant of the Douglas Company, Santa Monica, Calif. Lieut. L.A. Lawson, post adjutant, accompanied Capt. Breene.

Brig.-General Edward L. King, General Staff, Washington, D.C., came to the Field by plane on November 18th for conference with General Fulois. Maj. Brooks, Capts. W.J. Flood and Willis Hale accompanied General King.

Major Hugh Mitchell, Signal Corps Radio Officer stationed at the Materiel Division, left by rail for New York on November 22nd to attend a meeting on aircraft radio at the Western Electric Company.

Major Leslie MacDill, who has been absent from the Field on a two months' leave, returned on November 24th to resume his duties. The leave was spent in New York City.

Lieut. James H. Doolittle paid a brief visit to Wright Field on November 25th, landing at 3:50 in the afternoon and leaving for Washington at 8:40 next morning.

About forty members of the Woman's Aeronautical Association of Dayton, the newly formed chapter of the National Association, visited the field on November 26th, following a luncheon held at Fairfield, and were shown through the laboratories of the Materiel Division by several of the Field's officers.

Rockwell Field, Coronado, Calif., December 2nd.

Regular training schedule of the 11th Bombardment Squadron was resumed at Rockwell Field recently, after having been grounded for three weeks for the purpose of making alternations to provide safety from fire. Exhausts on the Bombers were extended back over the end of the planes instead of coming out over the wings as heretofore, thereby reducing fire hazard.

Major Carl Spatz, Commanding Officer, 7th Bombardment Group, and Capt. H.M. Elmendorf, Commanding Officer, 95th Pursuit Squadron, departed, via air, in two P-12's, November 22nd, en route for Langley Field, Virginia, via Dayton, Ohio. While at Langley Field, these officers will attend conference on Pursuit Aviation to be held at that place.

Major K. Taramoto, Assistant Military Attache, Imperial Japanese Embassy, was a visitor at Rockwell Field, November 26th. While here Major Taramoto was extended post courtesies by the Post Commander, Major A.L. Sneed.

Major Byron Q. Jones was a recent visitor at Rockwell Field, passing through here en route to March Field. Major Jones inspected civilian flying activities in the vicinity of San Diego during his visit.

Owing to the death of the Secretary of War, Honorable James W. Good, the large dance planned by the Officers' Club, Rockwell Field, for November 27th, was indefinitely postponed.

The 11th Bombardment Squadron and 95th Pursuit Squadron were hosts to the Officers and their wives of Rockwell Field at an elaborately prepared Thanksgiving Dinner. The mess halls were appropriately decorated for the occasion.

Lieut. B.R. Dallas returned to duty at Rockwell Air Depot, November 29th from Walter Reed General Hospital, where he had been under observation and treatment.

Lieut. Odas Moon returned to Rockwell Field, November 25th, after completing four months' detached service at Wright Field, Ohio, pursuing a course in Aerial Navigation. Lieut. Moon, in addition to his other duties, was appointed Assistant Post Operations Officer and O.I.C. Organized Reserves.

Capt. Robert G. Breene arrived at Rockwell Field, December 1st, by air, from Wright Field, for purpose of conferring with the Commanding Officer regarding exhaust installations on the LB-7 airplanes and air intakes on the Wasp engines installed in P-12 airplanes. Capt. Breene left this field, December 2nd, to visit the Douglas Company, Santa Monica, Calif.

Rockwell Field reports the receipt of one Tractor Crawler, type "Cletrac", model No. 20, from the Cleveland Tractor Company. This tractor will be used on the flying line for use of the squadrons.

Crissy Field, Presidio of San Francisco, Calif., November 29th.

On November 8th the officers of the Post and their wives, the bachelor officers and their friends attended a dinner dance at Taits-at-the-Beach. The affair had been planned as a farewell party to Colonel and Mrs. G.C. Brant, Air Corps, and Capt. and Mrs. David A. Myers, Medical Corps, Flight Surgeon, but the receipt of last minute orders made it a farewell to Capt. and Mrs. Myers and a rejoicing over not losing Col. and Mrs. Brant, who are to be with us, although not on duty at Crissy Field, for some time yet. As is usual at Air Corps parties, no one seemed to get any more than the highest enjoyment out of the affair. Silly functions, these Air Corps parties, eh, what?

Big game week - Stanford vs. California - was the occasion for an influx into Crissy of many of the flyable airplanes in the Corps Area and a number of Navy planes as well. The Crissy Field bachelors were busily engaged over the week end in trying to chisel rides in P-12's, O2-K's, F-4B's and what not.

2nd Lieut. Hillford R. Wallace, Washington National Guard, Photographic Officer, reported for extended active duty and was attached to the Photo Section as Assistant Photographic Officer. He completed the course in Aerial Photography at the Technical School, Chanute Field, last June.

Tech. Sgt. Raymond A. Stockwell reported for duty from the Philippine Islands, taking the place of Mr. Sgt. W.R. Klutz, who was transferred to the Philippine to relieve him.

Staff Sgt. O'Callaghan, temporarily detailed to Ft. Lewis as Air Corps Instructor in Photography, recently returned to Crissy Field.

Crissy Field, Presidio of San Francisco, Calif., December 9th.

