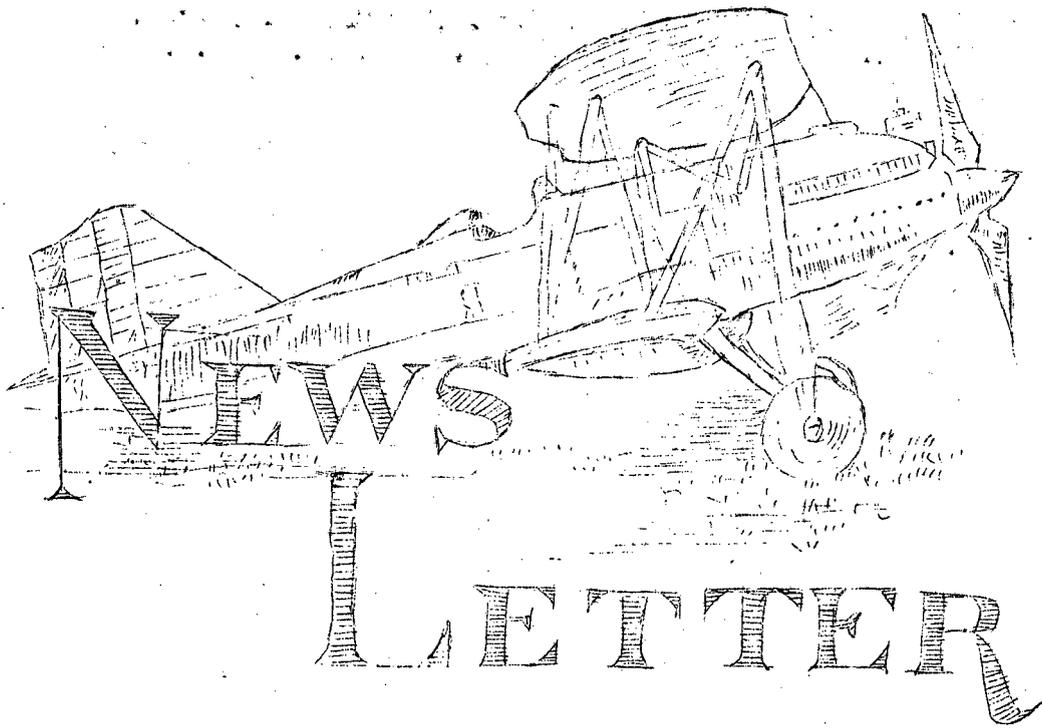


U.S. Air Service

U. S. ARMY AIR CORPS



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

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SERVICE IN THE PHILIPPINES ✓

By Lieut. Samuel P. Mills, Air Corps
Special Correspondent

Ed. Note: This is the second article by Lieut. Mills on the above subject. His first article "From Frisco to Manila" appeared in Vol. X No. 5 of the NEWS LETTER, and he promises to send in other sketches of life in the Philippines in the near future.

It has been said that the grandest experiences in the world are, to a greater or less extent, a state of mind - and so it is with service in the Philippines. It may prove "two years lost any way you look at it" - in a germ laden country of burning heat and torrential downpours - or it can easily be two years of golden days and silver nights which fly on their way all too quickly. You and you alone can make the choice. Happy, indeed, is the family with a single choice in this respect. This little sketch will be written from the latter angle, and another may tell you of the other side.

It is about 4:30 A.M. of your second day in the Philippines, when you are awakened by a most extraordinary sound. At first in your semi-conscious moments it seems a long way off and of almost musical quality coming as if in waves - now louder, now more softly. In a few minutes though the musical quality has disappeared and the air is so vibrant with high pitched crows and squawks overlapping each other that a continuous din results. It is really beyond description in the utter completeness of its discord; for the two million roosters which make Manila vicinity their home are awake and greeting the dawn with cries of joy. In addition, a few million hens contribute heavily to the confusion. In this country the hen cackles just as loud as in the States but lays eggs only half as large, but the male bird can fight. Half of these noble birds will be victors or vanquished ere the Christmas chimes are heard and their razor edged spurs handed over to a new generation of fighters.

After your family has agreed upon one point at least - that it is, indeed, difficult to imagine yourselves ten thousand miles from home, you will likely discuss your first day in the Islands. It was such a busy one and such a pleasant one that to save your life you cannot remember when or how you came home awfully late in the evening, but here you are, safe and happy, so why worry over mere details. A cool shower now follows and a stroll about the lawn just to orient yourself. A few moments may elapse while you gaze outward over an expanse of the light blue lazily moving waters of Manila Bay. There may be a new boat in sight waiting at the entrance of the breakwater and you wonder if it carries that check you had hoped to receive in Frisco or any other mail from home.

A young Filipino (the term "Filipino" is usually applied to those Christian people of the Archipelago, while "Philippino" may refer to any native in the Islands) of about fifteen years of age now approaches softly with word from the hostess (for you are being entertained until you find a place for yourself) that breakfast is ready. This lad is of slight build, about five feet tall and brown as a chestnut, his gold-capped teeth appearing as he gives you a suggestion of a smile. Full length white trousers, a semi-transparent shirt hanging loosely outside them, and straight combed black hair, held securely in place by one of the much advertised "Lie Flat" agencies, add an air of oriental charm to the occasion. He precedes you to the door, opens it and politely waits for you to enter. Then he removes his inch thick wooden sandals and, bare footed, enters behind you. The hostess now greets you, and after inquiring as to how you all slept and if the mosquitoes troubled you explains that "This is Casciano, my house boy". Turning to the boy she continues, "Now, Casciano, Captain Jones and Mrs. Jones are going to be with us a few days and you do anything that they want". "Yes, Ma'am", he answers mechanically and tiptoes to the kitchen while you sit down to a daintily arranged breakfast, beginning with mango, papaya, or strawberries from Baguio.

The hostess will in all probability apologize for serving canned milk, "But you see the babies in Manila take the small amount of fresh milk and "Bearbrand" is really so expensive here", she adds by way of explanation. "It's very fine", you cheerfully lie in replying, "but where is the Lieutenant this morning?" "Oh, he took the bus for Camp Nichols at six thirty, but he left the Flivver for you", she replies.

In the course of the conversation you learn that Casciano serves at the table, cleans the house, polishes the brass and leather goods, cleans the white shoes, washes the Fords - and the dog - and caters to the desires and whims of his mistress in a thousand different ways. For these multitude of services he is paid fifteen to twenty pesos (or seven dollars and fifty cents to ten dollars) a month and his food of rice, bread and fish (about six pesos more). In three or four years he will become a "combination boy", having all his old duties and cooking besides for a small family or one of limited means. He will then earn twenty-five to forty pesos per month. His next promotion will be to that of cook, when he may after long years of experience earn as much as fifty pesos per month.

After breakfast your hostess drives you to the Quartermaster Warehouse in Port Area, opposite Pier One, where the THOMAS docked. Here you visit the Finance Officer on the second floor and with surprisingly little difficulty draw your last month's pay, rental and all, for the THOMAS is but "temporary shelter". Returning to the ground floor the hostess will take you to the "Memorandum Receipt" branch where a kindly Warrant Officer knows just how your family is fixed and that you need a "good" ice box. You select many articles of furniture, as perchance your goods did not arrive on the THOMAS. After noting that each article is actually tagged with your name, your hostess will then stroll to the south end of the building to the cold stores for celery, lettuce, cabbage, etc., and it's "first come, first served".

The drive home is over spaciouly wide asphalt roads. On your right are the piers, Pier (7) being probably the finest in the Orient. When completed it will accommodate two President boats docked end to end on each side. Manila's pride in this structure is, indeed, justified. A turn to the left and you pass the point where Legaspi, the Spanish explorer-Conqueror, and first Governor of the Philippines, landed. Here today is a 20th Century ice cream parlor where your hostess likely will treat you to ice cream or cocoa cola and pay for it while you study the centavos in your hand. The next point of interest is the Manila Hotel on the left. Like Pier 7, this is reputed to be the Orient's best, but the New Majestic Hotel in Shanghai is probably a more magnificent structure. Above this attractive gray building floats "Old Glory", then the Philippine colors, while on a second tower is a red flag with a large white dollar sign (\$) in its center, the last indicating that Mr. Robert Dollar has a Trans-Pacific liner in town.

A large open square now opens to the left while an unobstructed view of the bay is on the right. "The Luneta", that open square, recalls many historical events dealing with the life blood of the Philippine people. Here the Spaniards executed Filipino leaders of the opposition, and here Rizal, the Filipino National Hero, sank beneath a fusilade of their bullets. Just north of the old Luneta may be seen the wall of the old walled city with its frowning parapets and watch towers gazing silently thru' the years at the ever-changing scene below. Its guns are long since silent, its magazines are filled with gardeners' tools and athletic equipment, and its cherished moat now forms an up-to-date golf course and a series of sunken gardens. In place of the old cannon and musket balls the little white rubber spheres of none too skilled golfers now drop within and constantly bombard the outer walls. Fort Santiago at the Pasig River end of the wall now houses the administrative offices of a peaceful American Army, while several officers' quarters are actually located along the top of the wall.

Looking across and beyond one sees the new "Capitol" or legislative building with its spotless cream colored walls rising above the trees. Another turn and the Army and Navy Club is passed, and Dewey Boulevard is followed along the shore, a beautiful though quiet street at this time of the day. A few moments more and you are home again. The Monsoon breeze is blowing refreshingly from the Southeast, (for it is between December and May) across the porch and into the open house. The doors and windows seem immense, the windows sliding apart to the right and left. Each window and door uses white shells cut into two and one-half inch squares. A medium sized house will contain from four thousand to eight thousand such squares in its windows and doors. This type of construction obviates the use of curtains and permits the use of native products. Shells are also used extensively for lamp shades, trays and souvenirs of various kinds. It is not uncommon to see houses in which nearly the entire side of a room opens. The majority of houses are of the elevated

bungalow type, built upon timbers or cement posts about six feet above the ground. This type of construction catches a little more breeze and discourages various "crawling things" from entering.

It is, indeed, an ever present source of interest to sit upon the porch and watch the rest of the world go by. The large number of Ford automobiles seen drives away any tendency toward homesickness. Other cars, ranging from little old Hupmobiles "20's" of a decade and a half ago to the last word in Packard Straight 8's also slip by, and yet the old transportation is very much in evidence too. As one watches, two Chinese coolies trot by carrying, suspended from a pole between their shoulders, a complete aparador (wardrobe), a large trunk and other heavy articles. The perfect harmony and rhythm between their noiseless springy steps and the bending of the pole impresses one with the calm "take it as you find it - but take it" creed of these Orientals. At a much slower speed a carabao and cart enter the picture. This animal is the real beast of burden of the Islands. For centuries he has hauled their loads, pulled their crude plows thru the muddy rice paddies, and even supported native generals upon his broad back in periods of national emergency. Even within the memory of many of ourselves has he dragged our own American artillery up the steep mountain sides, rescued our 20th Century trucks from seemingly bottomless mudholes and very recently has been the prime mover in "gassing" our majestic Martin Bombers. But here we are digressing - as this scene unfolds before us we certainly do feel a "kick". Manila is, indeed, the meeting point between the East and West, the Old World and the New. We are sometimes too prone to consider anything not done our way not done efficiently or correctly, but let us consider - man power is cheaper here than in the States, i.e., hour for hour; gasoline is nearly double in price here (except when purchased at eighteen to twenty-two cents per gallon from the Quartermaster). It is, therefore, safe to assume that the foot "Chino" carriers and carabao drivers will survive for some time to come.

The Flivver is now warmed-up and headed South for Camp Nichols. A short run along M.H. del Pilar Street follows (named for the twenty-two year old Philippine General who fell before American arms at Tridad Pass during the Insurrection), and then across to A. Mabini Street (named for a Philippine Patriot or Irreconcilable whom the Americans imprisoned several years ago on Guam Island). Along the latter street a few five-room livable houses at \$35 a month rent are pointed out. After passing the old Spanish Fort, shelled by Admiral Dewey in 1898, and the wrecks of two old Spanish boats driven ashore at that time, one enters the suburb of Pasay, a growing town which Manila hopes to absorb. After dodging goats, pigs, trolley cars, bicycles, automobiles, carabaos and squatting brown forms one finally reaches the end of the car line, about seven-eighths of a mile from the flying field. Here the scene changes, as more residences are encountered. The Polo Club with its smooth green polo field in the foreground, its large outdoor swimming pool, its pagodaized water tower and its tennis courts, with now and then a bit of the Bay showing beyond, makes a most alluring picture. A few paces north, but hidden amid the foliage is the home of the Philippine Senate President, Manuel Quezon, supporter of Philippine Independence.

Immediately opposite the club is to be seen a unique arrangement of cottages, the group being known as the Valhalla. Here a family may live a week, a month or longer in a clean-screened, ant-proof cottage. The cost will be from \$125 to \$160 a month with meals for two, altogether a quite satisfactory proposition for a newcomer. The same street is now known as F.B. Harrison (named for Governor-General Harrison, 1913-1921). The next point of interest is "Camp Nichols No. 2", a private owned group of cement houses ranging in price from \$60 to \$75 per month. The next quarter mile leads through a typical Barrio (village), where natives are building dugout type boats, repairing immense fishing nets, operating markets, playing ping-pong and football and training roosters for the local pit. A sudden turn to the left just prior to the "miniature hotels", Yokohama, Kobe, etc., and we are face to face with the guard at Camp Nichols. From the gate (20 minutes from the center of Manila by automobile); we can see a stone church directly ahead and the Field, whose big development was started by Major B.Q. Jones just beyond it.

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LAUNCH NAMED AFTER DECEASED AIR CORPS OFFICER

The 30-foot launch at France Field, Panama Canal Zone, heretofore called the "Ordnance", has been renamed the "Lieut. Thomas C. Tonkin", in honor of 2nd Lieut. Thomas C. Tonkin, Air Corps, who was killed in an airplane accident which occurred in the Canal Zone, May 2, 1919.

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THE PAN- AMERICAN FLIGHT
By Captain Ross G. Hoyt, Air Corps
(Continued from last issue)

The gasoline and lubricating oil for the flight are to be furnished on contract with a commercial organization. Circular proposals asking for bids to furnish the gasoline and oil were dispatched and contract awarded to the American Oil Co.

This system exemplifies the procurement and distribution of fuel and oil to a great extent, and relieves the flight personnel and advance officers of this added responsibility. Approximately 50,000 gallons of gasoline and 5,000 gallons of lubricating oil are being made available.

As shown by the time-table of the flight, approximately 140 days will have elapsed from the start of the flight at San Antonio until its completion at Bolling Field, Washington, D.C. During this time a total of approximately 250 hours will be spent in the air by the ten pilots composing the personnel of the flight. No attempt is being made to set up a speed record for the flight, as the purpose of same prohibits such.

On July 26, 1926, shortly after the tentative approval of the flight was given by the War Department, a Board of Officers consisting of Brigadier-General James E. Fechet, Assistant Chief of Air Corps, Training and Operations; Brigadier-General William E. Gillmore, Assistant Chief of Air Corps, Chief of Material Division; Major Henry C. Pratt; Major Carl Spatz; Major John H. Jouett; and Captain Idwal H. Edwards was appointed by the Chief of Air Corps, Major-General Mason M. Patrick, for the purpose of considering all applications and making selection of advance officers and pilots for the Pan-American Flight.

The Board convened with all members present, except Major Spatz, who was absent on his record-breaking flight from Washington to Fort Crockett, Galveston, Texas, which he accomplished in 13 hours, completing the trip in one calendar day.

Upon the recommendation of Major Pratt, Captain R.G. Hoyt, Training and War Plans Division, who was and still is intimately connected with the details of the project, having prepared the detailed plan, was directed to attend the Board meeting in order that he might be consulted with respect to certain details in connection with the flight.

The Board decided that selection must be made at once of advance officers who would be charged with the distribution of supplies and other arrangements necessary for the successful passage of the flight.

Ability to speak the Spanish or the Portuguese languages was considered to be the prime qualification in the selection of the advance officers. With this in mind, a list of all Spanish or Portuguese speaking officers of the Air Corps was examined and the following recommendations made to the Chief of Air Corps:

1st Lieut. Byron T. Burt, Jr. - 1st Division
1st Lieut. Melvin B. Asp - 2nd Division
1st Lieut. Samuel C. Skemp - 3rd Division
1st Lieut. William B. Souza - 4th Division
Captain Wolcott P. Hayes - 5th Division
1st Lieut. Ivan G. Moorman - 6th Division.

The Chief of Air Corps approved this selection. The section of the flight route to be covered by each advance officer has been previously mentioned.

The next action to be taken by the Board was the selection of the Commanding Officer of the flight. A number of officers, all of the rank of Major, were recommended. From this list the Chief of Air Corps selected Major Herbert A. Dargue, Chief of the War Plans Section, Training and War Plans Division, Office, Chief of Air Corps, who is one of the veteran fliers of the Air Corps.

On August 4, 1926, the Board again convened for the purpose of selecting the additional nine pilots for the flight. All members of the Board were present with the exception of Brigadier-General W.E. Gillmore and Major H.C. Pratt, absent on leave of absence. Major S.W. FitzGerald acted in General Gillmore's absence. Major Herbert A. Dargue had, by virtue of his having been selected Commanding Officer of the flight, become a member of the Board in place of Major Pratt.

The Board decided that, due to the experimental nature of the flight, only commissioned pilots acting as their own mechanics would be considered, and because of the fact that the type of airplane to be employed had not been available for other than Regular Army personnel, that only Regular Army Air Corps commissioned pilots would be considered.