The cooperative work which 2nd Lieuts. G.W. Hansen, Air Corps, and F. H. Barber, Air Reserve, and 1st Lieut. J.R. Hargrove have been conducting with the 6th Coast Artillery at Fort Barry has produced excellent results. In this work Lieut. Barber devised a new instrument for target position findings from a plane of targets hidden from the battery, and so far in practice accurate sensings have been obtained. As soon as clear weather appears, actual firing on a sea target will be carried out.

On December 9th the second cooperative problem for the year with the 76th Field Artillery was carried out at Monterey, Calif., 2nd Lieuts. E.V. Pettis, Air Reserve, acting as pilot and W.A. Fenander, Air Corps, as observer. Flying conditions were extremely bad, and on the return trip Lieut. Fenander furnished much amusement for the boys in his attempts to land on Crissy with a 30-mile cross wind and boiling air currents aiding and abetting him. Aside from the momentary amusement furnished the spectators, it is in truth often a matter of serious concern as to what form of approach a pilot must use to get into Crissy, and Lieut. Fenander proved himself equal to the occasion by finally setting his P-2H down in spite of h- and high weather.

Dr. Alberto Gomez Zarato, Minister of War, Marine and Aviation of the Republic of El Salvador, accompanied by Lieut.-Col. Dengler, Assistant Chief of Staff (G-2) of the 9th Corps Area, visited Crissy Field on November 29th. The Doctor impressed us with his wide scope of knowledge on subjects pertaining to aviation. A flight over the bay region had been arranged for him, but poor flying conditions interfered.

Eric Nelson dropped in to say hello to the gang the other day. Eric not only looks prosperous these days but, from all accounts, is more than successful in his capacity as General Sales Manager for Boeing.

Emory Bronte and George Dixon looked us over recently. The Associated Boeing job is busy these days gathering data for the compilation of new Airways Map and Directory. Bronte promises that it will be the best of its kind yet to be turned out.

Flying conditions for the latter part of November and the first of December have been rather poor - smoke and fog have made it extremely difficult for routine work.

On December 6th, 2nd Lieut. Nelson D. Jenkins, Air Reserve, and 2nd Lieut. J. Cavagnaro, Air Reserve, attended the funeral of 2nd Lieut. Clarence Price, Air Reserve, who was recently killed at Vancouver, Washington. Lieut. Price was buried at his birthplace, Healdsburg, Calif.

San Antonio Air Depot, Duncan Field, Texas, December 11th.

Brigadier-General Edward L. King, Assistant Chief of Staff, G-3, and Major John B. Brooks, Air Corps, General Staff, of the Office of the Chief of Staff, G-3, paid a visit of inspection at this Depot on November 15th, in connection with their tour of inspection of various activities in this area. They were accompanied on their visit to this Depot by Brigadier-General F.P. Lahm, Commanding General of the Air Corps Training Center.

Lieut. Lucas V. Beau, Jr., Air Corps Instructor with the Colorado National Guard at Denver, visited the Depot November 24th to 26th, bringing in an O2-H for overhaul.

Lieut. W.B. Clark, of March Field, arrived here Nov. 25th to obtain and ferry back to his home station a DH-4M-2E plane, leaving here on the 27th.

Major L.H. Brereton, Commanding Officer of Air Corps troops at Fort Sill, Okla., visited here Dec. 5th and 6th, piloting an O2-plane for overhaul and returning by rail.

The nimrods among the personnel of this station have been availing themselves of week-end hunting parties this season in the excellent game regions of this section of the country, reporting reasonably good success with deer, turkey, etc. The fishing also seems to afford satisfactory results this year.

The Engineering Department of the Depot has been keeping up its end in the overhaul and repair of airplanes and engines during October and November, viz: October: Airplanes, overhaul - 2 A-3, 3 DH-4M-1, 2 DH-4M-2, 1 DH-4M-2K, 2 O2, 2 O2-C, 1 O2-J, 1 O2-M3, 1 P1-A, 1 P1-E, 2 P1-F, 1 PW-9A, 1 PW-9C, 1 PW-9D, 7 PT-3, 3 PT-3A, 1 X1-A, total 32. Airplanes, miscellaneous repair - 1 A-3, 1 C-1, 1 O2, 3 O2-H, 2 O2-K, 1 PT-3A, 1 XPT-5, total 10. Engines, major overhaul - 27 Curtiss D-12, 3 Wright J-5, total 30. Engines, minor overhaul - 80 Liberty, 4 Curtiss D-12, 4 Wright J-5, total, 88.

November! Airplanes, overhaul: 3 A-3, 3 A-3A, 2 LB-5, 1 DH-4M-2, 3 DH-4M2T, 1 O2, 1 O2-A, 4 O2-H, 3 P1-D, 2 P1-F, 3 PT-3, 3 PT-3A, total, 29. Airplanes, miscellaneous repair: 2 A-3, 1 O2-H, 1 P1-A, 1 PT-3A, total, 5. Engines, major overhaul: 23 Curtiss D-12, 18 Wright J-5, total, 41. Engines, minor overhaul, 38 Liberty.

March Field, Riverside, Calif., December 12th.