The qualifications most desired were: outstanding ability as a pilot, long

continued service in the Air Corps, and a record of efficient service. With those qualifications in mind, the Board proceeded to select a list of nineteen pilots whose names were recommended to the Chief of Air Corps. From the list the Chief of Air Corps selected the following nine pilots: Captains Arthur B. McDaniel, Ira C. Eaker, Clinton F. Woolsey, 1st Lieut. Bernard S. Thompson, Leonard D. Weddington, Charles McK. Robinson, Muir S. Fairchild, Ennis C. Whitehead and John W. Benton. This completed the list of ten pilots, two for each of the five ships of the flight; Major Dargue having been selected as Commanding Officer of the Flight at the first meeting of the Board.

On October 7th, 1926, The Adjutant General of the Army was requested to issue the necessary orders for the departure and travel of the advance officers selected. The orders were issued, and on October 16th Captain Wolcott P. Hayes, 5th Division, departed from New York on board the S.S. Dominica of the Furness Withey Line, for Pointe a Pitre, Island of Guadeloupe, a French possession. From Pointe a Pitre he will continue on through his division to Fort de France, Island of Martinique, also a French possession; Kingston, Island of St. Vincent, and St. George, Island of Grenada, both of the latter being British possessions.

Lieut. Ivan G. Moorman, 6th Division, also sailed on October 16th aboard the Ward Line steamer "Orisaca" for Havana, Cuba. A letter, dated October 20th, 1926, had been received from Lieut. Moorman from Havana, where he arrived on October 19th, in which he states in part as follows:-

"I arrived in Havana yesterday afternoon and this morning they put on a hurricane to welcome me. It was really a very good one, removing all trees from the city, and taking a couple of stories off the tops of the high buildings. There is no report yet on the damage done or the casualties because all communication is cut, but I imagine the damage will run into millions.

Yesterday I called on General Crowder of the Embassy, Captain Henry C. Clark, who is Military Attache, and Mr. Murray of the Consular Service. Was to have called on the Secretary of War of the Cuban Army today, but the hurricane prevented. The streets are pretty well blockaded now and I imagine it will be a couple of days before any business is done, so I will necessarily be delayed some.

Last night I also attended a meeting of the American Legion and found much enthusiasm already existing in regard to the Pan-American Flight. I had a long conversation with Mr. Irving H. Donnin, who is chairman of the entertainment committee. He outlined in detail plans he was forming for an entertainment which would bring the flight in contact with the Cuban authorities here, which I assured him was exactly the thing aimed at.

Mr. Donnin also has to do with the annual Fiesta which is held from the latter part of February through March and the first week in April. If the flight could reach Havana during that period it would fit in with his plans best.

In that event, he would find out when the flight was to reach Havana and advertise it extensively as an exhibition, forming part of the Fiesta, on arrival the flight could circle the city in formation before landing.

The entertainment, however, is to be worked out for whenever the flight arrives, whether during the Fiesta or not. There are to be some entertainers, the chief act being put on by a couple, the man representing Uncle Sam and the lady, Miss Cuba. Mr. Donnin feels that if this affair is attended by the officers of the flight that it will be a big help to the American colony here in cementing friendly relations with prominent Cuban business men.

It seems to me that this is a live organization, and their plans okeh.*** This matter is, of course, entirely distinct from anything the American Embassy may arrange and I'll request that they coordinate their plans."

On October 21, 1926, 1st Lieut. Byron T. Burt, Jr., 1st Division, departed from Langley Field, Va., for Mexico City, Mexico. He first plans to pay his respects to the President and Secretary of War of Mexico and other officials, and depart for Tampico, the first stop of the flight in Mexican territory. He will then continue on down the east coast of Mexico, stopping at Vera Cruz and Puerto Mexico. From Puerto Mexico he will cross Mexico via the Tehuantepec Railway to Salina Cruz, the first base to which supplies are to be shipped. From Salina Cruz he will proceed to Guatemala City, San Salvador, Amapala, and Tegucigalpa, Honduras; Managua, Nicaragua; San Jose, Costa Rica, in turn. From San Jose he will travel to Port Limon by rail, at which point he will take a steamer for Colon, Panama. From this point an Army Air Corps airplane will carry him to David, Panama, thus cutting several days off the time required to complete his advance arrangements.

The three remaining advance officers who departed on October 29th are 1st Lieuts. Melvin B. Asp, Samuel C. Skemp and William B. Souza, all of whom stationed

at France Field, Panama Canal Zone. Lieut. Asp will make all the advance arrangements on the west coast of South America from France Field, Canal Zone, to Valdivia, Chile, the last stop on the west coast. This division no doubt presents the greatest difficulty of any in the entire flight, both to the advance officer and to the flight itself. A detailed study must be made of the weather conditions, especially along the coast of Colombia, where rain is reported every day in the year. This entire coast presents with few exceptions a bleak and rock-bound appearance and, therefore, every effort must be made to locate emergency landing facilities such as protected coves and beaches. This brings to mind one of the greatest assets of the amphibian airplane, namely, the fact that a landing may be made on the water near a small beach, the wheels lowered by means of the mechanism provided, and the airplane beached by taxiing on the wheels. Lieut. Asp must also make a detailed study of the passes through the Andes Mountains in the vicinity of Valdivia, Chile.

Lieut. Skemp of the 3rd Division must make the advance arrangements for the trip across South America from Valdivia, Chile, via Neuquen, Argentina, to Bahia Blanca, Argentina; from Bahia Blanca to Buenos Aires and up the Parana River to Asuncion, Paraguay, and return, thence up the east coast of South America to Rio de Janeiro, the "jewel bestudded city", so called because of the many exquisitely beautiful islets scattered throughout the harbor and many other scenes of tropical beauty.

Lieut. Souza begins his duties at Rio de Janeiro, traveling up the east and northeast coast of South America, across the mouths of the mighty Amazon where it will also be necessary to make a detailed study of the weather conditions, to the Port of Spain, Trinidad, thence to Caracas, the capital of Venezuela.

It is in this manner that the entire route will be covered in advance of the flight. All the countries have very cordially and enthusiastically placed every facility at the command of the advance officers and the flight.

All the advance officers will make periodical reports to the Commanding Officer of the flight and if time permits will make a complete personal report upon arrival in the United States.

Eight of the ten Pan-American Flight pilots will assemble at Miller Field, New Dorp, Staten Island, New York, for the purpose of training and testing the first of the Loening amphibians produced for the use of the flight. These officers are: Major H.A. Dargue, Captains A.B. McDaniel, I.C. Eaker, Clinton F. Woolsey, 1st Lieuts. E.S. Thompson, M.S. Fairchild, C. McK. Robinson and E.C. Whitehead.

Lieut. Fairchild will travel by air from Langley Field, his present station, to Miller Field, in the Loening amphibian assigned to Langley Field, in order that the flight personnel may have an additional training plane during their stay at Miller Field.

In addition, three enlisted men reported to Miller Field from Langley Field for the purpose of assisting in the maintenance of the training planes.

Lieutenants Leonard D. Weddington and John W. Benton did not report to Miller Field, receiving their training on the Loening amphibians at their respective stations.

The training undergone at Miller Field consisted essentially of take-offs and landings, with a maximum load, under all conditions including operation on the land and on rough and smooth water. Miller Field and vicinity possesses many advantages for this type of training, as landings may be made on the land, on the smooth waters of the bay, or the rough water of the ocean. In addition, it is located in the near vicinity of the Loening Factory where engineering difficulties may be readily overcome.

Considerable study was given the color scheme to be employed in painting the airplanes of the flight. It was finally decided to paint the hulls and fuselage black, and the wings yellow. This combination will be easy to keep clean and the wings may be easily detected in case of a forced landing on the water.

The choice of an appropriate insignia for the planes of the flight was given a great deal of thought. It was finally decided to employ an insignia consisting of a sphere showing the western hemisphere, in buff, on an ultramarine background. Pinioned on the sides of the sphere are silver wings.

On November 16th, the Secretary of State, Mr. Frank B. Kellogg, honored the members of the flight by a farewell luncheon at which were gathered diplomatic representatives of all the Latin-American countries, Secretary of War Davis, and other representatives of the War Department and the Air Corps. Speeches dwelling on the object of the flight, that of furthering the already amicable relations existing between the United States and the Latin-American countries were made by the

Secretary of State, Secretary of War and Dr. Enrique Olaya, Ambassador from Colombia.

On November 23rd, all of the flight personnel had arrived at Kelly Field, San Antonio Texas, and immediately started assembling the two airplanes that had previously been shipped.

On Friday, November 26th, the three remaining planes of the five were shipped and arrived in San Antonio, December 4th. The work of assembling these planes was started immediately.

The training or "dog" plane, as it is called, was flown from Miller Field, Staten Island, New York, to Kelly Field, Texas, via Washington, D.C., Langley Field, Va.; Wilmington, N.C.; Fernandina, Florida; Pensacola, Florida; New Orleans, La.; Galveston, Texas; Kelly Field, Texas. This 2100-mile trip was made without a single stop on account of motor trouble or trouble with the plane. This gave the flight personnel added confidence in their equipment.

After a great deal of discussion, it was decided that the planes of the flight would be named in honor of cities of the United States. They were named as follows: New York, San Antonio, St. Louis, Detroit and San Francisco.

The following report on the start of the Pan-American Flight was submitted by the NEWS LETTER Correspondent from Duncan Field, Texas: 1924

"The start of the Pan-American Flight on December 21st, together with the necessary preparations, will long be remembered by the personnel of Duncan Field, as well as by some 10,000 citizens of the City of San Antonio and vicinity, who gathered at Duncan Field on December 20th for the ceremonies.

Every effort was made that the public might have an opportunity to meet the Pan-American Flyers and view the Loening Amphibian planes. From the establishment of the Pan-American Flight Headquarters at Duncan Field until the day of the take-off, thousands of autos loaded with interested citizens visited our hangars, talked with the pilots, and inspected the ships.

On Sunday, December 19th the day preceding the ceremonies, the officers and ladies of Duncan Field gave a public tea in honor of the Pan-American Flyers, with some 3,000 prominent citizens and Army officers and their families in attendance, this despite the slow, steady rain that fell during the day.

On Monday, December 20th, even though the skies were heavily overcast, with a showing of rain, it was decided by the Master of Ceremonies, Brigadier-General Frank P. Lahm, and the Civilian-Military Committee, that the program as outlined would take place. Although the field was exceedingly soft, the five Pan-American planes were pushed into their places before the speaker's platform, and the ceremonies were carried through as planned.

The Pan-American Flight as it took off carried most sincere wishes for a successful journey from the employees of the San Antonio Depot, especially because they have a right to feel that the start was made possible due to their loyalty to their positions and their untiring efforts in day and night service to see that each ship was in the best possible condition.

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AIRSHIP MANEUVERS AT SCOTT FIELD

Five dirigibles, under the command of Lieut.-Colonel John A. Paegelow, were maneuvered at Scott Field, Ill., for more than four hours, on the afternoon of January 6th. The ships were lined in various formations, flying an interval of a ship's length apart. All signals to change position were signaled from the Flagship RS-1 which led the formation. At one time a thousand foot smoke screen was laid down by a Martin Bomber. It proved most successful, as the ground observers were unable to see the dirigibles while the ships remained behind the screen. Motion picture camera men were fortunate enough to obtain some excellent pictures of lighter-than-air aerial operations during the flight.

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EARTHQUAKE AT CLARK FIELD, PHILIPPINES

The NEWS LETTER Correspondent from Clark Field, Camp Stotsenburg, P.I., writes that quite a little excitement was caused the other day when an earthquake hit these pleasant surroundings. It was quite amusing to see the different buildings emptying themselves. No difficulty whatever was encountered in getting the men outside. They were all perfectly willing to drop tools and hit the open spaces. Automobiles commenced jazzing to and fro, the owners stopping and getting out to look for the trouble. No damage was caused and the whole thing was over in a few seconds. It was a novel experience and will, no doubt, long be remembered.

THE THIRD ATTACK GROUP AT FORT CROCKETT, TEXAS

Of interest at this time is a comparison of Fort Crockett as it appeared on July 1, 1926, at the time of the arrival of the Third Attack Group, Major Frank D. Lackland, Air Corps, Commanding, for permanent station, and its present appearance. Six months ago this post, presented a run down and deserted appearance after four years on a caretaking status. It is now assuming the appearance of a well groomed, well kept, orderly military establishment, teeming with activity. All buildings, both permanent and temporary, are filled to capacity, and yet there is a crying need for more cover to accommodate the Third Attack Group and its attendant activities.

That the post itself, despite the lack of funds, is gradually being placed into a good state of repair, is a matter of credit to the unceasing energy of the officers and men of the organization.

The Fort Crockett Post Exchange, which came into its own soon after the arrival of the Third Attack Group, is thriving and is fast becoming a miniature department store, with its regular merchandise, its grocery shop, its soft drink stand, and its allied activities, a good restaurant, and a tailor shop.

The 90th Attack Squadron at this time is high in morale, well situated in concrete barracks, with a recreation room to be envied. Under the administration of 1st Lieut. E.H. Wood, A.C., commanding, the squadron developed in efficiency and proficiency, rendering it a credit to the Group.

The 8th Attack Squadron, with 1st Lieut. James T. Curry, A.C., at the helm, is holding to its reputation. New and attractive furniture has added to its morale and comfort.

The 60th Service Squadron, in spite of its handicap of living in temporary wooden quarters which had ostensibly outlived their intended age, is living up to its reputation of resourcefulness and cooperation. Under the guidance of 1st Lieut. Angier H. Foster, A.C., commanding, the 60th has made long strides in bettering its own welfare. Buildings were renovated; a mere shack was made into one of the Army's most attractive mess halls, with more than ordinary conveniences, a credit to Mess Sgt. Wm.F. Freiertag; and a community building was converted into an attractive recreation room, unique in having a separate study and reading room.

The lack of suitable machine shop and repair facilities has been keenly felt, the repair section of the squadron making a brave attempt to maintain minor repairs for the entire Group, with only a machine shop truck under canvas and an old kitchen for aero repair.

The Armament Section of the Group has been working under a handicap. Due to the climatic conditions, armament equipment must be removed from airplanes when not actually in scheduled use. When mounted, it must be kept entirely greased to prevent rust, and consequently accumulates a coating of grease and sand combined which requires constant attention. The Armament Section, under 1st Lieut. G. A. McHenry, is working in close cooperation with the Operations and Training Officer. An aerial machine gun range was established south of the flying field.

The Parachute Department, which until recently was established on the upper floor of the Post Exchange, was removed to a two-story temporary building, where a well has been cut in the second floor to allow for hanging the chutes. During particularly damp weather provision for drying was made necessary, electric light bulbs being used in the lockers to furnish heat. Removal from the gymnasium above the Post Exchange was made necessary by winter use of the room for athletics.

Another comparison at this time is interesting - the difference between the cow pasture of July 1, 1926, and the Third Attack Group Airdrome of today. Upon the arrival of the Group, it was figuratively necessary for a pilot in a tactical ship to have a ground guide to show him which way to ground loop to avoid cracking up in deep water holes or bumping into an old railroad right-of-way. Today, after an enormous amount of effort and labor on the part of the officers and men of the Group, under the personal guidance and supervision of Major Lackland, the Group has developed the same area, located one and one-quarter miles from Fort Crockett proper, into a fairly respectable flying field. Every resource was strained. Among those chiefly responsible for the construction are Lieuts. G.A. McHenry, Edwin Sullivan, W.R. Sweeley, Cadet (now Lieut.) L.A. Jamieson and Cadet D.A. Bazire (deceased).

Many holes and ditches were filled and leveled by hand. Scrapers and tractors were borrowed from the County, from the Galveston Country Club and from individuals. Even a railroad was borrowed and used (mule power) for the filling of one extremely large hole. An old railroad grade was leveled and a shell road built by Group personnel.

Group Operations Officers, Squadron Operations Offices and pertinent airdrome buildings were built under the supervision of 1st Lt. Edwin Sullivan, in charge of the "Group Carpenter Gang". These buildings are all comfortably sealed against the weather. Material for this work was salvaged, begged, bought and stolen, but practically no funds were available at any time.

The City of Galveston and the County of Galveston, together with the Chamber of Commerce and prominent individuals have shown kind cooperation in their assistance relative to the establishment of the airdrome. Due to this help the flying field boasts of its lease through the Chamber of Commerce, consummated only a short time ago, for the period of one year, with renewal privileges for four years, a substantial shell road and bridge heading from a main highway, and electric light and power lines to the field.

Fabricated steel for two new hangars is on the ground, and though appropriation was made to cover the cost of erection and bids were opened the authority for expending the money is as yet withheld.

The tent hangars, which have formed a makeshift protection against the weather, are fast deteriorating, five of them coming down in a moderate "Norther" of Christmas week, some of them in ribbons. There are no replacements and, until the new steel hangars are complete, a minimum of five airplanes, including the transport, will remain out 24 hours a day suffering deterioration from the winter and the salt laden air.

A meteorological station has been established at the Operations Office, the section consisting of two men of the Signal Corps. This Section with its equipment is of material aid in determining and compiling data on flying conditions, as up to the time of its establishment there was no way at this station of determining winds aloft.

(To be continued)

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PARIS CONDUCTS SUCCESSFUL AVIATION EXHIBITION ✓

The Tenth Annual International Aviation Exhibition, held in the Grand Palais, Paris, from December 3rd to 19th, 1926, was a success in every way and broke all attendance records, the visitors including people from every walk of life, together with thousands of school children. Thus, if it had no other result, it justified itself from an educational standpoint.

The interior of the Palais was appropriately decorated and the exhibits most artistically arranged. One who had no special interest in aviation could not help but be impressed by the beauty of the Show, which in itself aroused interest and sent the visitor away with knowledge which perhaps he could never otherwise have acquired. Official and unofficial technical and military commissions from all European countries attended and undoubtedly many sales were made to foreign governments.