While servicing a DH airplane, a static spark caused the gasoline to ignite. The plane was a total loss, despite the earnest efforts of the fire department to extinguish the blaze. Fortunately, no one was in the plane at the time.

The first real Santa And wind storm of the season hit March Field on Nov. 26th. The dust was so thick that flying had to be called off. It was impossible to see fifty yards beyond the hangar line. When the wind blows around here, it sure does blow.

Major B.Q. Jones, Air Corps, dropped into March Field en route from Rockwell to Crissy.

On the evening of November 27th, the officers of March Field gave their monthly hop in the Officers' Club. It was attended by a large gathering. Several dinner parties were given prior to the hop.

Major Teronato of the Japanese Army inspected the Field on December 3rd. He appeared much interested in the work being done here.

Coming in to land in a DH on the March Field airdrome on the morning of December 3rd, Flying Cadet Aaron W. Mason failed to see Lieut. Cumberpatch in a PT under him, and as a result landed on top of him. Very fortunately, no one was seriously hurt. Lieut. Cumberpatch received a few bruises and was temporarily knocked out.

Captain A.B. McDaniels arrived by air from Kelly Field on December 11th, returning to his home station the next day.

France Field, Panama Canal Zone, December 9th.

The Department Mess Management School has closed until after the Manuver period. The last officer graduated from France Field is Lieut. Robert B. Williams, who is the Commanding Officer of the 12th Photo Section. It is rumored that the men in the Photo Section are thankful that Lieut. Williams must confine his activities to photography and that they do not have their own mess, but break bread with the 25th Bombardment. The fears of the men, however, are unjustified, as Mrs. Williams reports that the bread and biscuits are fine, and that the gravy was not burned, but only browned.

This actually happened - and they say soldiers lack humor. Officer of the Day approached Guard House after challenging hours:

Sentry on post: "Halt, who is there?"

O.D.: "Officer of the Day."

Sentry on Post: "Corporal of the Guard, Officer of the Day."

O.D.: "Never mind the Corporal of the Guard, if I want him I will call him myself."

Captain Rudolph Propst departed for station at Wright Field. The Captain, called "Joe" by everyone, has made many friends not only in the services, but among the people of the Zone and the Republic. He sailed on the Panama Railroad ship on December 8th. He was accompanied by one dog, origin unknown; type, police; disposition good until acquired by present owner; now not to be trusted.

The Squadron baseball season closed in the midst of Panama liquid sunshine, and unless you have been here it is quite impossible to appreciate how blinding such sunshine is. It was a play-off game between the Pursuiters and the Bombardiers. The tactics of the Pursuiters won the applause of the multitude, and the constant roar of the ball diving and climbing out of Hod Eller's fast left came near unnerving the Bombardiers. The Pursuiters did not realize that the Bombardiers had preliminary practice in Keystone Bombers and neither noise nor vibration affect them after a certain point is reached. The eyes of the Bombardiers are so accustomed to seeing tail surfaces, wings and fuselages shake, that in-curves and out-curves look like good balls, and they can swat anything coming near the bat. The Bombardiers won, and the victory made the 25th Bombardment Squadron champions of France Field.

The France Field baseball team us now getting into shape under the leadership of Lieut. Eller. It looks like a winning team and the best we have had for several years. The Army-Navy League schedule is a hard one, but France Field intends to win.

Selfridge Field, Mt. Clemens, Mich., December 6th.

The regular routine of training - post, Group, squadron and individual - has been completed for another month, with the following special flights being made:

Second Lieut. James H. Gray, Air Reserve, pilot, with Private Benjamin Maxan as mechanic, departed for Sky Harbor Airport, Sky Harbor, Ill., November 10th, for temporary duty in connection with anti-aircraft firing of the 2nd Infantry, Fort Sheridan, Ill.

Upon completion of this duty on November 19th, Lieut. Gray departed for Selfridge. Near South Bend, Indiana, he was forced down due to a heavy snow storm, and in landing he bent a center section strut and damaged a wheel. Due to continued bad weather for the next few days, Lieut. Gray's plane was not repaired until late November 23rd, Lieut. Gray and mechanic returning to Selfridge the following day.

On November 16th, instructions were received to transport the Secretary of Labor, Mr. Davis, from Battle Creek, Michigan, to Cleveland, Ohio, on the following day. Captain Victor H. Strahm was selected as pilot. Taking the trimotor (Ford), Captain Strahm picked up the Secretary at Battle Creek as directed, but due to an exceptionally heavy fog and rain was unable to maintain sufficient altitude to clear the tree tops and was forced to land at Toledo, Mr. Davis making the balance of the trip by rail.

On November 26th, Major Ralph Royce, Group Commander, and Captain Victor H. Strahm, in two P-10's (Pursuit planes), departed for Wright Field, Dayton, Ohio, for the purpose of attending Pursuit Conference there on the 26th and 27th. They returned on the 27th, but departed on the 29th for Langley Field, via Buffalo, and Mitchel Field, N.Y., for the purpose of attending a Pursuit Conference on Pursuit Aviation at the Air Corps Tactical School. Enroute they were also to confer with 1st Lieut. Edmund P. Gaines, Air Corps, representing the Air Corps at the Curtiss Aeroplane and Motor Corporation, Garden City, Long Island, N.Y., regarding Air Corps matters. Major Royce and Captain Strahm arrived at Langley Field on December 1st.