The exhibition offered nothing sensational or particularly new. It was rather a demonstration of a sane and gradual improvement in cleanness of construction, streamlining, safety precautions, etc. Metal construction predominated and the old wooden fuselage and wing types were practically non-existent. Of the motors, the "Jupiter" type predominated, and practically 75% of the planes were equipped with "Jupiters" of either French or English construction. All of the well known motor constructors except Renault and Farman exhibited new radial air-cooled motors beautiful in construction and most of them proven by their official tests. The best of these were the Bristol and Gnome-Rhone Jupiters; a complete line by Armstrong Siddely; Lorraine Dietrich; Salmson and Walter (Czecho-Slovakia).

The French War and Navy Departments were well represented. The War Department exhibited the winners in the recent pursuit contest; the Wibault 9 Cl, the Nieuport 42 Cl, and the Gourdou-Leseurre. The most interesting plane, from a military point of view, was the new Farman F-160, an experimental night-bombardment plane which has not yet undergone its official tests. It is very clean in design and represents a great improvement over the "Goliath" type. It is designed to carry a maximum bomb load of 6000 lbs.; the bomb-load depending, of course, upon the performance desired. It is a biplane equipped with two Farman geared motors of 500 H.P. each. The plane carries a pilot and crew of 4 men and is well designed for the manipulation of the machine guns, radio, photography and bombing. The Army also had interesting historical and statistical exhibits and demonstrated their searchlights, portable landing lights, field radio sets, photographic apparatus, hoc-

pital planes, parachutes and clothing, together with models of various dirigibles, balloons, balloon baskets, etc.

The Navy exhibited a Schreck "Amphibian", a Farman-Goliath seaplane and a small "Besson" seaplane designed to be carried on a submarine. The latter was particularly interesting. In addition, a small working model of a "catapult" was shown together with a model of the "BEARN", the airplane carrier now under construction.

One of the most interesting exhibits was that of Czecho-Slovakia. While they showed nothing especially new, still their exhibition demonstrated the remarkable progress and possibilities of the aeronautical industry of this new nation. They showed one each of the following types: pursuit, day-bombardment and long distance reconnaissance; observation; transport. In addition, Walter & Co. exhibited a full series of both water and air-cooled motors.

The transport type was well represented by planes constructed by the Breguet, Bleriot, Fokker, Liore & Olivier, Lévasseur and Schreck Companies. There was nothing especially new in any of the "transports" except in the limousine coach work and accessories for the comfort of the passengers.

Besides Czecho-Slovakia, there were the following foreign exhibitions:

England - Armstrong Whitworth Aircraft Ltd. showed the "Adjax" bi-place combat or reconnaissance plane. Armstrong Siddeley exhibited a splendid series of radial motors including the "Lynx", "Jaguar", "Mongoose" and "Genet". The Bristol Airplane Co. showed the "Lucifer", "Jupiter" and "Cherub" series.

Italy - The latest types of Fiat motors were shown, including the type used in the Schneider Cup Race. Isotta Fraschini exhibited a series of V and "cylinder in line" types. One of the most interesting motors shown at the exhibition was a new Italian motor, the "Cappa 13" which has just been placed on the market. The motor is very clean in design and develops 400 H.P. It is notable for the extreme accessibility of all its parts. The only Italian airplane exhibited was the Fiat CR of the pursuit type, which is equipped with a 300 H.P. Hispano-Suiza motor.

Holland - Fokker showed a plane of the C.V. type and his well-known 3 engine transport plane of the type F VII 3 M. This plane carried three Armstrong Whitworth Lynx radial motors. The CV is an interesting plane in that by the substitution of motors the plane can be used as a two-seater fighter, long distance reconnaissance plane or day bomber. Koolhoven exhibited a pursuit plane of no particular interest. He has, however, developed a machine gunner's turret which appears to have some value.

French and foreign firms producing accessories were well represented with interesting exhibits. The "self-starters" were mostly of the compressed-air type, similar to the "Hermark" starter which has been tested by the Air Corps Engineering Division. Photographic radio apparatus were interesting. The O.P.L. Company showed their latest anti-aircraft range finder, a camera machine gun and a new aerial machine gun sight which appears to have great possibilities.

Foreign officers and representatives were unanimous in their opinion that the exhibition was a great success and could not help but have a beneficial effect in the education of the public along aeronautical lines and in the development of the industry.

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ARCTIC EXPLORER LECTURES TO SELFRIDGE FIELD PERSONNEL

Selfridge Field personnel were recently honored with the presence of Captain George Hubert Wilkins, Arctic Explorer, who lectures on his experiences and incidentally the experiences of Major Thomas J. Lanphier, Air Corps, while they were members of the Detroit Arctic Expedition of 1926.

The lecture was illustrated with moving pictures taken of the Expedition, both in the United States and the Arctic Regions. The Captain was introduced to the audience by Major Lanphier, who made a brief introductory speech relating among other incidents that his rating while a member of the Expedition "was about that of a Private, First Class". Both the Major and Captain Wilkins praised each other for their tireless energy toward the success of the work accomplished, not forgetting to mention the names of the late Sergeant Wiselley, and Hutchinson, "Hutch", he was called, the newspaper correspondent who lost his life while with the Expedition in Alaska.

The pictures showed the crashes of both planes of the Expedition, which unfortunately occurred within 24 hours of each other, and Captain Wilkins said it was hard to realize how they felt after the second of these crashes, especially in view

of the enormous cost of transporting these planes to Fairbanks, Alaska.

Scenes depicting the life of Eskimos, how they catch seals for food and clothing, the yearly festival including folk dances, how the children play while bundled up in their fur clothing were all very interesting and instructive.

Scenery of the Endicott Mountains was marvelous. Little is known about these regions. Captain Wilkins discovered that the mountain peaks of the Endicott Range are 4000 to 5000 feet higher than as recorded on existing maps. This made flying over these mountains for the first time extremely hazardous, and Captain Wilkins said that on one of the trips over these mountains a wheel actually touched the peak of one of them, so that their lives were in jeopardy at that time.

Late reports at this time convey the information that Captain Wilkins has been financed by the Detroit NEWS to continue his explorations in the Arctic Regions where he discontinued them last summer. It is believed he will use the same ships which have been stored in Fairbanks. They will be repaired, overhauled and certain changes will be made in them.

Captain Wilkins is leaving Detroit immediately, if he has not already left, for Fairbanks, Alaska, at which place he expects to arrive by February 23rd, and after ferrying supplies to Point Barrow at which place he already has 3500 gallons of gasoline stored, he expects to begin his explorations from there as a base by March 15th. The section of the Arctic Circle which Capt. Wilkins expects to explore has never been touched by the foot of man. If land is discovered, he will claim it for the United States. Much scientific work is to be accomplished, soundings made, etc.

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AIRPLANE TRANSPORTS AGED PANAMA WOMAN BACK TO HER PEOPLE

Probably the most unique airplane mission ever performed in the Army Air Corps was a recent flight in Panama to carry a seventy-year-old Panama woman back to her home and people in the Chiriqui country, some 300 miles from France Field, where she might die among friends and loved ones.

The aged passenger had been suffering from ill health for some time. She had been brought from her home in the interior to the hospital in Panama City for treatment. After having been advised that nothing could be done which would improve her condition, she made a special request to the American Minister and the military authorities to transport her by airplane back to her home and people. The Commanding General, Panama Department, authorized the Commanding Officer at France Field to proceed with the mission. Mrs. Domitila Arias, the patient, was brought over to Colon from Panama City by train, transferred to an ambulance and brought to France Field, as her condition would not permit her sitting in an upright position. She was compelled to lie flat on her back on a small hospital litter. The condition of the aged patient made it a rather difficult task to get her comfortably placed in the Martin Bomber. Two Martin Bombers, piloted by Captain William Randolph and Lieut. E. Jones, and carrying as passengers Sgt. Leo Richter, Master Sgt. Hugh Tate, Mr. A.E. Arias and Mrs. Domitila Arias, took off from France Field at 9:20 A.M. and headed for the Valley of the Moon, or the Chiriqui country, Republic of Panama.

While Mrs. Arias was lying on the litter awaiting to be placed in the bomber, she was asked through the interpreter if she was not afraid to ride in an airplane. She replied with a shrug of her shoulders, saying, "When one must die, they die, that's all. I have absolute confidence in American aviators."

The more than 300 miles was covered in less than four hours, and at 1:00 P.M. Mrs. Arias was safely landed near her home. The planes returned to France Field the next day, it being reported that Mrs. Arias had stood the trip very well.

Usually when Government planes act as agents of mercy, it is for the purpose of transporting one who is found to be in a critical condition to some hospital, endeavoring to save life. It is believed that this is the first instance in the history of our aviation where a request had been made to transport one to a certain place or locality where they may be allowed to die.

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WORLD FLIGHT LEADER AWARDED JAPANESE DECORATION

Reminiscences of the Round-the-World Flight were in vogue at Luke Field, Hawaii, recently, when Captain Lowell H. Smith, the commanding officer of the flight, was decorated with the Fifth Class of the Imperial Order of the Sacred Treasure.

The decoration was awarded Captain Smith by his Majesty, the Emperor of Japan, in appreciation of the visit to Japan of the world circling flight, and was presented by Major-General E.M. Lewis, Department Commander, at a ceremony in which the entire Fifth Composite Group participated.

The Group, under Major P.E. VanNostrand, Group Commander, was formed for a combined ground and aerial review. The airplanes were in line with crews and pilots in front of each plane. Forward of this the remainder of the Group personnel were formed as prescribed for battalion review.

Following the reading of the Hawaiian Department order announcing the award of the decoration by the Emperor of Japan, General Lewis pinned the medal on the breast of Captain Smith. The Group, with the exception of crews and pilots, then passed in review before General Lewis, Captain Smith and Mr. Kuwashima, Japanese Consul General for Hawaii. As soon as the last squadron passed the reviewing party, the motors of all ships were started and the planes took off, passing in review in chain formation in echelons of threes. Six PW-9's from the 19th Squadron led the way, followed in turn by six PW-9's from the 8th Squadron, six DH's from the 72nd Squadron and six Martins from the 23rd Squadron.

Following the review, the pursuit planes performed acrobatics for about ten minutes.

In landing, Lieut. Worthington, flying a DH, cracked his undercarriage and performed a ground loop without further damaging the plane. Feeling that this feat should not go unrewarded, the brother officers of Lieut. Worthington decided that he also should be decorated. Amid the cheers of the assembled crowd, the medal signifying this award was pinned on Lieut. Worthington's chest by Lieut. H.A. McGinnis.

On the day following the presentation of the Japanese medal, a wheel on Captain Smith's PW-9 collapsed and the ship went over on its back. Captain Smith was uninjured, but the plane will require a major overhaul. The Captain had hardly reached his squadron when he was called upon to take part in another presentation ceremony. The medal this time, however, was the famous 19th Squadron Medal, which has been passed around among several of the 19th Squadron pilots. This medal consists of a circular disk of undressed leather, suspended from a red ribbon and pinned on the chest of the recipient with a horse blanket pin. In making his speech of acceptance Captain Smith was heard to mention something about "not the value of the thing but the sentiment behind it that counts."

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FRANCE FIELD ENLISTED MEN HUNT BIG GAME IN PANAMA JUNGLES

By Warrant Officer Billingsley

Four of France Field's crack hunters spent six weeks in Panama jungles and the Santa Rita mountains hunting big game. The hunters returned a few days ago with many interesting and exciting tales to tell regarding their trip. They killed one mountain lion, one deer, thirteen wild hogs, many ducks, turkeys and rabbits or conejoes. A Spanish writer, living in the interior, who writes for a local Spanish paper, had the following to say regarding the four hunters:

"Four United States soldiers are spending a month vacation at New Providence from the 4th inst. They have rented a small cottage where they are enjoying themselves in the best possible manner; they spend their time daily in hunting and fishing and they are friendly towards everybody with whom they come in contact, and by their excellent behavior they are certainly fit for any society. If the majority of the men comprising the United States Army were of the same character and conduct as these four gentlemen the Army would indeed have been an ideal one. Their names are as follows: Sergeants H.R. Bilby, Charles LeClair, Privates Richard Gray and H. Bender. They are attached to the 63rd Service Squadron, France Field, C.A. They are conspiring against an unwelcome visitor from the jungles, nearby the village, viz: Mr. Red Lion. What will be the results of this conspiracy, we cannot tell, but we wish them abundant success.

New Providence is a place where respectable soldiers and sailors, and civilians also, and civil service employees can come and enjoy themselves when they are on vacation, and especially during the dry seasons of the year. We invite others to come and see for themselves that this invitation is no camouflage, as we have no doubt the soldiers above referred to and many others who have come here before them will admit."

GOOD WILL MISSION COMPLETED BY CONNECTICUT NATIONAL GUARD PILOT

First Lieut. Earl W. Fleet and Corp. Charles F. Arnold completed on Dec. 24th a cross country flight which began Nov. 27th from Brainard Field, Hartford, Conn., the Headquarters of the 118th Observation Squadron, 43rd Division Air Corps, Connecticut National Guard, to which they belong. This flight was to San Antonio and return by different routes, which made it possible to visit the greatest number of National Guard Squadrons east of the Rocky Mountains.

Lieut. Fleet undertook the flight as the representative of Major William F. Ladd, Commanding Officer, 118th Observation Squadron, for the purpose of establishing friendly contact with the officers of the various National Guard Squadrons and of observing their means of solution of the problems of squadron administration.

The flight, which was a decided success, was made under the most unfavorable weather conditions, and thoroughly demonstrated Lt. Fleet's ability as a pilot. The information secured by Lt. Fleet and Corp. Arnold will, it is believed, prove mutually beneficial to all the squadrons concerned. It is the hope of Major Ladd that the contact thus formed may result in the assembling of the squadron commanders at the next National Guard Convention for the purpose of associating themselves for the promotion of their common interests.

Major Ladd desires to extend on behalf of Lieut. Fleet, Corporal Arnold and the 118th Observation Squadron his appreciation of the hospitality accorded these members at the various National Guard Squadrons and Army Posts. Without the hearty cooperation of the Air Corps the flight could not have been possible. It is hoped that our friends in the Air Corps and National Guard Squadrons will find the means of visiting us and afford us an opportunity of being of service.

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CLIPPED WINGS

By Lieut. Donald Duke

Tell us not in frugal numbers
Flying hours have shrunk to six,
For our pep is all but skidding
We're forgetting all our tricks.

In the days of Dorr and Carlstrom
When the "props" were humming fine,
We could roll or spin with grandeur;
Now they're silent on the line.

Lives of flyers oft remind us,
We may need our parachutes;
Loss of skill that once possessed up
Brings a chill down in our boots.

In the sky's bright open spaces,
In the atmosphere we like,
Give us gas that we may fly, Sir:
Lest we crack-up, - on our bike.

Gone the records we have cherished
To the lands we taught to fly,
There's a message here for Garcia
Being written in the sky.

May the scales of justice quiver
From their overburdened wealth
And dislodge the needed shackles
For a Nation's flying health.

Please increase our flying ration,
It's the staff of life desired,
And the one thing left to hope for
Till as Captains we're retired.

Gas to master planes we're buying,
Lest a Nation's skill shall wane,
And the gift of those departed
Shall have been a thing in vain.

"Let us then be UP and doing";
Give us gas, its not too late,
Ground observing and pursuing
Brings us only excess weight.

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THE SAN-BLAS INDIANS IN PANAMA ✓

Commenting on reports previously made that the San Blas Indians in Panama are wild, Warrant Officer Billingsley, the NEWS LETTER Correspondent from France Field, Panama, one of a party of twenty-two officers and ladies from that field making a sight-seeing trip into the San Blas Country, states that they are indeed a very wild race, both young and old - wild about the American dollar, that old Eagle. The real "Mazuma" has got them all going and they have plenty of "Sabe" about the dough, as they won't take paper money. Nothing but silver and gold is good with them and that must have the old eagle with the words properly engraved thereon-"In God We Trust".

Warrant Officer Billingsley goes on to say: "But the Indians have many curios to exchange for the dollars, and are very good at dress making. They turn out many loud colors and fancy styles, usually very short and snappy. In the days gone by the Indians evidently had plenty of gold, as all their women and even the little children wear large rings in their noses and ears. These rings are made of solid gold. The ear rings or 'pans' are very large, some of them being shaped like an ordinary dinner plate and almost as large.

Most of the women and young girls wear some kind of fancy colored cresses, while the young boys wear only the suits that God gave them. But the San Blas Indians are far from being the furious and savage warriors some writers would have you believe. Some writers have described them as being so very savage that no stranger could ever pass the night in their country and come out alive; and that they always kept their sentries posted on high hill tops, armed with Mauser rifles, ever ready to shoot down approaching strangers. This is all 'bunk', and any stranger approaching them with a few dollars will always find a welcome. However, it is not believed that many Americans would care to spend the night in the San Blas Indian's house, as they are not comfortable looking, being made of grass, bamboo, etc., with no floors or beds in them. Sometimes 25 or 30 live in the same house and on Mother Earth, As Is. This is their only bed, while their food consists of corn-meal, fish and rice.

The San Blas Indians are, without a doubt, to be classed among the world's greatest seamen. Their canoes are swift and the way they handle them is a beautiful sight to see. They are all equipped with beautiful white sails, and at times as many as fifty or seventy-five of these canoes in formation with their white sails flying escort the visiting steamers out to sea upon their departure from San Blas.

The San Blas Development Corporation, an American concern operating in the San Blas country, have done much to improve conditions in San Blas, as they have constructed very good docks, a number of good houses, stores, etc., with many miles of railroad, and have thousands of acres of land growing a very fine grade of bananas, which are shipped weekly by boat to the States. This Corporation has also constructed a very modern landing field in the San Blas and planes from France Field visit there regularly. It was due to the kindness and hospitality of the managers of this corporation that the France Field party was able to enjoy the boat trip to San Blas and return. The party returned to France Field two days later, and all declared that they had enjoyed the wonderful trip immensely.

Another party is soon to be organized by the aviators at the Field to explore some of the much talked about wild Darién country, lying in the Republic of Panama, between the Bayano River and the Colombian frontier. Here it is reported that the 'sure nuff' wild Indian lives.

Along the Taira and Chucunaque rivers are found the Chokais and the Kunas tribes of Indians. The Kunas are reported very savage, and no outsider has ever penetrated far into their country. Some of these tribes are reported as living practically nude, both men and women, and that they paint their bodies hideously with black, scarlet or blue colors from head to foot. All wear heavy gold and silver ear rings, nose rings, and wrist bands. Many of them bind their limbs with tight ligatures.

To reach the Darien country, one must travel by boat from Panama City to the mouth of the rivers and then follow the rivers in small canoes for many miles. As no landing fields for planes are located in the Darien country, trips there are always made with great difficulty."

FOREIGN AVIATION NOTES

British Flight over France. A British DeHaviland airplane of the "Hercules" type, equipped with 3 Siddeley Jupiter 500 H.P. engines, is making a series of test flights between London and Egypt. This airplane is expected to serve on the Cairo-India route next Spring. Air Vice Marshal Branker, Chief of Civil Aviation in the Air Ministry of Great Britain, is personally supervising the tests. The Hercules is the most interesting commercial plane developed in Europe and is manufactured by DeHaviland.

Royal Visit. Don Jaime, son of King Alfonso of Spain, visited LeBourget Air-drome, Paris, on December 18th. Several squadrons maneuvered in his honor.

Flight to Spanish Guinea. Capt. Gimenez, the Spanish ace, and the Llorente Brothers left Cadiz, Spain, Dec. 10th, on the first stage of their trip to Spanish Guinea. They landed at Casablanca, Morocco, and at Las Palmas, Canary Islands, where they are detained by bad weather. They were accompanied by two cruisers, the Bustamente and the Bonifacio. They were refueled by the French Navy at Casablanca.

France-Madagascar Flight. Major Dagnaux, who is attempting to establish air liaison between France and Madagascar by flying over the African continent, has arrived at Niamey.

New Air Line. Various municipalities are interested in a proposed Paris-Toulouse air line which would insure air connection between Paris and the Latecoere lines which fly over Spain and Morocco.

France-Madagascar Cruise. Lieut. Bernard of the French Navy, after reaching Majunga, Madagascar, and flying over Tananarive, the capital, has begun his return trip. He expects to be met in Nigeria by Lt. Guilbeaud, who was forced to discontinue the flight to Madagascar on account of motor trouble. They are returning to France via the Nile Valley, Athens, Naples and St. Raphael.

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OFFICERS OF OTHER BRANCHES DETAILED TO AIR CORPS

Twelve officers of other branches of the service were recently detailed to the Air Corps and ordered to proceed to the Primary Flying School, Brooks Field, San Antonio, Texas, for training, viz: Captains Graeme G. Parks, Charles L. Mullins, John W. Thompson, 2nd Lieuts. John W. Homewood, and Howard R. Johnson, Infantry; Capt. Richard B. Willis, 1st Lieuts. Milo C. Calhoun, Hobart D. Reed, 2nd Lieuts. Alexander R. Sewall and William E. Dean, Jr., Field Artillery; 1st Lt. Russell C. Winchester, Cavalry; and 2nd Lieut. Ransom G. Amlong, Quartermaster Corps.

NOTES FROM AIR CORPS FIELDS

Luke Field, T.H., December, 1926.

During November aerial gunnery and camera obscura work occupied the major portion of the training periods. The pursuit and bombardment squadrons are all determined to qualify all their officers for the different ratings authorized by Training Regulations 440-40. If the preliminary work is any criterion of what may be expected in record firing, the Fifth Composite Group is going to establish a record which the other tactical organizations in the Air Corps will have a hard time beating.

Another strip of the Waimanalo Military Reservation has been allotted to the Air Corps for the gunnery season and this has been made into a ground gunnery range for the two bombardment squadrons.

All firing is being conducted in accordance with the limitations imposed by T.R. 440-40. The following results were obtained during November:

Machine Gunnery, 72nd Squadron (rear guns, tow target)

High score, 90.5% Lieut. R.S. McCullough

Second 74.0% Lieut. R.S. Heald

Squadron Average 65.14%

23rd Squadron (rear guns, tow target)

High score 66% Lieut. Turnbull

19th Squadron (fixed guns, tow target)

High score, 36.8% Lieut. Wisehart

Second 35.8% Lieut. Griffith

6th Squadron (ground target, fixed guns)

High score, 73.4% Lieut. Stace

Second 68.8% Lieut. Cannon

Squadron average 36.0%

Luke Field has been designated as the Hawaiian Department station where the 1926 test inventory of all supplies will be held. A number of officers, under the direction of Captain George S. Warren, Air Corps, have been working on the inventory and at this time the work is very nearly completed.

The "skin list" from the Department Commander's inspection was received on the field recently. A number of minor discrepancies were reported, but the field as a whole was commended for its excellent appearance. The Department Commander also mentioned the excellence of the machine gunnery in his list of commendations.

The first three game series in the officers' Volley Ball League was completed, the officers representing the 19th Pursuit Squadron holding down first place, with the 72nd Squadron officers running a close second. The officers of the 23rd found themselves occupying the cellar position when the series closed.

Scott Field, Illinois, January 8th.

When weather conditions do not permit flying, all post pilots are required to attend a daily bombing class. The course as contemplated consists of both theoretical and practical work. By early spring it is hoped to have some expert bombers do a little plain and fancy "gardening".

The Belleville Business Men's Club threw a most excellent stag party to the entire Field on Friday evening, Jan. 7th. Boxing, singing, dancing, music and free lunch were dispensed with lavish hospitality. It was a good party. Even the conservative capitalists, who received blue passes to mingle with us, will agree with this. Nobody gave us a dirty look regarding unpaid Christmas bills or anything.

Pilots visiting Scott Field during December were Captain Laughlin and Lieut. McCune from Fairfield Air Intermediate Depot; Major Bock and Lieut. Robertson from Chanute Field; Lieuts. Fleet and O'Connor from Schoen Field; Lieut. Breen from McCook Field and Major Coleman from Leavenworth.

Flying time L/A, 1 man ships, 32 flights, 61 hrs. 41 minutes; 2 man ships, 30 flights, 77 hours, 42 minutes; RS-1, 1 flight, 2 hours, 30 minutes. Man hours, L/A: 643 hours, 43 minutes. Heavier-than-air, 98 flights, 25 hrs. 10 min.

Crissy Field, Presidio of San Francisco. Calif. Dec. 27.

Mr. M.A. Eason, representative of the Leece-Neville Company, gave a very instructive lecture to a class of 27 non-commissioned officers (mechanics) at this

field, explaining generators, batteries and control boxes and their setting and effect on the ignition system. Much benefit was derived from this lecture due to the fact that Mr. Eason used common phrases and avoided technical language.

The Board of Officers met Dec. 14th to examine applicants for Flying "Keydets". Out of 26 applicants, 15 were present; only 9 qualified in the physical examination, four of which were exempted from the mental examination. The remaining five expressed their opinion of the mental examination as being very simple and yet so "terribly" hard.

Captain A.E. Esterbrook, A.C. and Capt. Axberg, Washington National Guard, were forced down near Livermore, Calif., due to low fog while ferrying a Douglas O-2 airplane to the Washington National Guard. On their request for assistance, Lieut. Haynes and mechanic were dispatched in a Douglas O-2. After spending the week end at Crissy Field, Capt. Esterbrook with his companion proceeded on their way to Spokane, Washington.

Captain Beason, formerly our Flight Surgeon, and Mrs. Beason are visiting at this post. Capt. Beason is on leave from Hawaii and expects to return on the next transport scheduled for Hawaii.

The Hr. Ms. Kruiser "Sumatra" being in port, Lieutenant h/2 2nd Kl. E.H. Herr Broche, Air Service pilot of the "Dutch" Navy from the Kruiser Sumatra, visited Crissy Field and was shown around barracks, hangars and machine shops by Lieut. Hackett. Lieut. Herr Broche expressed himself very enthusiastically about the cleanliness of post and barracks. Being of the Air Service, he was very much interested in American made airplanes and engines, and especially in the landing gear of the O-2 airplane. The "Sumatra", being on a six months' cruise around the world, carried no aircraft aboard, but Lieut. Herr Broche invited all pilots to visit his ship.

Crissy Field, Presidio of San Francisco, Calif., Jan. 10, 1927.

Captain L. Hickey, 1st Lieuts. D. Goodrich, D. Ringal and V. Melloy arrived at Crissy Field to take the transport for the Philippines. Lieut. R. Brown is here awaiting transport to Hawaii.

It is attention to detail that makes possible the efficiency of the Radio Department at Crissy Field. For example, all component parts of the sets, with the exception of the fairlead and antennae reel, are so arranged that complete SCR 134 sets can be removed from or installed in all O-2's in 30 minutes. Lieut. A.W. Mariner, chief of the Radio Department, is conducting a volunteer class of enlisted men from the 91st Squadron through the intricacies of radio operating.

A regular radio schedule, once a week, for training in Tactical Radio Procedure, has been started with the 30th Infantry at the Presidio of San Francisco.

Lieuts. Glascock, Paul, Bryte and Henry motored to Pasadena, Calif., over the New Year holidays to attend the Tournament of Roses and the Stanford-Alabama football game. The weather was clear and warm, and they enjoyed the trip very, very much.

The annual aerial gunnery practice will start this month. The tow target course will be over the beach south of the Golden Gate, and the ground targets will be located at Mather Field, Sacramento, Calif.

Flying Cadets G.L. Tefft and C.I. Terris arrived here from Hawaii to take the examination for commission in the Air Corps.

Headquarters, Philippine Dept., Manila, P.I.

28th Bombardment Squadron. Lieut. Leroy A. Walthall left for two months' leave with permission to travel in China and Japan. Lieut. Leonidas L. Koontz left for one month and five days' leave for the same purpose. With the closing of the year, this organization is having quite a few discharges and reenlistments of the personnel. Sgt. William H. Welch, now on furlough in the United States, was discharged Sept. 20th and reenlisted for this organization the next day. Sgt. Louis Kravitz was discharged Sept. 30th, and took on three more years with the organization the next day.

66th Service Squadron. Lieut. Charles B. DeShields, a recent arrival in the Islands, was assigned to duty with the Squadron as Adjutant and Supply Officer, relieving Lieut. Carlton F. Bond, who is our Mess Officer, Post Athletic Officer and Educational and Recreation Officer. Tech. Sgt. George Moeks and Staff Sgt. Edward Smith were ordered to Brooks Field, Texas, and we all wish them luck at their new station. 1st Sgt. Luther Warren, Sgt. Thos. Canfield, Sgt. Delmar Lee and Sgt. Albert Rothstein (our Sqdn. Sgt. Major) who will leave on the February

transport, are counting the days. Master Sgt. M.G. Putman, Staff Sgt. John Gorse and Staff Sgt. George McCollum were discharged during the month and took on three more years. Staff Sgt. John Gleason will return to the States for discharge. Our Acting Supply Sgt. Earl (Windy) Miller has in for a transfer to the 3rd Pursuit Sqdn. at Clark Field, and is expected to leave in the near future. PFC Edward Burke, a new arrival, will take his place as Supply Sergeant.

Flight B, 2nd Observation Squadron. The Flight was the recipient of a new Commanding Officer in the person of Capt. D.B. Howard, but he stayed with us only a few days when it fell to his lot to assume command of the Post, vice Major C.W. Howard, on leave in China. He is expected to take command of the Flight again upon Major Howard's return. Lieut. C.C. Chauncey is now the Commanding Officer of Flight B. The Flight has had three Non-Coms. transferred from the mother organization, stationed on the "Rock", Corregidor Island, viz; Tech. Sgt. William T. Shaw, Sgts. William M. Brady and Wm. P. Wright, all of whom have been assigned to the hangar. Lieut. James W. Hammond, the oldest officer in point of service with the Flight, having been with us since the early part of December, but who for the past couple of months was on duty in the Judge-Advocate General's Department, is now sick in quarters, having just returned from the Sternberg General Hospital, where he spent about two weeks for an operation for appendicitis. Lieut. Hammond is apparently coming out in first place in the battle of science vs. nature. The Lieutenant is expected to take command of the 6th Photo Section upon recovery.

Clark Field, Camp Stotsenburg. Lieut. Frederick V.H. Kimble, who has been on detached service at Department Headquarters as Assistant Air Officer, departed with his mother for a six weeks' tour of Japan and China.

"Clem" McMullen and "Handsome" Heffley have added greatly to our athletic strength. "Handsome" wields a mean racket and is well on his way to winning the Stotsenburg Tournament. "Clem" throws a wicked mashie and is expected to give the golfers a run for the cup. Lieuts. Haddon and Williams departed on a 25 days' "Golf Hunt" at Baguio and while there will train for the Philippine Golf Tournament to be held at the Caloocan Course in Manila.

Lieut. James W. Spry announced the arrival of an Assistant Communications Officer, possessed of an excellent loud speaker, namely one James W. Spry, Jr.

Out of 8 games played so far, the 3rd Pursuit Squadron baseball team lost only one game - to the 24th Field Artillery, a mule outfit with lots of men to pick from. We have only around 115 men on this field, the rest of them being on DS at Camp Stotsenburg or DS at Camp Nichols. And anybody who thinks that these native soldiers don't know how to play ball knows nothing about them. The first time our team met them they won by the score of 2 to 1 - no ping pong game - the second one was not so good, 7 to 4 in our favor; but the last one was surely a hot one, two to nothing in favor of the gallant Air Corps. Sergeant Hukill, formerly of Langley Field, pitched wonderfully. He was ably assisted by his old standby, catcher Blalok, and, needless to say, they were loyally and strongly supported by the rest of the team. When Hukill does not pitch Mike Henneck (formerly of Selfridge Field) takes the mound. Mike is no slouch, either, when it comes to pitching, as he hasn't lost a game yet. We are still betting the same way - the Third Pursuit keeps the championship.

Kindley Field, Fort Mills, P.I. Orders were received transferring Lt. J.P. Hodges here, thus giving Kindley Field an excellent photographic officer, representative of the One Wheel Landing Club, Tennis and Bridge expert of parts.

General Frank M. Caldwell inspected the post recently, being particularly interested in the disciplinary training of the organization and the condition of our motor transportation.

Aerial Gunnery Practice is now on in full swing. At least it was on for one day until the marksmanship of the 2nd Observation Squadron gunners sank the target. Lieut. Albro constructed a new target float made of bamboo which he hopes will stand the punishment for the balance of the target practice.

Several X-country flights were made this month to Olongapo and Fort Wint.

Major W.B. Duty, Air Officer, inspected this field, October 25th.

Headquarters, 2nd Division, Air Corps, Ft. Sam Houston, Texas.

Lts. O.P. Weyland and Harvey R. Ogden left for Forts Brown and Ringgold, Texas, to participate in maneuvers with ground troops during the Corps Area Commander's inspection of these stations. Successful radio communication, air to ground, in liaison and reconnaissance work was accomplished. Douglas Observation planes,

radio equipped, were flown. Staff Sgts. George A. Wiggs and Caius Peterson, 12th Observation Squadron, accompanied this flight as alternate pilot and observer.

A similar flight was made by Lieuts. Harry Weddington and Otto P. Weyland to Fort Clark, Texas, during the maneuvers of the 5th Cavalry at that station. Lieut. Junius A. Smith and Staff Sgt. Henry Williamson, 12th Obs. Sqdn., accompanied this flight as observers and radio operators. Douglas Observation planes were flown.

Visiting pilots are advised that the eastern end of the landing field at this station has been graded and all obstructions removed, also that the field is now in excellent condition for landings.

San Antonio Air Intermediate Depot, Duncan Field, Texas.

Brigadier-General and Mrs. Frank P. Lahm were at home to the officers of the Air Corps and their families on New Year's Day. Major and Mrs. J.H. Pirie also received at their home on New Year's Day the officers of Duncan Field and their families.

Christmas at Duncan Field was celebrated in the accustomed manner to which the children of the officers and employees of the Depot look forward with keenest anticipation. The annual Christmas Tree entertainment for the children was held at the Service Club Building on the Post on Dec. 23rd, under the supervision of the Civilian Club. As a special concession to an Air Corps activity, Santa Claus arrived by airplane (assisted by Mr. L.C. Weber of the Engineering Department), and due to the somewhat rainy weather and muddy field, in place of the snow to which he is accustomed, he was forced to come down through the chimney in a parachute, making a safe landing at the tree, and then proceeding to remember every youngster, so that the occasion was most merry.

Lieut. Ivan G. Moorman, one of the Advance Agents of the Pan-American Flight, was a visitor here when he dropped in during Christmas week on his return through this vicinity. Having formerly been on duty at this station as Operations Officer and Chief Test Pilot, he was warmly welcomed by his many old friends here.

Mr. Elmer J. Briggs, Airplane Engine Inspector at this Depot, has been on temporary duty since December 20th; being ordered to proceed to the Curtiss Airplane & Motor Corporation at Buffalo, N.Y.; thence to Selfridge Field; thence to Fairfield, O.; and return here, in connection with instruction on the manufacture and maintenance of Curtiss D-12 engines.

The Civilian Social Club at the Depot once more successfully effected the replacement of the Old Year with the New Year, in its Masquerade Ball, held at the Service Club Building on the Post on New Year's eve. Everybody turned out, some 350 employees and their families and friends attending. The music was especially pleasing, and from 8 o'clock on the last night of 1926 to 4 o'clock of the first morning of 1927, the New Year's spirit was manifested to the fullest extent.

Marshall Field, Fort Riley, Kansas, December 1926.

The officers of the 7th Division Air Corps are not flying much this month, and do not expect to fly much during two months to follow, because of the gas shortage. The aerial observation course for officers in the Cavalry School at Fort Riley has been discontinued temporarily, but will be resumed about March 1st. During this period when the flying hours are scarce, Capt. Thomas Boland is conducting a school for Air Corps officers in Military Organization and the National Defense Act of 1920.