Lieut. Paul E. Shanahan, pilot, with Pvt. Wm. B. Buckley as mechanic, in the C-1, transported four men to Chanute Field, Ill., for the purpose of attending the Air Corps Technical School. Lieut. Shanahan returned the following day with several graduates for assignment to this station.

Visiting here during November were Lieut. McAllister from Wright Field and Captain Frank O'D. Hunter, who for some time was the Operations Officer at this station, but now on duty in the Office of the Chief of the Air Corps.

On the 6th Lieut. Finley ferried our only O2-H to its new station at Chanute Field, Ill.

Captain Lynd and Sergeant Hognan arrived here on the same day for the purpose of checking the Visual Inspection System.

Major B.Q. Jones arrived from Bolling on the 12th, departing for Chicago on the 15th.

Lieuts. Zettle and Caldwell, from Wright Field, piloting a P-1 and an O2-H, respectively, arrived on the 15th and returned the same day.

Lieut. Wilson, in an O-2, arrived from Chanute on the 15th and returned the next day.

Another old Selfridge pilot, 1st Lieut. Alfred J. Lyons, arrived here on the 16th from Wright Field, returning on the 18th.

Lieut. Niergarth arrived from the Fairfield, Ohio, Air Depot on the 21st, and returned same day.

Lieut. Glantzberg arrived from Wright Field on the 23rd, returning the following day.

17th Pursuit Squadron: New officers reporting in to the Squadron during the past month are Lieuts. Coleman, Olds, Shanahan and Rogers of the Regular Army, and Lieuts. Giovannoli and Nelson of the Air Reserve.

The Squadron enjoyed a turkey feast on Thanksgiving Day which was a real "spread" with all trimmings, including good old fashioned pumpkin pie "like mother used to make," thanks to the personnel of the Squadron mess. Officers who were guests of the Squadron and besides the Squadron officers were Captain Holden and family, Captain Grey and family, Lieut. Morris and family, and Lieuts. Bacher and Reed.

Cross-countries were made by Lt. Grover to Erie, Pa., and Lt. Aubry L. Moore to Cleveland. Bob Moor made his usual weekly visits to Toledo, cause unknown. He was caught by winter and flew back in snow last week by way of variety.

94th Pursuit Squadron: "Thanksgiving," and what a meal! Sgt. Metcalf sure upheld his reputation as a mess sergeant this year. Next time we will requisition a portable derrick.

The Squadron welcomed back its wandering "skipper," - Lieut. Harry A. Johnson - who has been on leave.

Several new members have been added to our roster this month. Lieut. Marion L. Elliott was transferred from the 15th Observation Squadron, and the following newcomers to the field have joined our family: 2nd Lieuts. Anderson, Auton, McClellan, Scott, Tellman and Vaupre, all Air Reserve.

15th Observation Squadron: During the month of November several changes were made in the commissioned personnel of the Squadron, viz: Lieuts. Elliott, Shanahan and Nelson to the Pursuit Group. Lieuts. Reed, Bulger, Sirmeyer and McLennon reported for duty from Kelly Field. So the old problem still confronts the organization, namely, many pilots and few airplanes. The old O2's are developing more troubles than a collegiate flivver, and consequently we are finding much difficulty in complying with the training schedule. It seems that the easiest solution to our predicament is a letter to Santa Claus, now that Christmas is almost here.

And speaking of Christmas reminds us that Thanksgiving has just passed and that it was celebrated by the squadron in a most appropriate manner, with a big dinner. A dinner dance was given by the officers at the home of Capt. and Mrs. C.H. Reynolds, and it was probably one of the best in history.

The Baseball Championship cup was presented to the Squadron, adding another to the collection of athletic trophies which have been increasing steadily since the reorganization of the Squadron. Lieuts. Reed and Gray are coaching the basket ball team, and with the material available have prospects for a team that will compare very favorably with the best.

Langley Field, Hampton, Va., December 6th.

19th Airship Company:

On November 1st and 5th, observation missions in cooperation with the Coast Artillery, Fort Monroe, were completed with excellent results, two-way radio communication being maintained throughout the firing.

A demonstration flight was flown on November 1st for Generals Moses, Gowen and Roberts, during which the Generals were shown the various interesting places on the Peninsula.

A total of seven flights, made during the week ending November 23rd, included two radio test flights, four practice flights and one observation mission with the Coast Artillery at Fort Monroe, Va. The observation mission with Fort Monroe was carried out on November 20th in the TC-6, Captain A.I. Puryear, pilot, and 1st Lieut. M.E. McHugo, observer. The mission was quite successful.

First Lieut. W.D. Buie reported to this station from Brooks Field, Texas, and was assigned to this organization for duty.

Langley Field defeated Fort Eustis Saturday, November 16th, in the deciding game of the Southern District Championship by the score of 7 to 6. Eustis played exceptionally good football and showed surprising strength, and what was doped to be a set up for Langley developed into the hardest fight of the year for the Birdmen. Eustis had a good aerial attack and scored in the third period after recovering a fumble on the Langley 15 yard line. A 10-yard pass followed by four line plunges put the ball over. The Eustis aggregation had not ceased cheering before Kerr, Langley Quarterback, took the following kick off and ran 90 yards for a touchdown. Tyrell kicked goal. Half back Tyrrell, whose playing previous to this had been sensational, kept Langley continually in hot water by frequent fumbles, but made up for this by several long runs outside tackle. Keys, fullback, and Reiter, center, for Langley, played a great defensive game, and the line plunging of Keys and Howard were responsible for many of Langley's gains through the line. Langley made 15 first downs while Eustis secured only 4, only one of which was from scrimmage.

All operations for the week were called off at noon, November 27th, in order to allow the officers and men to participate in the Thanksgiving holidays. Quite a number of the men were given passes to enable them to reach their homes for Thanksgiving, but the majority remained here for the Company's Turkey Feast.

The Langley football squad journeyed to Carlisle Barracks on November 24th and lost a heartbreaker to the Medicos, 9 to 6. Costly fumbles and heavy penalties at critical stages of the game were responsible for all of Carlisle's points, while Tyrrell, Langley halfback, skirted right end and ran 65 yards behind perfect interference for Langley's touchdown in the third period, but

failed to make the extra point. This proved to be the best game of the year, and though the team was finally beaten by breaks, both coaches and players feel that Langley had the better team. The Carlisle team had a weight advantage of about 12 pounds to the man, and Langley's light line was severely handicapped by a muddy field.

The 19th Basketball team has been organized, and judging from present indications the squad should compare favorably with any team on the Peninsula. We made a strong bid for the Post Championship last season, and with several likely looking new candidates this year expect to have a banner season.

Second Lieut. Wm. J. McCracken is coaching the team.

Second Lieut. B.T. Starkey left November 30th for Fort Bragg, N.C., on detached service in connection with a board of survey, returning December 4th.

The Langley football squad wound up a very good season last week by defeating the Naval Training Station, 7 to 6, and the Norfolk Blues, 52 to 0. The Blues were considered the champions of the Peninsula. Langley's second string played the greater part of each game. Captain Usher, head coach, is very enthusiastic over next year's prospects, as all of this year's team promised to be on hand for the next season.

#### Headquarters, 2nd Bombardment Group, by Lieut. Jack W. Wood, A.C.

Captain Henry Pascale and Lieut. Wm. G. Davis left Langley Field in an LB-7, Nov. 7th, for Mobile, Ala., to help dedicate a new airport and to participate in any indoor festivities which might be started as an outgrowth of the dedication. They returned on the 12th.

Lieut. Leonard (Jake) Harman is back with the Group after a month's leave. He was engaged in commercial instructing at the Boston Airport.

Lieuts. Shidler, Ryan and West were assigned to the 96th Squadron on October 28th.

The "Condors" are undergoing a thorough overhaul prior to the Miami flight. New valves are being installed and several changes are being made for the convenience of personnel participating in the flight. B-2 #28-398 was equipped with a tail wheel at the Curtiss plant last week. It seems to be very satisfactory.

Lieut. Coleman narrowly averted a serious accident on the 25th while landing an LB-7. The oleo fitting pulled out on the take-off, making it necessary to land the airplane on one wheel. He made an excellent landing, and the airplane was damaged very slightly.

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The purpose of the Miami flight was to test the ability of the new Curtiss Bombers and also the Keystone LB-10, which crashed. Other officers besides Major Knerr, Captain Rust and Lieut. Huggins, who made the flight to Florida, were Captain F. D. Hackett, Lieuts. James M. Gillespie, James Adams, A.J. Kerwin Malone, M.D. Burnside, W.D. Wolfenbarger and E.M. Day. Ten enlisted men also accompanied the flight. According to all who made the trip, Miami is a great town and the natives are generous hosts.

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Night flying was also started, and the Group will continue to fly Tuesday and Thursday nights. At least one cross-country mission will be accomplished by each pilot.

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Starting May 1, 1929, Nichols Field has been supplying one officer each month for Bakers and Cooks School at McKinley. To date the following graduated: Lieuts. Graves, Morris, Davidson, Joe Smith, Shea and Hoag.

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Headquarters, 4th Composite Group! Captain C.A. Pursley, our commanding officer for the past year, left us September 1st to assume command of the 66th Service Squadron.

Captain Vernon L. Burge arrived on the October 4th Transport to assume command of the Detachment. Having been here on two previous occasions, it is very likely he will find himself at home again renewing old acquaintances.

Sgt. Callahan, from Mitchel Field, replaced Sergeant Lamoureux and assumed the duties of first sergeant.

Sergeant Poynter, replacing Sgt. Simmons and hailing from the dear old State of Texas, has forever endeared himself to the hearts of the golf fans.

Our dearly beloved Supply Sergeant, who has been on the job for the past three years, has at last decided to return to the States and renew old acquaintances (perhaps to hear the wedding bells chime), but at any rate Corporal Carr has our best wishes for a happy future and a loving wife.