Capt. Early E.W. Duncan, who is taking the Cavalry course at Fort Riley, gets in some fine pay hops at Marshall Field. Early is one of the busiest men on the post and finds very little time for social activities.

Capt. Warner B. Gates returned to the organization for duty; assuming the responsibilities of the office of Operations Officer.

Capt. Frank C. Venn, M.C., our temporary Flight Surgeon, had the task of examining applicants for the Flying Cadets' course. Upon his return from a month's leave he will remain with the organization until about March 15th, when he will go to Brooks Field for primary flying training.

Seven Air Corps Lieutenants were recently detailed to assist in a Q.M. Inventory. The job lasted about one week. Lieut. Dyer was sick in quarters with the "Flu" for two days; Lieut. Randall noticed that Dyer stayed away for two days so took special pains to be "policed" from a horse during a hunt on Sunday and failed to show up for two days following.

On December 10th seven ships from this field were piloted to St. Joseph, Mo., on a cross-country training formation flight to inspect the new aviation field there. Lieut. Morrison looked around for Secretary "Somebody" whom he met in Saint Joe the last time, but had forgotten the name. Major Arnold saw an old friend, Elsie Janis, of stage fame, to whom he introduced all his officers, Capt. Gates, Lieut. Devans and Lieut. Dyer puffed at their pipes (see ad for Velvet smoking tobacco). Elsie was told there were overseas friends waiting to see her. Some of the officers did get overseas, but most of them were from over the Missouri River.

Lieut. Fisher is a diplomat. He doesn't decline invitations, but waits until time for the dinner and then sends a wire such as this - "Motor trouble, and can't get back to Fort Riley in time for your dinner."

The Air Corps Basketball team won all its three games played by a good margin. Fisher is coach and also the only officer on the team.

The Air Corps Officers' Club was entertained by Lieut. and Mrs. Jewett and later by Capt. and Mrs. Gates.

Fairfield Air Intermediate Depot, Fairfield, Ohio. Jan. 10.

Father Time, who never fails to wind up the affairs of the old year on schedule time, has again visited us and started us on our way for the New Year. The passing of the old year was celebrated in an appropriate way on New Year's eve at the Officers' Club, the entire commissioned personnel being present. In honor of the occasion, the Club was decorated with evergreen trees, the branches being covered with snow and ice. The orchestra played in the Frost King's den, hemmed in by icicles, and refreshments were served from an ice palace. But as long as hearts were warm and merry, who cared for the wintry winds without?

A Board of Officers was appointed to meet January 17th to examine candidates for appointment as 2nd Lieutenants in the Air Corps, consisting of Major A.W. Robins, Captains John G. Colgan, C.T.C. Buckner, Thomas H. Miller and Lieut. H.L. Clark.

The Engineering Department (Repair Shops) worked full time during Christmas week, this being the first time in six years that work continued as usual during the holiday season. It looks as though business was picking up.

Captain Edward Laughlin and Lieut. Milo McCune flew to San Antonio and returned in a CO-4 during December, just prior to the start of the Pan-American Flight. They were on detached service during this period and had an opportunity to assist in the preparations for the big flight.

Major John C. McDonnell, formerly in command of the 88th Squadron at Wright Field, and who was recently in command of the Air Corps troops at Camp Anthony Wayne, Philadelphia, returned to Wright Field for a few days in December. He has been assigned as Air Officer for the 3rd Corps Area at Baltimore, Md.

Lieut. C.W. O'Connor ferried a Martin Bomber to Rockwell Field, leaving Wright Field on December 7th. He returned in an C-2 from Santa Monica, Calif.

Ephraim Harding, a valued employee of the Engineering Department, died on Dec. 6th as a result of an automobile accident. Mr. Harding had worked in the machine shop since 1918, being one of the oldest employees in point of service.

Lieut. M.N. Stewart expects to leave for the Canal Zone in the next two months.

Lieut. S.G. Frierson was appointed Post Adjutant, succeeding Lieut. R.A. Dunn.

Major A.W. Robins has the highest individual game (236) in bowling at the Post Gymnasium alleys up to Dec. 29th. Mrs. Robins has the highest individual game among the ladies - 191. The seven highest averages for officers, ladies, enlisted men and civilians are given below, viz:

Lieut. Bartron, 165; W.O. Brewer, 163; Major Robins, 158; Lieut. Hamlin, 157; Lieut. Niergarth, 151; Lt. Stewart, 151; Capt. Laughlin, 145. Ladies - Mrs. Robins, 136; Mrs. Myers, 129; Mrs. Brown, 127; Mrs. Ritchie, 121; Mrs. Ahlbrand, 118; Mrs. Van Pelt, 116; Mrs. Bennett, 115. Enlisted men - Stevens, 172; Nigbie, 163; Sherman, 160; Britch, 156; Pielemeir, 155; Flynn, 154; McLelland, 156. Civilians - Van Pelt, 170; Stephens, 170; Ahlbrand, 148; Williams, 147; Reed, 143; Harris, 137; Brewer, 136.

France Field, Panama Canal Zone.

Bad November weather failed to halt the many activities going on at France Field, as our fliers carried out many cross-country flights and many successful missions with other branches of the Army. November down here is generally considered by old timers and weather prophets as being Panama's worst month, due to the many heavy rains, tropical thunder showers and sudden changes in climate.

The weather is so changeable and peculiar here during certain times in November that an observer might glance at the sky for weather conditions and find a beautiful clear sky with the sun shining brightly and an unobstructed vision for miles. Within the short space of 15 or 20 minutes the same observer might find himself completely surrounded by heavy black clouds, his vision being completely cut off with a downpour of rain so terrific as to make him run for cover. As an illustration of these peculiar rains, the writer has seen it cloudy over one side of the street or road with a downpour of rain extending only half way across, with the sun shining and the street perfectly dry on the other half.

There appears to be certain periods at this time of the season when thick black rain clouds seem to move up to just a certain spot or line as though same had been accurately measured for them, drop their cargo of water and drift away.

Since his arrival here our Post Commander, Col. Fisher, has been caught in the air twice by these tropical rainstorms and was forced to land at small emergency landing fields within three or four miles of the France Field airdrome.

Regardless of the rain and bad weather, the 7th Observation Squadron has kept busy. In addition to regular training in bombing, cross-country, gunnery, radio, etc., 15 Coast Artillery missions were successfully carried out with the Coast Defenses of Cristobal and Balboa. Actual firing was carried on by 6-inch rifles, 12-inch mortars and 14-inch rifles at towed targets, ranging from eight to eighteen thousand yards out at sea. During each mission, two-way radio was successfully carried out. The observers executing these missions were Lieuts. Canfield, Hutchins, Howard, McHugo, Dowman, Bushey and Williams.

Twice each week the 7th Squadron carried out two-way radio test missions with Navy seaplanes, SCR 73 and SCR 134 transmitting sets being used with airplane super-heterodyne receivers. These missions were carried on for training purposes and were of much value to both services.

On Nov. 29th the Squadron carried out missions during the morning and night. In the execution of minor joint exercises between the Harbor Defense of Cristobal, the Panama Canal Air Forces and the Navy, the duty of the Air Force was to locate and report by radio enemy submarines which were simulating an attack on the Atlantic entrance to the Canal. Some of the submarines were located and reported while completely submerged. A plane took off at 6:30 and patrolled the water area along the Atlantic entrance to the Canal until 9:30 P.M., reporting the location of submarines as far as ten miles out at sea.

The 24th Squadron, besides carrying out 9 missions with the Anti-Aircraft, was busy with regular training in radio and buzzer practice, lectures for officers on Air Corps subjects, special instruction for enlisted men in electricity, airplane rigging, engines, magnetos, carburetors and armament, aerial gunnery, bombing, formation, cross-country and regular test flights.

The 25th Squadron, in addition to carrying out 12 tracking and tow target missions with the Anti-Aircraft, was busy with regular garrison duties, such as radio and buzzer practice, special instruction in radio equipment, lectures for officers on Air Corps subjects, school for non-commissioned officers, special instruction for enlisted classes in airplane armament, transmission, tactical training, camera obscura, formation flying and the winning of the inter-squadron baseball league pennant.

The 63rd Squadron performed assembly, salvage, repair and inspection of aircraft, regular shop work, overhauling motors and equipment, regular test flights and cross-country flights.

The 12th Photo Section, being somewhat hampered in its aerial work due to bad weather conditions, carried on the instruction of classes in theoretical and practical photographic work.

A total of 63 missions were carried out by all squadrons with other branches of the service during the month, as follows: 11 with the Coast Artillery Harbor Defense of Balboa and Cristobal; 11 missions operating with Infantry Brigades, regiments and separate battalions; 7 communication test patrols and 21 missions with the anti-aircraft units, tracking and towing targets for anti-aircraft machine gun firing.

Rain hampered post athletics, but some very good inter-squadron baseball games were played. The inter-squadron league series finished with the 25th being declared champions, winning six of the seven games played. The 25th is soon to be presented with a beautiful silver cup as a reward. It was due to the excellent pitching of Lieut. Eaton, backed up by a very fast infield, that the 25th was able to romp home with the bacon, without ever being pressed very hard by any of the other squadrons.

Three of the France Field fighters won bronze medals as a result of their efforts in the inter-post and Department boxing tournament, viz; Staff Sgt. Randall L. Bose, 25th Sqdn., as post featherweight; Pvt. John M. Fisher, 63rd Sqdn., as post bantamweight, and Corp. Charles Witt, 7th Sqdn., as post lightweight.

The Department Commander congratulated the participants and the entire command on the interest and enthusiasm displayed and upon the manner in which the tournament was conducted and brought to a successful conclusion.

Officers and enlisted men selected to represent France Field in the Department small arms competition in rifle and pistol shooting to be held at Fort Clayton, Canal Zone, commencing Dec. 14th, were Lieut. Harrison Crocker, 63rd Sqdn.; Staff Sgt. Donald Herb, 7th Sqdn.; Staff Sgt. Malcolm Uhl, 24th Sqdn.; Sgt. Dale Thomas, 63rd Sqdn. and Pvt. Omar McMinn, 25th Sqdn. These men began intensive training in the hope of being able to uphold the fine shooting reputation of France Field.

Many changes, both in commissioned and enlisted personnel, are still going on. Capt. Connell, Lieuts. Evans, Ott and Kennedy returned from leave; Major J.W. Jones, after three busy years as Post Operations Officer, departed for station at Langley Field, Va.; Lieut. Boyd has not been heard from - he is seeing the sights of London and Paris; Lieut. Fernsten left for Brooks Field, also Lt. Raley; Lt. Curry for Fort Crockett; Lt. Morgan for Kelly; Lt. Minter for Selfridge; and Lt. E.M. Robbins for Rockwell. Twenty-six recruits reported for assignment. Master Sgt. Carducci and Staff Sgt. Scott reported, the former being assigned to the 12th Photo Section and the latter to the 63rd Sqdn. Carducci comes back as a repeater having previously put in a "hitch" at France Field.

The Post Headquarters building was slightly modified to care for the additional office force required by late changes. Major R.M. Jones still holds the chair as Executive Officer; Lt. O.K. Robbins, the Adjutant; Lt. Cumberpatch, Personnel Adjutant; Tech. Sgt. W. D. Lucy, Post Sgt. Major and Staff Sgt. Herman, Personnel Sgt. Major. Lieut. Dale V. Gaffney took over the duties of Operations Officer, relieving Major J.W. Jones. He is well qualified to fill this position, having previously held down the job both at France Field and stations in the States prior to his coming to France Field. Lieut. Zane and Master Sgt. Wajdowicz are running the Panama Air Depot and the Air Corps Supply, while Capt. Connell and Chief Clerk Staff Sgt. Rush are making things run smoothly in the Engineering Office. Captain Connell is also commanding the 63rd Sqdn., with Sgt. Calvert as 1st Sgt. Lt. McHugo is commanding the 7th Sqdn. with Sgt. Brainard as 1st Sgt. Capt. W. Randolph, in command of the 25th Sqdn., has Sgt. Smith as 1st Sgt. Lieut. Roderick Ott commands the 24th Pursuit Sqdn., with Sgt. Roberts as 1st Sgt. Lt. McDonald is commanding the 12th Photo Section; Lt. Kennedy is acting Post Quartermaster and Lt. Schneider, Post Signal Officer, Major Beverley, being the only Surgeon on the field, is kept on the go most of his time.

Two Flying Cadets, John H. Jones from Mitchel Field and Harold C. Beedle from Selfridge Field recently arrived here, it being the first time in the history of France Field that a flying cadet was ordered here for station. They are at present living and messing at the Officers' Club and were warmly received by all. They both appear anxious to get back into the saddle and do some flying. As Kipling would express it - "If these boys like the flying game, they have an unlimited field of opportunities in front of them."

There were many outing and social activities during the month, both among officers and enlisted men - a number of excellent dances and dinner parties for the officers and their families at the Hotel Washington, Bilgray's Roof Garden and the Strangers' Club in the town of Colon. The enlisted men's social club conducted two dances in the big auditorium at the field which were well attended, more than 500 being present at each of these affairs.

A new wrinkle has been added to dinner parties, known as the Treasure Hunt. Somebody hands out a clue that leads to other clues, resulting in final discovery of buried treasure somewhere eight or ten miles from the place of the dinner party. France Field is not slow by any means when it comes to auto racing to the scene of the buried treasure, as it has now 58 privately-owned automobiles on the post - all makes and types from the lowest Ford to the Cadillac and Lincoln.

Our flying field proper was greatly improved by the concrete drainage ditch now being constructed across the field. Work is also progressing very nicely upon the construction of the new sets of non-commissioned officers' quarters.

Now that "Beaucoup" aviation gas was received at the field, our next report will cover some interesting cross-country hops over the interior of the Republic of Panama. This is the first shipment for France Field coming via the Pacific. The tanker first discharged part of its cargo on the Pacific side for the Panama Canal,

then on the Atlantic side for the Panama Canal and finally at Coco Solo into the pipe line for France Field.

Fort Crockett, Galveston, Texas, January 5th. (Third Attack Group)

Two Douglas O-2 planes, after undergoing overhaul at the San Antonio Air Intermediate Depot, are now ready for delivery to this station and will shortly be exchanged for two more to be sent for overhaul. The Loening Amphibian COA-1 assigned to the 3rd Attack Group as a rescue ship is also undergoing overhaul and is expected to be returned within a few weeks. The Douglas transport C-1 has been in almost constant use since its assignment to this station. The TA-6 Huff-Daland which was used almost exclusively by the Commanding Officer, is at present being used for transition for other pilots, while Major Lackland has adopted one of the new Curtiss O-1's, three of which were assigned to the Group for tactical use. Two Jennys for the use of Reserve Officers, Junior Airplane pilots and for the examination of new J.A.P.'s are also assigned. The remaining ships, all Douglas O-2's, assigned as the tactical plane of the Attack Group are mounted at present with armament equipment and are being used in daily training.

The Group is in the midst of its training season, conducting for all pilots, according to schedule, reconnaissance missions, formation flying, aerial machine gunnery and, later; bombing.

Great interest is being taken in preparation for the Air Corps machine gunnery and bombing competition and the spring maneuvers. It is expected that the entire flying personnel and equipment of the Group will participate, leaving enough officers to conduct necessary post activities.

Under Capt. Joseph H. Davidson, Operations Officer, the Group is receiving training which will enable our pilots to carry off their usual honors in 1927, despite the strenuous period of construction, the lack of facilities and other obstacles.

Throughout the move to Fort Crockett, and its resulting difficulties of rehabilitation and of building its own necessities, the fact that the 3rd Attack Group is primarily a flying organization was never lost sight of, even when a large percentage of its men were doing manual labor in filling holes, herding cattle off the field to enable a plane to land, building shelter, etc. In addition to regular flying training, the entire personnel attends school daily - the men in professional subjects and the pilots in subjects peculiar to flying and attack aviation, as well as intensive courses in the Courts Martial Manual, etc.

Six flying cadets and one Reserve officer are preparing to take the special examination for appointment in the Regular Army.

Cross-country flights are participated in by all pilots insofar as the gasoline allowance will permit.

Among extended cross-country flights engaged in by Third Attack Group pilots during the past few months are: Lieut. G.A. McHenry, in a Douglas O-2 to San Diego, Calif.; and return; 2nd Lt. H.M. Turner in an O-2 to Des Moines, Iowa, and return; Capt. J.H. Davidson, in an O-2 to McCook Field, acting as a member of a Board of Attack Aviation to Bolling Field and return; 2nd Lt. H.W. Anderson in an O-2 to Missoula, Montana, and return; 2nd Lt. G.C. McGinley, Douglas C-1 to McCook Field with Capt. J.H. Davidson, 1st Lt. G.A. McHenry, 2nd Lts. H.S. Vandenberg, A.L. Bump, Jr. and H.M. Turner as passengers, the latter returning to Fort Crockett, piloting three Curtiss O-1 planes, one O-2B and one O-2C; 2nd Lt. John F. Guillet, Fort Crockett to Kelly Field as passenger in C-1, Kelly Field to Bolling Field in DH-4M2, Bolling to McCook Field in Fokker CO-4 and McCook to Fort Crockett in Douglas O-2; 2nd Lt. H.W. Anderson, in Douglas C-1 with 7 passengers to Chanute Field via Kelly Field and return.

Lieut. H.S. Vandenberg, Asst. Operations Officer, was for several weeks on detached service at Kelly Field with a Curtiss O-1 participating in the operations connected with the motion picture "Wings".

Lieut. Charles McK. Robinson, 3rd Attack Group, is on detached service as pilot and supply officer of the Pan-American Flight.

Christmas holidays for the Group and all other personnel at Fort Crockett extended from reveille, Dec. 24th until reveille, Jan. 3, 1927, with only such necessary work as guard, care of airplanes and equipment being performed. Advantage was taken by all hands of liberal passes and holiday furloughs to visit relatives and friends at other places.