6th Photo Section: A number of photographic missions and projects were made and completed during the month. Mosaics of Clark Field and Nichols Field for the Chief of the Air Corps, Washington. A reconnaissance road strip was made for the Commanding General, Fort McKinley, of the Manila South Road from Manila to Lipa, about 75 miles. Also a number of interesting obliques were made of Manila and vicinity for publicity purposes.

The Section did not lose any men on October boat but gained three recruits.

66th Service Squadron: 1st Lieut. Joseph Smith returned for duty from Fort Wm. McKinley on October 1st, after completing a course of instruction in Mess Management at the School for Bakers and Cooks, and took over the duties as Squadron Mess Officer and Adjutant.

Several "short-timers" parties were given prior to the departure of the U.S.A.T. GRANT on October 12th, but from all reports the "short-timers" dinner, given by the Squadron on October 5th, was the most enjoyed. Staff Sergeant Tony Yucius, Mess Sergeant, and his able assistants, were complimented by every one on the excellent dinner.

The following personnel changes resulted from the October transport: Staff Sergeant Norris Brock, the oldest member of the Squadron, went to his new station, Brooks Field, Texas; Sergeant Brock was replaced by Staff Sergeant Arthur R. Hadley. Staff Sergeant Stephen L. Wallace, replacement for Staff Sergeant Roy Wooten; Staff Sergeant Luther Warren, replacement for Staff Sergeant Martin M. Nilan; Sergeant Frederick Lawrence replacement for Sergeant John Haley.

Corporal Jacob C. Shay was discharged October 15th for the convenience of the Government to accept appointment as stock record clerk, Philippine Air Depot, this station.

28th Bombardment Squadron: Our losses of enlisted men on the October transport were: Master Sergeant Harry F. Bills to 40th School Sqdn., Kelly Field, Texas; Staff Sgt. Eugene L. Kaufman to A.C.T.S., Chanute Field, Ill.; Staff Sgt. James E. McDonough to 54th School Sqdn., March Field, Calif.; Staff Sgt. Arthur F. Ehlert to Ft. McDowell, Calif., for discharge; Sgt. James Bodie to 24th School Wing Hqrs., Kelly Field, Texas; Sgt. Robert Zernikow to 11th Bombardment Sqdn., Rockwell Field, Calif. In addition to our loss in noncoms. we lost nine privates.

Our gains in enlisted personnel from the October Transport are: Master Sgt. Joe Grant from 40th School Sqdn., Kelly Field, Texas; Staff Sgt. Fulton G. Bulloch from A.C.T.S., Chanute Field, Ill.; Staff Sgt. Roy M. Medcalf from 95th Pursuit Sqdn., Rockwell Field, Calif.; Sgt. Weyman Tevis from 11th Bomb. Sqdn., Rockwell Field, Calif. In addition to the above gains we have five brand new privates.

Lieut. John G. Salsman returned from detached service at Baguio and transferred from this Squadron to the Philippine Air Depot. We are sorry to see him go, but he is still with us for training.

Lieut. James L. Grisham is with us once more as Operations Officer; altho we loaned him to Headquarters, we are glad it was not permanent.

Lieut. Alfred Lindeburg is back after 40 days' leave visiting China and Japan. As he is Mess Officer, we hope he did not learn too much about Chinesechow while on his travels.

This Squadron is now building a tennis court for our coming stars, but the casual observer would be more apt to think they were training to take the Bilibid prisoners on for a rock crushing contest.

Kelly Field, San Antonio, Texas, November 22nd.

On a field of mud, the Kelly Field and the 23rd Infantry football teams played a tie, 6 to 6, on November 12th. Kelly outplayed the 23rd in all but the third quarter of the game. It was the first time in two years that the Infantry team had failed to come off as winner. Kelly scored their touchdown in the second quarter on a pass. All the play in the first half was inside the Infantry's 35-yard line. Due to Landon's punting, the 23rd was in trouble during the entire half. In the third quarter the 23rd made a steady march of 75 yards down the field for a touchdown. Kelly came back strong after the score was tied and managed to keep the play in the 23rd's territory during the entire last quarter.

The outcome of this game makes it possible that the Army Football League will end with Kelly and the 23rd tied for first place. The Infantry's remaining games are against rather weak teams. Kelly has a more difficult schedule remaining, since Brooks Field is still to be overcome.

Lieuts. Dale V. Gaffney, Harvey L. Boyden delivered two LB-5A airplanes at Kelly Field on November 12th, ferrying same from the Middletown Air Depot.

Brigadier-General E.L. King, Asst. Chief of Staff, Training and Operations Section, General Staff, arrived at Kelly Field from Fort Crockett Nov. 14th. General King is making an inspection of Air Corps training methods. Accompanying him were Major John B. Brooks, Air Corps, General Staff, and Captains Wm. J. Flood and Willis H. Hale, on duty in the Office of the Chief of the Air Corps. General King and his party traveled in a Ford tri-motored transport, piloted by Captain Hale. They departed for Fort Sill on November 16th.