A Christmas tree was held at the Service Club for all children of the post. It was sponsored by Mrs. Katherine Lackland, Major Lackland's mother, who, assisted

by other ladies of the post, put forth untiring effort, resulting in an attractive Christmas Eve party thoroughly enjoyed by all members of the post, particularly by the youngsters, for each of whom Santa Claus, in the person of Lieut. John L. Hitchings, had a substantial gift.

Christmas dinners in the Squadrons of the Attack Group surpassed anything yet seen in the superior messes of the organization, not even being rivalled by the excellent dinners of Thanksgiving and of Organization Day, Sept. 13, 1926, which have gone down in the history of the Group's food connoisseurs.

The 60th Service Squadron mess, under the able direction of the Master Mess Sgt. Wm. F. Feiertag, was set under a falling snow storm simulated by thousands of suspended cotton balls mingled with Christmas decorations.

The 8th Attack Squadron Mess, conducted by Mess Sgt. R.C. Shireman, was decorated as a magnificent Christmas Palace, with multiple Christmas trees.

The 90th Attack Squadron Mess (Mess Sgt. Daniel Stone) was beautifully done as a Holiday Lodge, with the Squadron Christmas Tree flanked by old fashioned fireplaces.

The Group Commander, with his staff and invited guests from the Galveston Chamber of Commerce, inspected the messes at noon, and joined with the organizations at dinner, where all families of officers and enlisted men were entertained as squadron guests.

On Nov. 12th and 13th an inspecting party, composed of Hon. F. Trubee Davison, Asst. Sec. of War; Brig. Gen. James E. Fechet, Asst. Chief of Air Corps, and Brig. Gen. Wm. E. Gillmore visited Fort Crockett and the Third Attack Group, giving a complete inspection to all points and activities on the station. Soon after their arrival by air from Kelly Field they attended a wild goose and duck luncheon at the Officers' Mess, followed by a ground review of the troops of the Third Attack Group. They were then met by members of the Galveston Chamber of Commerce and shown various points of military interest by automobile and boat, particularly the opportunities toward development of the San Jacinto military reservation as an Air Base. The Asst. Secretary of War and the two general officers were house guests of Major Lackland while at the post.

On Nov. 13th an aerial and attack demonstration was held near the airdrome for the inspecting party, followed by a luncheon in the city given by Mr. I.H. Kempner. Early in the afternoon the members of the party were transported to Kelly Field by Attack Group pilots in the three new Curtiss O-1 planes belonging to the Group.

The Non-commissioned Officers of the Group gave a dance for their members and guests which proved to be one of the social functions of the season on the post. Two dances for enlisted personnel of the post were held at the ball room and gymnasium, both of which were largely attended and thoroughly enjoyed.

Post Field, Fort Sill, Okla., January 12th.

The chief topic of conversation among the Air Corps personnel at this station during the past two weeks has been "Where Do We Go From Here", caused by the unofficial report that the 44th Observation Squadron will be transferred from Fort Sill in June. This uncertainty has been somewhat diminished by newspaper reports that Kelly Field, Texas, will be our destination.

Two Reserve Officers, Capt. B.S. Graham and Lt. J.G. Haizlip, both of Norman, Okla., completed 15 days' active duty training on Jan. 5th. On the morning of the last day of training Lieut. Haizlip staged about the dizziest exhibition of stunt flying seen here for many a day. Flying a Waco plane owned by Capt. Graham and himself, he gave conclusive proof of his ability as a pilot, and at times the way he maneuvered the ship was positively uncanny.

Ten days of civil life was enough for our parachute jumping celebrity, Private George W. Wehling, who was discharged and reenlisted last month. He got as far as New Orleans, La. before being overcome by homesickness or shortage of funds, or perhaps both, and decided to return to the fold. Any way he is now back in the parachute department.

Staff Sgt. Wm. F. Conroy returned last week from detached service at the Airways station at Fort Worth, Texas. Bill didn't seem very well pleased, but is bearing up well. Incidentally, while at Fort Worth he joined the "Army That Never Won a Battle" with a life sentence in the Matrimonial Disciplinary Institution.

The majority of the enlisted men of the 44th Squadron appear to be very well pleased with the proposed transfer to Kelly Field and apparently there will be no general exodus by purchase or transfer to avoid going. Perhaps the pleasurable anticipation of getting to a warmer climate is responsible, due to the cold weather we have experienced recently.

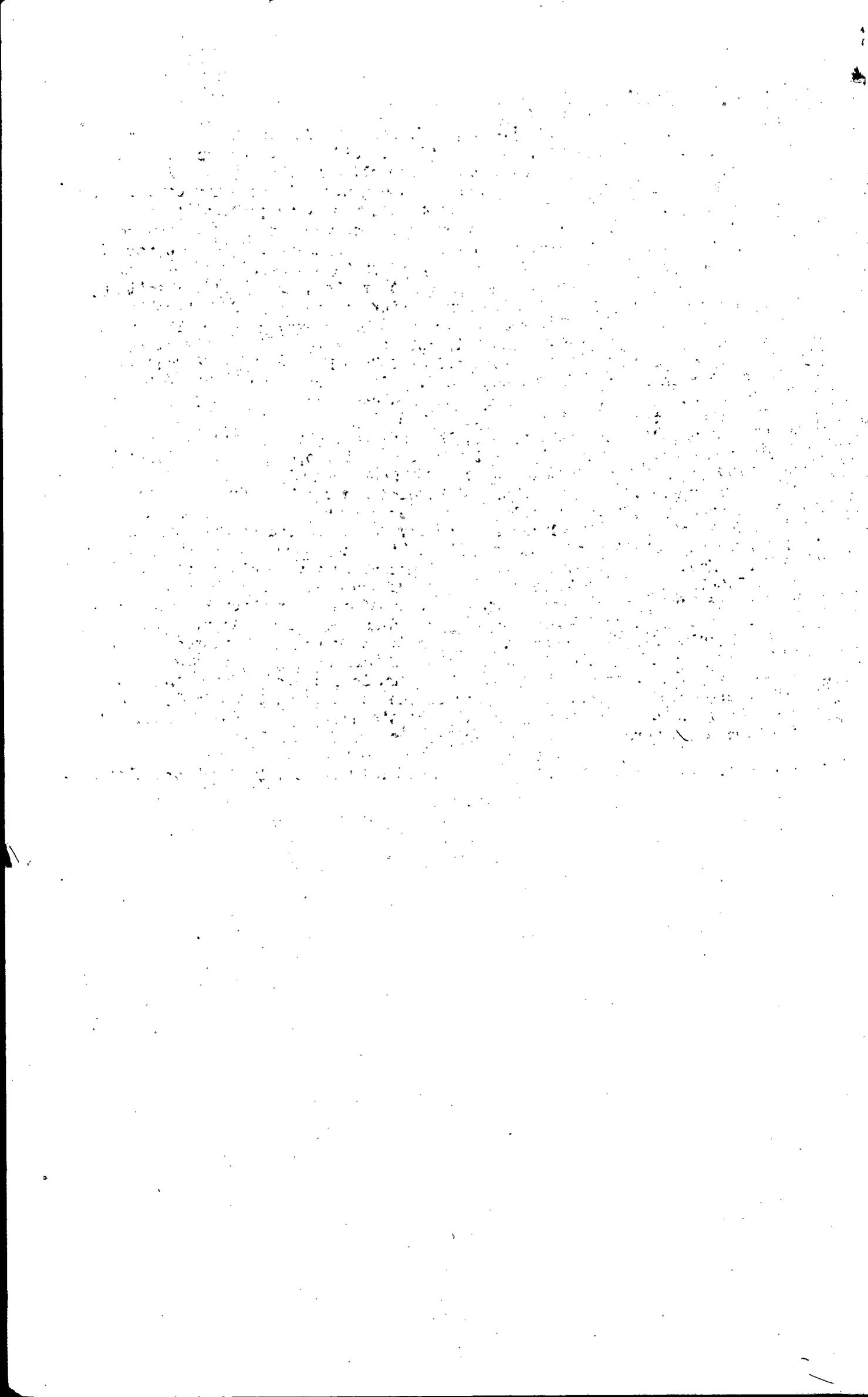
Wheeler Field, Schofield Barracks, T.H.

The Department Commander, Maj.-Gen. E.M. Lewis, made his annual inspection of Wheeler Field recently and announced that the soldiers of Wheeler Field were the best dressed of any in the Hawaiian Department, also that Wheeler Field and one other organization had shown the most marked general improvement of all troops in the Department. The results of our inspection were very gratifying to all and justify the hard work and painstaking plans that won the approval of the Department Commander. Preceding the inspection of the field, an inspection and review of the Squadron on foot was held under the command of Capt. Signer.

Due to the annual inspection and inclement weather, little flying activities were engaged in, only one field artillery mission being reported. The balance was routine and airdrome flying, including parachute tests during which all parachutes at this field were tested with dummy weights.

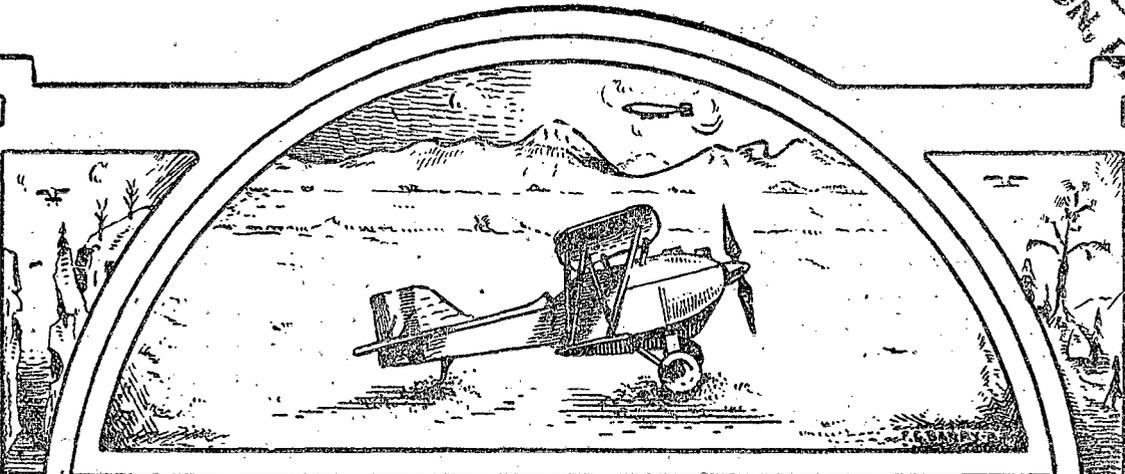
Recently a three-ship flight took off at 9:35 A.M. for the Island of Maui amid a slight downpour of "Liquid sunshine". After three minutes the flight had reached clear sky and proceeded to climb toward Honolulu and Diamond Head, gaining altitude to cross the channel to Molokai. The flight consisted of Lt. Fey as pilot with Lieut. O'Connellas observer, leading; Capt. Signer with Corp. Niemann as mechanic; Lieut. Wood with Corporal Morris as radio operator. The channel between Oahu and Molokai was crossed at 8,000 feet with a head wind of approximately 30 miles per hour. The near shore of Molokai was visible from above Koko Head though the greater part of the island was covered with clouds. The flight arrived over the coast of Molokai at 10:15 and was forced to descend below the clouds to about 6,000 feet, skirted the southern shore line and crossed the channel between Molokai and Maui at about 7,000 feet. Maui was covered with clouds at an altitude of about 5,000 feet. From the east coast of Molokai, Mt. Haleakala on Maui and Mauna Kea and Mauna Loa on Hawaii could be seen sticking up through the clouds. The clouds at this point presented a very vivid and beautiful picture. The flight landed at Kahului Field at 11:20 A.M. The radio ship kept in communication with Pearl Harbor at all times. The flight took off from Kahului Field several days later at 9:10 A.M. after the radio ship had been in the air checking in with Pearl Harbor for 20 minutes. Clouds forced the flight down to about 5,000 feet crossing channel between Maui and Molokai. A strong tail wind was blowing and the flight made the return trip in one hour, landing at Wheeler Field at about 10:15 A.M.

Lieuts. B.T. Castor, R.L. Williamson and C.S. Thorpe joined the organization.



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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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HON. F. TRUBEE DAVISON, ASSISTANT SECRETARY OF WAR,
DISCUSSES PROMOTION PROBLEMS IN THE AIR CORPS.

The following statement, explaining the plight in which commissioned officers in the Army Air Corps are finding themselves due to promotion difficulties, and outlining the provisions of the Wadsworth Bill, was made recently by Hon. F. Trubee Davison, Assistant Secretary of War:

As a member of the Board convened by the Secretary of War, my interests have been to further our national defense generally but more particularly in the Air Corps, the branch for which I have a primary responsibility.

It is generally admitted that the rules for formation of the promotion list have worked to the disadvantage of many Air Corps officers. The knowledge of this new arm and the policies governing its development during the war were hazy and variable. For various reasons, numerous officer candidates for air service were held in training many months before being commissioned. There are some 400 officers now in the Air Corps whose candidate periods in excess of 3 months have caused them to be in submerged positions on the promotion list.

Air Corps Efficiency Affected.

Not only are officers adversely affected as individuals but the efficiency of the Air Corps is menaced by the segregation of many of its junior officers in lower parts of the list, in lieu of the more uniform distribution throughout the list that should obtain.

I have been particularly interested in all proposed plans for improving the personnel situation of the Air Corps. I have inquired particularly into the effects of the plans in the Air Corps itself. It must be borne in mind that there is an established relation of the 400 former aviation candidates not only to World War officers in other branches but also to some 200 other officers in the air service. Any change in the position of these former candidates necessarily affects both relations.

Can't Remedy All Injustices.

Much as I would like to see a remedy for the disadvantage under which these Air Corps officers are placed, I am convinced that any change in the promotion list for their benefit alone could not be beneficial. Justice would require that numerous other injustices, both in the Air Corps and in other branches, be corrected at the same time. The studies presented indicate that no satisfactory or practicable method of doing this has been suggested nor is there any promise of ever devising such a method.

Assuming that it were practicable to correct only the injustice incident to prolonged candidate training, I have found serious objections to all remedies suggested. These objections are based on the belief that they would cause upheavals and violent changes of the existing order in the Air Corps itself; changes that, I fear, would be inimical to the interests of the Corps and would produce an arrangement of its officers no more satisfactory than the present.

Proposals Investigated.

Among the remedies investigated were the following: Crediting some 400 Air Corps officers with the actual time in excess of 3 months they were in training for commissions; crediting these same officers with the average excess time they were in training, or, assigning these officers to running mates for promotion. It was found that any of these remedies would produce new inequalities and new injustices. None of them would be productive of a materially improved distribution of Air Corps officers on the promotion list. Any of them would materially improve the present deplorable promotion prospects of some 400 Air Corps officers but none would establish a satisfactory rate of flow of promotion.

Plan Averts Stagnation.

In the Air Corps, as in other branches, the primary trouble is not the relative order in which officers stand for promotion. It is the stagnation in promotion with

which our junior officers are confronted.

The plan before Congress to avert this stagnation would, in general, do much more than any proposed change in the promotion list to give junior Air Corps officers fair prospects of promotion. This factor has largely influenced me in the conclusion that changes in the promotion list should not be considered at this time and that our energies should be directed toward a more effective relief for our junior officers.

Promotions Now Remote.

Promotion prospects of junior Air Corps officers as now forecasted are deplorable. First Lieutenants who entered the service during the War will reach the grade of Captain after from 1 to 12 years more of service. These same officers will become Majors after from 18 to 24 more years of service. Officers who are now Captains will spend from 4 to 18 more years in that grade.

The plan laid before Congress contemplates promotion to the grade of Captain upon completion of 10 years of commissioned service. In 1927 and 1928 these First Lieutenants who entered the service during the World War would be due to receive this merited promotion, their present prospect of promotion being improved by as much as 10 years in some cases. This is far better for the greater number than any benefit that would accrue from changes of their position on the Promotion List.

Will Accelerate Promotion.

Similarly, the proposed plan will accelerate promotion to the grade of Major by as much as 10 or 12 years in many instances.

The adoption of the proposed plan would largely eradicate the inequalities due to excess candidate service. The promotion of former candidates with respect to other officers would be delayed only the actual time in excess of 3 months that they were in training. At the present time this delay of a few weeks or months in being commissioned is magnified into a delay of months and years in promotion. Thus the proposed plan would largely correct this alleged injustice.

Would Increase Field Officers.

Eventually the proposed plan will assist in relieving the shortage of field officers in the Air Corps. It will accelerate the promotion of present Air Corps officers into field grade.

The proposed plan would establish an approximate parity in the rates of promotion in the Army and Navy. This is of particular importance with respect to flying officers. Without such a parity, there cannot be harmonious and coordinate development of our military and naval Air components.

Effects Separate Lists.

It would not be fair to the committee, the Air Corps, or to myself were I to create the impression that the plan before Congress is a complete remedy for all the personnel difficulties of the Air Corps. Problems peculiar to the Air Corps will confront us from time to time. Only insofar as these problems cannot be met by administrative means, or by measures of general application, should special legislation be resorted to.

It appears advisable at present to preserve the status of Air Corps personnel as an integral part of the single Promotion List of the Army, avoiding disparity in promotion.

Will Study Results.

The plan evolved will accomplish this. At the same time, it should go far toward remedying our present major difficulties in the Air Corps. It has the effect of creating a separate promotion list for each branch of the Army, since promotion within the Air Corps would be entirely independent of the promotion situation in the other branches of the service. When the plan has been thoroughly tried and when further experience has crystallized our views as to the needs of the Air Corps, some further action may be necessary.