The Kelly Field football team defeated the 12th Field Artillery 39 to 0 on November 19th. Kelly scored two touchdowns in the first quarter as a result of steady gains, aided by several well executed forward passes. McKinney and Towle scored the touchdowns. Harbold played the first quarter and proved a tower of strength for Kelly, both on the offensive and defensive. There were no scores during the second quarter, but the half ended with the ball on the 12th's four-yard line. With Meehan at quarter during the second half, the Kelly team got under way in splendid fashion and ran up 25 more points. McKinney and Kramer went over for a touchdown apiece while Meehan scored twice. The Kelly team had things pretty well their own way and kept the play in the Artillery territory all during the game.

The Air Corps Training Center Polo Team, consisting of Lieut. George Beverly, handicap at two goals at 1; Lieut. D.T. Gray, three goals at 2; Lieut. Oscar Beal, two goals at 3; and Lieut. Sam Connell, one goal at back, played the opening game of the San Antonio season at Brackenridge Park on November 17th. The opposing team was an Army-Civilian aggregation, composed of Lieut. Harry Cullen, Mr. Meadows, Mr. Carl Crawford and Captain Benham, whose team handicap was ten goals. A crowd of about 2,000 watched the game, which was very fast and resulted in a victory for the Air Corps team by score of 11 to 2. In view of the fact that the Army-Civilian team was very well mounted and composed of hard-riding, hard-hitting players, the above result looks very encouraging for the Air Corps team's chances in the midwinter tournament this year. Following are the goals as they were made by individual players: Lieut. Beverly, 5; Lt. Gray, 3; Lt. Beal, 2; Lt. Connell, 1; Mr. Meadows, 1; Mr. Crawford, 1.

On November 20th the same Air Corps team met and defeated the strong Infantry Brigade Team from Fort Sam Houston by score of 9 to 5. The game was characterized by hard riding, hard hitting and unusually good team play on the part of the Infantry, which was composed of Captain Forsythe, Lieuts. Cullen, Aloe and Chapman. They held the Air Corps team to a 3-all tie at the half. The game was hotly contested throughout, and the result was highly gratifying to the members of the Air Corps team.

Kelly Field, San Antonio, Texas, December 4th.

A group of Japanese officers visited Kelly Field on November 22nd. These officers are on duty at the Japanese Embassy in Washington. Major K. Teramoto of the Japanese Army, the senior officer, was accompanied by Lieut.-Commander Y. Nakahara and Engineer Commander T. Ishii of the Navy.

The Army Football League in San Antonio was brought to a close on Thanksgiving Day when the Kelly Field Fliers defeated the strong Brooks Field Maroons on the Kelly Field gridiron by a score of 39 to 12. This victory over the Brooks Field team places Kelly Field in a tie with the 23rd Infantry for the local Army football title for 1929. Kelly and the 23rd played a tie game on November 12th (6 to 6).

Kelly Field has a football team in the field this year of which they can justly be proud.. They have at last broken the "jinx" which shadowed them during the past four years by defeating the Brooks Field team and gaining an equal footing with the 23rd Infantry, one of the finest teams in the Army. Kelly has shown a strong, well-balanced team in all their games, and it is difficult to point out any particular outstanding players without doing an injustice to others. There is no question but that the coaching staff has done excellent service. Lieut. Pat Booker, head coach, received whole-hearted cooperation from his assistants, Lieuts. Meehan, Harbold, Saunders and Landers. This staff deserves a world of praise, for there is no doubt that the team's showing is due to their untiring efforts.

The Commanding General of the 8th Corps Area, General Lassiter, approved of an Eighth Corps Area Football elimination contest. Kelly, the 23rd Infantry, Fort Crockett and Fort D.A. Russell are going into the finals, which will be held in San Antonio during the first three weeks of December.

#### Kelly Field, San Antonio, Texas, December 13th.

Brigadier-General Frank P. Lahn, Commanding General of the Air Corps Training Center, accompanied by Lieut. R.W. Douglass, Aide, took off on Dec. 7th from Kelly Field for Washington, D.C., where he will remain several weeks.

During General Lahn's absence, Major James E. Chaney, Commandant of the Air Corps Advanced Flying School, will be in command of the Training Center. Gen. Lahn will confer with the Chief of the Air Corps in Washington.

Captain John K. Cannon, senior instructor in Pursuit Aviation at Kelly Field, returned Dec. 8th from Langley Field, where he attended a conference on Pursuit training and tactics held at the Air Corps Tactical School. He had been gone since November 28th.

Major Fred H. Coleman and Lieut. C. DeShields arrived at Kelly Field late on the afternoon of December 8th with two DH's, which they flew from Aberdeen. The ships will be used by students in training at the Air Corps Advanced Flying School. The pilots returned to their stations by train.

In the second game of the December polo tournament played on the afternoon of December 12th at Brackenridge Park Field, the Air Corps Training Center defeated the Second Field Artillery Brigade 13 to 12. The rain of the past couple of days was just sufficient to settle the dust and made playing ideal. A large crowd was in attendance.

The Brigade started off with a score of two, due to the difference in handicaps of the two teams. It was in the final chukker that the game was decided. Beverly of Kelly Field scored the winning goal. Craw and Beal were the stars for Kelly and Smith for the Brigade. By winning this game, the Air Corps plays the Second Division Infantry for the championship.