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THE WADSWORTH BILL ✓

On December 22, 1926, following closely upon receipt by Congress of the report from the Secretary of War on the promotion situation in the Army, a bill was introduced in the Senate, by United States Senator James W. Wadsworth, Jr., Chairman of the Senate Committee on Military Affairs. This Bill provides for a radical departure from the present and past system of promotion of officers of the Army and it is designed primarily to establish an equitable, normal and progressive promotion for the Army officer from the date he receives his commission as 2nd Lieutenant until

he terminates his military career and to overcome the prospective stagnation confronting officers commissioned during the World War period.

The Senate Committee on Military Affairs to which the Bill was referred concluded its hearings and favorably reported the Bill as revised, to the Senate on Feb. 5, 1927, with a strong statement urging its immediate adoption.

ANALYSIS OF BILL.

The provisions of the Wadsworth Bill as favorably reported by the Senate Military Affairs Committee may be analyzed as follows:

Section 1: Provides that officers affected by the bill be known and designated as "promotion-list" officers, the total number to be as now provided by law, and the distribution in the various grades, in lieu of fixed numbers now prescribed, to be such as results from a system of promotion according to length of service. The total number of officers of the Army, the number of general officers, and the number of officers of the Medical Department and chaplains remains unchanged.

The total authorized number of officers will be 12,402 when all increments under the Air Corps act are completed. Of these 10,863 will be promotion-list officers.

Section 2: Provides that in general, officers be promoted from grade to grade upon completion of years of commissioned service as follows:

From	To	After years of service:
Second Lieutenant	First Lieutenant	3
First Lieutenant	Captain	10
Captain	Major	17
Major	Lieutenant-Colonel	23
Lieutenant-Colonel	Colonel	28

With one exception these promotions are coordinated with increases in pay now provided by law; the officers will receive the increase in pay whether promoted or not, hence the schedule of promotion is not only just and reasonable but is without appreciable cost. The one exception is the promotion from second lieutenant to first lieutenant after three years of service. This accelerates by not more than two years the advance of these young officers, from a base pay of \$1,500 per year to a base pay of \$2,000 per year. This promotion and the accompanying increase in pay will correspond to that now obtaining in the Navy. It is deemed highly desirable as the pay of these officers is now inadequate and is causing large numbers of excellent second lieutenants to resign from the Army for financial reasons.

The section further provides that the service to be credited for promotion shall be as at present. It maintains the present relative order as fixed by the promotion list and in some instances credits officers with the constructive service necessary to do this.

The section further provides limitations upon promotions so that the aggregate number of officers in grades above captain shall not fall below 26 per cent and shall not rise above 40 per cent of the total number of promotion-list officers. Also the number of colonels shall not fall below 4 per cent nor rise above 6 per cent of the authorized total.

The minimum limits will assure the numbers needed to meet organizational requirements and the maximum limits will permit promotions so far as practicable according to the prescribed schedule. Under these provisions the aggregate number of colonels, lieutenant-colonels and majors will vary between limits of 2,824 and 4,345, the minimum being exceeded only when there are captains of more than 17 years of service to be promoted. Similarly the number of colonels will vary between 434 and 651, the minimum being exceeded only when there are lieutenant-colonels of more than 28 years of service to be promoted. Limitations in other grades are deemed unnecessary and undesirable.

Due to the limitation of 40 per cent some captains may not become majors until they have served more than 20 years. In such cases it is deemed desirable that they remain in the latter grade at least three years before being promoted, notwithstanding they have completed more than 23 years of service - the service normally required for promotion to the grade of lieutenant-colonel. This provision will not affect the pay of such officers and will not delay their later promotion to the grade of colonel; it will merely serve to equalize their service in the grades of major and lieutenant-colonel.

Section 3: This section amends the present law for placing officers in Class B by providing that the record of each Court of Inquiry should be forwarded to the Final Classification Board for consideration and after such consideration, the

finding of said Classification Board is made final and not subject to further revision. At present the burden of reviewing the findings of the Board is thrown upon the President. This provision relieves him of this duty.

Section 4: This section continues in full force and effect all prior provisions for termination of the active service of promotion-list officers. This covers, of course, the retirement for age, the right to retire after forty years service and the privilege of retiring, at the discretion of the President, after thirty years service.

It further provides that during each fiscal year, in the discretion of the President, not to exceed one per cent of the number of promotion-list officers authorized by law during the said fiscal year may be discharged or retired upon their own applications. This provision applies, however, only to officers originally appointed to date from July 1, 1920 or prior thereto.

This section provides further that a Board of General Officers shall consider all applications received and shall thereafter recommend the officers to be discharged or retired. In other words, recommend those whose applications should be approved or disapproved. This Board is directed to select, first, from among officers who apply for discharge with a cash allowance, and second, from among officers who apply for transfer to the retired list.

It is also made the duty of this Board to recommend that officers who have served more than thirty years, who, in the opinion of the Board, should, in the interests of the Government, be retired from active service. Officers falling in this class are the only ones who can be retired from active service without making application for retirement. This particular provision will therefore make it possible to separate from the active list the one per cent of promotion-list officers in the event that a sufficient number of applications for such separation are not received.

In order that retirement laws may be freely and fully administered as the interests of the Government dictate, restrictions due to having a limited retired list of not to exceed 350 are removed by abolishing said list and merging all retired officers on one retired list.

Section 5: This section prescribes the compensation of officers discharged or retired as supernumerary.

Officers of less than 10 years of commissioned service are to be honorably discharged with a cash allowance of \$40 for each month of their commissioned service. This allowance will vary between \$3,840 and \$4,800, depending upon length of service.

Officers of more than 10 and less than 20 years of commissioned service may, in accordance with the terms of their applications, either be discharged with a cash allowance of \$40 for each month of service or placed on the retired list with 2½ per cent of active pay for each year of service with which they are credited for pay purposes. The cash allowance in such cases will vary between \$4,800 and \$9,600. The retired pay in such cases will vary between \$1,380 and \$2,600 and may be somewhat greater for officers having aggregate service credited for pay purposes of more than 20 years.

Officers of more than 20 years of commissioned service may, in accordance with the terms of their applications, either be discharged with a cash allowance of \$40 for each month of commissioned service or be placed on the retired list with 3 per cent of active pay for each year of commissioned service. The cash allowance in such cases would be \$9,600 for an officer of 20 years' service plus \$480 for each additional year of service. The retired pay in such cases will vary between \$2,340 and \$4,800 according to grade and length of service.

In no case is retired pay to be less than 50 per cent of active pay nor more than 75 per cent of active pay.

The law under which officers were appointed July 1, 1920, when over 45 years of age provided that when retired they receive retired pay at the rate of 4 per cent for each year of commissioned service. The bill provides that such officers retired as supernumerary be paid either according to this statute or according to the general rule applicable to all other officers, whichever is the more favorable to them.

GENERAL EFFECT OF THE BILL

It is obvious from the above analysis of this measure that its enactment into law by Congress would materially remedy the existing unfortunate promotion outlook. This measure as adopted by the Military Affairs Committee contains no provision for the compulsory discharge or retirement of officers from active duty other than the authority now vested in the President by existing law, except in the case of officers having completed 30 years service in which case the President is authorized, upon the recommendation of the Board of general officers, duly constituted, to accelerate their retirement. The original bill introduced by Senator Wadsworth providing for the compulsory discharge or retirement, in the discretion of the President, of any officer in the Military service, regardless of length of service, was

thus modified by the Committee and such provision is eliminated from the bill as now before the Senate.

The general effect of this measure upon the officers in the service will be to create a steady and progressive system of promotion, whereby the young officers entering the service, and those officers now in the service, may expect a steady and unretarded advance into the higher grades, commensurate upon their length of service and military experience, with excellent prospects of terminating their military careers possessors of the highest military rank it is possible for the government to bestow.

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THE PAN-AMERICAN FLIGHT

Hasty Notes made with reference to the First Division.

By Major H. A. Dargue, Flight Commander.

The First Division of our Flight has been successfully completed and I feel we are over one of the biggest humps of our complete journey. We have had a little hard luck, but I marvel that we did not lose one or more planes with the terrible conditions that we had to face in several parts of our trip. The skill of the pilots is certainly the only thing that has saved the planes at many of the places we have been. A skipping motor, coupled with altitude, bumpy air, and a heavy load caused our only real delay at Guatemala City. I am glad in a way it was the Flag-ship, the NEW YORK, and not one of the other planes. I had to whip the problem of our departure from that field by adopting ultra-conservative precaution which, unfortunately, was misinterpreted by some of our anti-American friends (?) in Mexico who persist in spreading their poisonous propaganda throughout Central America. In San Salvador, for instance, the paper stated that the Pan-American Flight had now become a failure. On the contrary, I feel we have gotten into our stride and gained an experience and have become acquainted so well with the amphibian plane that we are well equipped to carry out the remainder of the Flight most efficiently.

At Point Isabel we had to land on the water and we fueled from a pier under rather unfavorable conditions. We then crossed the Bay and taxied up onto the beach at Padre Island. Unfortunately the landing gear of the ST. LOUIS let go as it was taxiing out of the water and we had some repair work to do, but this did not delay the Flight for we left the next day at 2:30 as soon as the fog cleared up.

At Tampico I consider our good luck and the skill of the pilots was responsible for the success that attended us there. The Field is a fill made from the river, not thoroughly dried out and is full of treacherous places which, although strong enough to hold the weight of an automobile or the light planes that have been flying from the Field, proved to be snares of possible destruction to our planes. The SAN FRANCISCO was stuck many times, and the NEW YORK almost went up on its nose in taxiing slowly over the Field. The other ships dropped into holes most unexpectedly. I was surely glad to get away from this place, though we could not have been treated better by the local people, in charge of the Huasteca Oil Terminal. I would surely not recommend this Field for use by any subsequent flights until it is dried out to a depth of at least two feet, instead of only eight or ten inches. It was at this Field that the ST. LOUIS unfortunately burned out a motor.

At Vera Cruz we had more or less ideal conditions, though the beach was very small and unless one was very careful in reaching it, there was a possibility of running afoul of various wrecks and sunken objects. We landed inside the breakwater and taxied out onto the hard beach.

At Minatitlan we condemned the Field from the air. It had been raining hard, the ground had been recently worked, and it looked as if we would only stir up mud and sink holes in the field, the cleared portion of which appeared all too small for our use. Consequently we landed on the river and it was only after a personal inspection and pacing off of the field that we decided that it was safe for use. We, therefore, flew our planes to this Field just before dark.

The crossing of the Isthmus of Tehautepec to Salina Cruz was anything but comfortable with the gale that was blowing, the rough air, and the absence of landing fields. Arriving at Salina Cruz at an altitude of about 4000 feet, we found ourselves in a breeze of some 60 to 75 miles an hour and the Pacific in a turmoil of white caps. The breakwater was built out under the cover of some hills which were most forbidding to airplanes. The eddy currents, cross currents, and down currents were terrific. The inside of the breakwater was all too small to land in under ordinary conditions and we were faced with either landing there or in a rough sea which might have made short work of our planes. It was only by the most skillful maneuvering

ing that all five successfully landed within the breakwater and got up onto the beach. The wind was so strong that it picked up great quantities of the sand on the beach and deluged all of us. The force with which the sand struck our faces was so great that we could not stand it. We had to turn our planes tail-on to the wind to keep them on the ground at all, and then built wind brakes in addition. We anchored them down with every means possible. It was long after dark that night before we had completed the work on our planes and on our supplies and we were a tired lot. The next morning, however, we arose at 4:00 A.M., had a miserable breakfast, and got out to our planes so as to be ready to take-off by daylight and in the quiet of the morning, if there was any quiet to be found. The wind was still gusty, however, and as daylight came it picked up with considerable force. I got into the water first and taxied outside of the breakwater into the chop of the sea. It was impossible to take off within the breakwater. Some trouble developed with one of the planes still left on the beach and delayed the other planes from getting into the water, although all motors were turning over before I started out. Then there was another delay just after I got outside the breakwater, for a merchant ship decided to come in and got in the way of the rest for a while. I got into the air right away, however, from a very choppy sea, and into the most gusty wind which had little respect for the comparatively fragile toy in which I found myself. I was glad to reach an altitude of 2000 feet where I felt a little safer and had the possibility of using my parachute for descent if necessary. It was only by the most remarkable skill that the other four planes taxied outside the breakwater and got off and joined me. For fifty miles down the coast, we fought a battle royal - the planes pointing almost directly into the coast line to keep from being carried across the Pacific into the terrible gale that was blowing. We were glad to be in the air, however, and get away from that terrible port known as Salina Cruz - a place once destined to be famous, but robbed of its glory by the building of the Panama Canal.

At Guatemala City we landed at an altitude of 5000 feet. The field is excellent but surrounded by obstructions and land wholly unsuitable for aviation purposes. We were compelled to take on an extra load at Guatemala City in order to carry us through the next two stops of our journey. This extra load proved almost fatal to several of us. The ST. LOUIS, SAN FRANCISCO AND SAN ANTONIO got into the air and missed the tops only by a matter of inches. The NEW YORK would probably have done likewise but for a motor that started to miss just after we had gotten nicely into the air and had no place to go but straight ahead. I consider it a great good fortune that we got away without landing as well as we did and without causing more damage to the plane. The DETROIT was scheduled to take off last, but fortunately did not get into the air.

Our delay at Guatemala City was caused by the work that had to be done on the NEW YORK to get it ready as a water plane and to get it down to Lake Amatitlan, some 15 miles from Guatemala City. The fellows showed the greatest spirit and interest at this time to see the NEW YORK properly fixed up to stay in the Flight. There was some doubt in my mind as to the possible damage that might have occurred inside. We soon determined, however, that it was sufficiently safe to fly through to Panama. It appeared the best judgment, however, to have the ship which we left at San Antonio shipped to Panama for possible use. As it has turned out, the NEW YORK is in excellent condition and will continue the trip.

The departure of the Flight from Guatemala City was made by all planes, except the NEW YORK, with only one pilot in each plane and no more load than was necessary to get them to San Salvador. It was the unanimous judgment of all members of the Flight that this was the safest and best procedure to adopt. The NEW YORK took off also with a light load from Lake Amatitlan at seven o'clock in the morning and had the pleasant job of climbing out of a bowl of mountains towering up above from a thousand to three or four thousand feet higher. It might also be of interest to note at this point that the members of the Flight devoted themselves with untiring energy to getting the NEW YORK in shape to take off Tuesday morning, January 11th, and to expedite the progress of the Flight. They got little sleep that night, and as for myself I got none at all.

The trip to San Salvador was fought again with the roughest of air and it was a constant fight during the two hours that we were in the air. On approaching Lake Ilopango some of the ships had to turn back over the sea to get sufficient altitude clear the mountains - the down currents were so severe in the neighborhood of the mountains. On one occasion when nearing the Lake, the NEW YORK got a drop of 1,000 feet in almost "nothing flat". The other ships were treated similarly. At this time we were compelled to go down into a bowl with mountains lying all around. The Lake was large, however, but that did not seem to diminish the cross currents and a busy air. We found a nice little beach and put the noses of our planes upon it without

letting down our wheels.

Our take-off from Lake Ilopango, which is at an altitude of about 2,000 feet, was made early in the morning. In fact the boy called us at our hotel at 3:20 A.M. in order that we might get out on time. The trip was uneventful except for having to pass through some very rough air. It seemed that we could not get away from a strong off-shore wind blowing down off the high mountains and volcanoes, coupled with the action of the boiling sun. It certainly produced anything but the aviator's haven of rest. I wore a big blister on my hands working the controls.

Our landing at Amapala was again made with difficulty. The beach was a long, sloping, muddy affair, too soft to taxi upon. Consequently, we had to leave our planes anchored out and wade into our waists to service them. It was at this point that we devoted our attention first to the NEW YORK and to the ST. LOUIS to get them filled up with gasoline and oil to continue the trip to Panama via Puntarenas. It took us two hours to get the gasoline and oil for these two ships. They took off at noon and proceeded to get on their lonely trip to Puntarenas, arriving late that afternoon. Their trip must have been anything but pleasant with the terrible wind that was blowing - a wind which seems to be characteristic of all of the countries of Central America.

At least some members of the Flight, including myself, were scheduled to visit Tegucigalpa, the capital of Honduras, and the best way of getting there is by launch across the Gulf of Fonseca to San Lorenzo Village and thence by automobile through the treacherous mountain roads. Never shall I forget that ride! We left San Lorenzo Village at 6:00 P.M. and arrived at the capital city six and one-half hours later. We surely had had a full day, and had it not been for the fact that I wanted to be awake when the automobile went over one of the cliffs, I probably should have been unconscious most of the way. There were three automobiles in our party and it seemed as if each driver was trying to beat the others up the mountains. The road was built along the steep faces of mountains without protection and with many hair-pin turns. To slow up for the turns apparently was interpreted as an exhibition of unskillful driving and consequently the rear wheels of the automobile generally skidded around, clinging to the ragged edge of the cliff. One can well imagine the desire to be awake when the awful crash should come! This was not at all a restful trip nor was such a full day to be followed by peaceful sleep.

The next morning was full of ceremonies - calling on the President and his Ministers, attending a reception, and then a luncheon. It was two before we were ready to return to San Lorenzo. Fortunately we had a little more conservative driver going back who did not give us quite so many thrills and we were able to see in the day time more of the beauties of the scenery. If one takes a piece of paper and crumbles it in their hand, then throw it down and see the fantastic shape it will take it will represent, at least in part, a relief map of Honduras. At least that part of it that we saw was more up and down than horizontal. The road passes over the mountains at about 7000 feet altitude and no one part of it seemed to be straight for more than a few feet. It took almost six hours to make the return trip down the mountain and our lunch was awaiting us. We took a few cans of food that had been sitting on the shelves in the little tienda for ages and boarded the launch to sit down to our feast! It was ten before we reached Amapala, and there the genial General Williams, who was in command of the troops at Amapala, met us to see that we got safely to our boat and to bed by midnight. Incidentally, General Williams was educated in the States and speaks very good English. He was very good to us during the stay at Amapala, having turned out the Band to serenade us when we arrived and escorted us with some of his officers, and also the Band, to San Lorenzo on the launch.