The Air Corps Training Center Polo Team played a series of three games with the Houston Riding and Polo Club team at Houston on the first two week-ends of this month. The Air Corps ponies were shipped over and back by freight and the players commuted to each game by air, it being necessary to make two night flights returning.

The Air Corps team succeeded in defeating the strong Houston team in all three games, scores being as follows: first game, Air Corps 10, Houston 6; second game, Air Corps 7, Houston 5; third game, Air Corps 8, Houston 7. The last two games were especially hard fought, and the result was in doubt until the last bell was rung. The Houston Club has a splendid establishment, strong team and very well mounted. Each year it has been courteous enough to invite the Air Corps to visit them and enjoy their excellent hospitality.

The line-up and handicaps for the two teams were as follows: Houston, Mr. George Brun, 1 goal; Mr. Deke Randolph, 1 goal; Mr. Richard Small, 3 goals; and Mr. R.D. Farish, 2 goals. The Air Corps, Lieut. George Beverly, 2 goals; Lieut. D.T. Craw, 3 goals; Lieut. Oscar Beal, 2 goals, and Lieut. Sam Connell, 1 goal.

The play of the Air Corps team reflects very creditably on the efforts of Lieut. John "Polo" Clark, now stationed at Dayton, Ohio, who, prior to his departure, was the official coach of the organization. The increased hitting ability, and especially good team-work are the results of his patient work to such an extent that individual credit for any one game cannot be given any single player. The Air Corps team brought back from Houston the Davison Trophy, which is played for annually, and individual trophies for the remaining two games. It is hoped that return games of this kind may be played next season, as the experience is very valuable and the results very gratifying.

... a busy month for the 18th, both in point of time and in regular training schedules and in cross-country work. On the four Sunday afternoons when flights were held, reconnaissance flights were made over the adjacent towns of Brighton, Watkins and Louviers, in which both pilots and observers turned in good sketches and information of military value.

During the month, Lieut. Hunter was checked on a Douglas, leaving the number of officers not qualified on service type ships at only three. These three will be ready in a short time and the Squadron will be able to boast of an entire personnel capable of doing service flying.

Visitors during the month included Mr. Fox of the Department of Commerce, and Captain Land from Washington.

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### FATAL CRASH AT BOLLING FIELD

The accident at Bolling Field, D.C., on Friday morning, December 20th, which resulted in the loss of five lives, is one of those unfortunate occurrences, the cause of which is not known and may, perhaps, never be known. The airplane was a tri-motored transport, piloted by Captain Harry A. Dinger, Air Corps, his passengers being Representative Wm. K. Kaynor, of Massachusetts; Mr. Stanley E. Love, his Secretary; Mr. Arthur A. McGill, of Boston, Mass., and Private Vladimir Sumner, Air Corps, Mechanic.

Following the fatal crash, the Hon. F. Trubee Davison, Assistant Secretary of War for aeronautics, issued a statement to the effect that every possible precaution was taken before the plane left the ground. "I have evidence," Davison continued, "that proper inspection was made of the engines, all three of which were tested and warmed up for about 20 minutes before the flight started. So far as the plane itself is concerned, I am equally satisfied that the controls were properly inspected, also the transport only recently came back from the factory where it received a thorough overhaul.

Lieut. L.M. Merrick, Operations Officer at Bolling Field, saw to it that the passengers were properly seated. He personally secured the safety belts and saw to it that parachutes were worn. He also went toward the pilot compartment and asked Captain Dinger if the three motors were functioning well, to which Captain Dinger replied 'Everything is fine.' Lieut. Merrick further stated that he listened to the motors as they were being warmed up and that they seemed to run smoothly.

From the evidence at hand, Captain Dinger, who had more experience in piloting tri-motor transports than any other pilot in the Army Air Corps, took off in a southerly direction into a 25-mile an hour wind, climbed to what seemed to be 500 feet, turned northward when, according to eye witnesses, the plane began to fall. The accident occurred so quickly and at such a low altitude that no one had a chance to jump."

Captain Dinger was born June 21, 1886, at Mayport, Pa. Prior to entering the military service he followed the profession of electrical engineer. He was commissioned a 1st Lieut. in the Aviation Section, Signal Corps, November 27, 1917, and placed on active duty at Rockwell Field, Calif., in the Engineering Department. On July 2, 1918, he was transferred to the Flying School at March Field, Riverside, Calif., where he was placed in charge of the 1st Division of the Engineering Department. His technical qualifications and the energetic manner in which he performed his duties brought high commendations from his superior officers.

On active duty at March Field on November 5, 1921, Captain Dinger's assignment was in the Philippines, where he served from December 2, 1921, to August 15, 1922. He commanded the 66th Service Squadron while in the Islands. His assignment following his return to the United States, and he served there until his death, his duties being those of a transport pilot.

Captain Dinger was one of the foremost transport pilots in the Air Corps. He served as pilot for the Hon. W. Frank James, of the Military Affairs Committee of the House, on various extended cross-country flights for the purpose of inspecting Air Corps fields and stations.

Well liked throughout the Air Corps, the untimely death of Captain Dinger leaves a host of sorrowing friends, is a distinct loss to the Army, and the Air Corps, in particular. The News Letter sends its condolences to his bereaved family.