From Amapala to Managua we had a very good trip. There was some doubt about stopping at Managua on account of the upset condition of the country, but advice from the Minister indicated that it was all right for us to come. After an early start in the morning, we reached the landing in the lake opposite the city at ten o'clock, and immediately went up to the Legation to get ready for presenting the letter to the President. It was a busy time during our short stay and we left the city again at one o'clock. Our departure was made in a very strong wind and from rough water. Our progress was slow and the air was bumpy. We flew to Lake Nicaragua and along its western shore, passing by Santiago Volcano which was pouring forth volumes of smoke. Majestic Momotombo Volcano stood high in the sky spouting forth its smoke into the upper atmosphere. At Brito we passed over one of the United States destroyers anchored opposite the harbor. As soon as we reached the Pacific we were again in a most uncomfortable atmosphere for the strong winds off the volcanic mountains were making a turmoil of the air. Papagaya Gulf is noted for its

roughness. It appears to get a combination of winds coming down through a valley in the mountains, which upset everything in their path. This is the scene of many wrecks, but it was necessary that we pass this way. We fought the wind every second and worked constantly to keep our planes right side up. After passing the Gulf we turned inland across the lowlands onto Nicoya Gulf where Puntarenas is located. It was along grind and produced many blisters, but at four we landed safely in the Estuary behind the point of sand upon which the little city is located. The wind was blowing very strong here and coupled with the tide, gave us considerable to think about before we got safely anchored. We left our planes at anchor during our stay at this place.

At 6:30 some of us started on a special train to San Jose. This sounds very alluring, but let me assure those who would desire to take this trip that it was far from comfortable for us. We were tired and sleepy, and the long grind, lasting until the small hours of the morning, was very tiresome. It was a beautiful moonlight night, however, and the wonderful mountain scenery helped to keep us awake. Most of us got a little nap early in the evening or we might have been fighting with each other all the way. As it was we had little life to do anything but sit and nod our heads. This business of pushing thru rough winds by day and traveling by night to reach our destination for the purpose of making diplomatic calls is not always over a pathway as smooth as might be expected. We got a fair night's sleep, however, and the next day made our call on the President and presented the letter from President Coolidge. There was also a reception held at the home of the American Minister in the afternoon and from five to seven a dance and reception at the Union Club. At seven, we were entertained by the Minister, his Cabinet, and various high officers at a formal dinner in the Office of the Minister of Foreign Affairs. It was one of the finest functions I ever expect to attend, and the sentiments that were exchanged were of the most cordial and sincere nature. We were glad to get away early and have an opportunity to go to bed.

The next morning at eleven we embarked upon our special train to return to Puntarenas. It made almost as good time as the local accommodation train, but still it was five o'clock before we reached the quiet little town on the point of sand.

It was our lot to arise at five the next morning in order that we might get an early start. By 7:30 we were on our way at last to Panama via David. The first 200 miles of the trip was just about as peaceful as we could have. It did seem as if the weather had turned in our favor a little. After a hasty stop at David, including a luncheon, we were again on our way - this time to pass through three and a half hours of some of the most violent tossing around in the air that we had received. The gusts of air threatened every moment to weaken our planes and tear the wings loose. We surely were glad when we got to the Canal Zone and things quieted down a little more and we were surrounded by planes of our own Corps. Twenty of them greeted us in the air and accompanied us across the Isthmus to France Field! Our landing completed the First Division of our Flight. I hope that we have passed by the worst part of our journey. I don't see how the rest of it can be any worse than what we have passed through. With it all, however, the mountain scenery and the volcanoes were beautiful. The coloring of the foliage, the dense tropical growth and the primitive life that we saw throughout Central America will always form a background of color to this most interesting part of our trip. We had flown from winter into the heat of the tropics. Our motors carried us through many trials and tribulations and the sturdiness of our airplanes was tested in many ways. Surely their durability has given us great confidence in their ability to carry us safely the rest of our journey. I cannot think of a plane more suitable for the trip which we are undertaking. It is seaworthy, airworthy, and landworthy. It is called an amphibian, but amphibian, as we commonly know the term, lives only on land and water, but these planes live in the air quite as well. They have been called upon to carry great loads, to endure high temperatures, to battle the seas, and to show their supremacy when all the winds of heaven seemed pitted against them. They have stood the test and outside of the minor maintenance that is always required, we do not anticipate any serious difficulties. We left them anchored in the high winds and in the rough seas, or we ran them over rough ground and unknown landing fields. They have performed equally well under both conditions and are always ready to answer our beck and call.

We are thoroughly enjoying our trip. It is tiresome to be sure, but the interest and adventure that is always ahead of us keeps us on our toes. We have been received most cordially in all of the countries we have visited. We have been entertained by Presidents and Ministers and Generals. We have been welcomed everywhere. We are on a mission of Good-Will, and we are receiving the greatest of assistance in the accomplishment of our objective. We look forward with the keenest of anticipation

to jumping off now into the South American country and to bringing back to the United States the same five planes with which we started. A little battered and torn to be sure from the rough usage that it seems they must receive - nevertheless, the same sturdy old planes with which we started.

In a letter to Brig.-Gen. Wm. E. Gillmore, Chief of the Materiel Division, Dayton, Ohio, Captain Ira C. Eaker, pilot of the SAN FRANCISCO, praises the wonderful work of the Supply Depot at San Antonio. He states: "I think it would be impossible to assemble a group of men who could have helped us so intelligently and with such enthusiasm as they did. There is one thing about the supply station also. As we have come across the shipments coming down the line we have been impressed by the care and work displayed by the supply department in getting every little thing of the best where it belonged and in the manner in which all was packed. To properly appreciate the Supply Division, one has to get out on the edge of the world this way and depend entirely upon them to keep an airplane going." "The Amphibian", Captain Eaker states, "is a wonderful plane for this trip. I am amazed at the way they have held up, considering the punishment they have had. My own plane, the 'San Francisco', has functioned perfectly throughout and I could not ask for a better plane and engine."

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COLLIER TROPHY AWARDED FOR PARACHUTE DEVELOPMENT.

Recognizing the extreme value of the parachute as an aid to safety in flying, the Committee in charge of the award of the Collier Trophy decided that Major E. L. Hoffman, Army Air Corps, now in command of the Lunken Airport, Cincinnati, Ohio, was entitled to the 1926 award for the outstanding part he has played in the development of this important piece of aeronautical equipment. The presentation of the Trophy to Major Hoffman was made by President Coolidge at the White House on February 7th, in the presence of a distinguished gathering, including Secretary of War Davis, Assistant Secretary of War F. Trubee Davison and Major-General Mason M. Patrick, Chief of Air Corps.

The Collier Trophy is awarded annually for the greatest achievement in aviation in America, the value of which has been thoroughly demonstrated by actual use during the preceding year.

It was shortly after the Armistice, when Major Hoffman was assigned to McCook Field, Dayton, O., as Chief of the Equipment Section of the Engineering Division, that he became engrossed in the problem of the development of the parachute, a function assigned to this particular section. Up to that time the two men on duty in the section engaged on this work had succeeded in making two parachute bodies, no harness, which they were testing from a DeHaviland airplane. These parachutes and their few tools were carefully locked in one small steel chest in the corner of a hangar. It was apparent that they were receiving no support or encouragement and that the project, if unaided, would soon die of stagnation.

Having succeeded in obtaining funds for the purpose, Major Hoffman set out to build up an organization. Suitable floor space was assigned the parachute branch, and sewing machines, tools, material and other paraphernalia were obtained, including special airplanes, weights and dummies for carrying on the testing. Desirous of determining what had been done throughout the world on this problem, samples of all parachutes, foreign and domestic, that were then extant were purchased. One struggling American manufacturer (Irving) had sold the Government three parachute bodies for test, little or no attention having been paid up to this time to the harness, pack, means of wearing, etc. A study and test was then begun on all then existing parachutes.

Finding that parachutes were then being tested with no more than a 50-pound weight, Major Hoffman immediately saw the fallacy of such procedure, realizing that the parachute must not only be made strong enough to hold together, carrying one man under any conditions, but that it should have reserve strength - a factor of safety. By approximation it was determined that the terminal velocity of a man falling freely would be at the rate of about 350 m.p.h. The problem then was to design a parachute that would not fail when subjected to opening when carrying 200 pounds traveling at that velocity. Utilizing the time fuse mechanism from the hose of an artillery shell made it possible to drop the parachute and weight together for a predetermined number of seconds, when the fuse would operate a release mechanism which in turn opened the parachute. By a continuous process of modification and reinforcement, as well as venting and slowing up the inflation at high speed, a parachute body and rigging was produced which held together when opened after a free fall of 16 seconds, carrying

a load of 200 pounds.

The continued use of the time fuse mechanism in all of these tests proved rather cumbersome, so Major Hoffman set about to determine what load released from a DeH plane flying at maximum speed would cause a strain to be set up in the parachute similar to that caused by the 16-second fall. Calculations here were not convincing because the time element through which the load was decelerated could not be accurately measured, but by comparing results on similar parachutes the conclusion was reached that a load of 400 pounds released at 120 m.p.h. would cause as great if not a little greater strain than the 200 pounds at 16 seconds fall. It was now possible to arrive at the strength requirements by rather simple test dropping.

At about this time the two men, originally assigned on parachute work in the Equipment Section, left the service, one of them going into the business of manufacturing parachutes. In the course of further experimental work it was found that at times certain of the rigging lines of the parachute would break in test dropping, so Major Hoffman devised a mechanism for measuring and recording the shock of each individual cord during test. A great deal of work was devoted to vents, using ring vents, puckered vents, multiple vents, etc., in many different shapes and sizes. The multiple vent was Major Hoffman's own design and is still in use in some of the older chutes in service. It was thought necessary to allow handling of large vent areas with constriction rubbers.

All along the policy was followed of encouraging private enterprise in parachute development, the industry being kept informed of all developments as they occurred at McCook Field and given problems to solve. Since none of them at that time had facilities for test dropping, their work consisted mostly in making up parachutes to conform to sketches submitted to them.

When the stage of parachute development reached the point where it was known how to design for the required strength, attention was directed to the pack, harness, lanyard, etc. The harness was likewise subjected to a series of strength tests, and the pack, operating lanyard, etc., all assembled had to be tested to insure non-fouling, etc. After much study the "free" type parachute was decided upon as against the "static" type for military planes at least. The "Free Type" parachute is so termed because it is carried complete in one unit, strapped to the person of the aviator, having no attachments whatever to the aircraft and operating entirely independent of the aircraft.

Two years passed before it was considered that a parachute could be built for service which would prove quite reliable, and at this time an order was let for the construction of 550 parachutes, complete. As is usual with all experimental work, it was felt that the parachute department was not then ready as it would be later or to prescribe how the parachutes were to be made. The demand for same was so insistent, however, that Major Hoffman was forced to combine the best knowledge then available and design the outfit, which was known as the Type A. Previous to this time some live jumps were made with the best designs, and Major Hoffman himself made two of these to prove his contention that the device was sound.

Major Hoffman drew up the specifications and made the drawings for the first parachutes ever purchased for the Air Corps, the so-called Type A, referred to above, which were in use for some time and gave perfect service. They were the ones in which the Air Corps learned to jump, over 1,000 live premeditated jumps being made with them. He also designed the vent operating mechanism, reinforcing cordage and Dee Rings. During the years in which these experiments were carried on, he was actually on the field, up in the testing planes or in the laboratory studying the many varied problems before him, making drawings or parts. Sometime later he succeeded in having one of his original assistants, Mr. Guy Ball, return to take charge of the work, and the latter has contributed many valuable ideas and continued the parachute development work.

The successful operation of the parachute led the Commanding Officer of McCook Field to issue orders making it compulsory to wear parachutes in all test flying. Shortly thereafter the Chief of Air Corps issued orders making it mandatory for all personnel to carry parachutes during flights.

While the development work was progressing, Major Hoffman conceived the idea of obtaining slow motion pictures of the opening of the chutes. These pictures proved invaluable in subsequent work.

For a time it was believed that the strength test was about all there was to the parachute problem, it being felt that any orthodox parachute would open if exposed to the air. The death of Sgt. Washburn during a practice parachute jump, caused by failure of the two chutes he carried to open, caused a rude awakening to the fact that it was not a certainty that a parachute would always open properly.

It took nearly a year of intensive study, testing and experimenting to solve this problem. It was inherent in the design of the mouth of the chute. After correcting the design of chutes to insure certainty of opening, Major Hoffman reasoned that in testing them we should aggravate the conditions of opening, and out of this came the requirement in the specifications for testing with three twists in the shroud lines.

Experiment with different mouth designs to insure certainty of opening also gave Major Hoffman the thought that a parachute could be constructed which would open even if the mouth were held shut. He detailed one of his men to work this out, after giving him the basic ideas. This development was carried out in the post swimming pool, much to the disturbance of the post surgeon, by using the pool as a "towing basin" in which the parachutes were inflated under water. This arrangement was patented by the man who worked it out, and it is felt that this principle will be generally used in the future.

Thus far there have been 42 occasions in this country where the parachute was instrumental in saving occupants of airplanes whose lives became imperiled in the air by reason of collision of planes, engine failure while flying over country unfavorable for safe landing, fogs, and other causes. As far as known, the lives of four members of the British Royal Air Force and one of the Swedish Royal Air Service were also saved through the use of the parachute.

Major Hoffman is a native of New York, having been born in December, 1884. He was a student both at the University of Utah and the Washington University (St. Louis). Enlisting in the Infantry in 1909, he took the examination for a commission, and was appointed a 2nd Lieutenant of Infantry on October 9, 1911. He was promoted 1st Lieut., 24th Infantry, July 16, 1915, and Captain on May 15, 1917. On June 27, 1917, he was transferred to the Aviation Section, Signal Corps, received his flying training at Rockwell Field, San Diego, Calif., and was then assigned to Kelly Field, where for a short time he commanded various flying cadet aero squadrons. From Nov. 10, 1917, until March 11, 1918, he was on duty as Engineer Officer at Park Field, Millington, Tenn., after which, until January, 1919, he commanded Taylor Field, Montgomery, Ala. He was then transferred to McCook Field, Dayton, Ohio, where he served until Feb. 1, 1925. He was promoted Major, Air Corps, July 1, 1920. His present assignment is that of Commanding Officer of Lunken Airport, Cincinnati, Ohio.

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THE NIGHT FLIGHT ACROSS THE ISTHMUS OF PANAMA ✓

The NEWS LETTER Correspondent from Pope Field, Fort Bragg, N.C., takes exception to the article which appeared in this publication in the issue of Dec. 31, 1926, covering the so-called first round trip night flight across the Isthmus of Panama, stating that it has aroused something of a dispute at Pope Field. He adds that one of the officers at Pope Field contends that just such a flight was made about seven years ago, and that this earlier flight was made on a moonlight night without the aid of any lights whatever. This officer was stationed at France Field when the event occurred but is unable to recall all the details. He remembers well that Lieut. R.C.W. Blessley, now an instructor at Brooks Field, piloted a ship for the flight and believes that another plane was along. The sound of the motors up in the darkness caused quite a stir among the inhabitants below and resulted in many phone calls reaching France Field. Most of these calls originated on the Pacific side of the Isthmus.

The amendment is cheerfully accepted and, by the way, an officer stationed in the Office Chief of Air Corps, who served a tour of duty in Panama, states that Major Follett Bradley also completed a round trip night flight across the Isthmus in the summer of 1924.

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THE THIRD ATTACK GROUP AT FORT CROCKETT, TEXAS. ✓

(Continued from last issue)

Major Frank D. Lackland, A.C., commanding Fort Crockett and the Third Attack Group, conducts the administration of both post and the Group from the one set of offices in Headquarters Building. Headquarters Detachment is commanded by 2nd Lieut. Herbert W. Anderson, Adjutant, and is composed of about 30 enlisted men, furnishing operating personnel for headquarters, the personnel section and the operations office.

The new personnel section, established recently by War Department order, is functioning well, relieving the individual organizations of the load of paper work which they have previously carried.

The E. & R. Department, under direction of 1st Lieut. Floyd A. Lundell, A.C., has been developing in its activities of late. Moving pictures are shown for the entire command three times weekly through the cooperation with the theatres in the city. The Post Library, which was established only recently at the Service Club, now has a circulation of about 250 books. Sunday School is held regularly and in general the Service Club is kept busy with post entertainment.

Under the direction of Major Lackland an officers' club building, built from salvaged lumber, is nearing completion, and it is expected will be opened shortly. The building is attractive with one large club room, flanked with kitchen and pantries as mess facilities and with a shower room to be used in connection with the summer surf bathing season. The club is decorated with interior mahogany and cream effects, lighting furnished by chandeliers, wall and fire-place mantel brackets. Much assistance and cooperation has been given by the Galveston Chamber of Commerce and individuals of the City in furnishing the club as to draperies and actual furniture. Shortly after the opening of the club the officers' mess will be established and moved from its present shack, where it is run on a dining room basis. Much interest is given to the new club building, inasmuch as the officers and ladies of Fort Crockett have had no place for meeting and for entertainment and other social functions on the post except private quarters. The official name is The Air Corps Club, Fort Crockett, the officers being: Honorary President, Major Frank D. Lackland; President, Captain J.H. Davidson; Sec.-Treasurer, Capt. Stephen J. Idzorek; Board of Officers - Captains W.F. LaFrenz, C.E. Brenn, Lieuts. R.F. Stearley and Hoyt S. Vandenberg; Honorary Members; Hon. F. Trubee Davison, Ass't. Sec'y. of War; Major-General Mason M. Patrick, Chief of Air Corps; Brig.-Generals James E. Fechet, Wm.E. Gillmore and Frank P. Lahm.

An Air Corps clothes line is being established, each guest leaving as a record of his visit a clothes pin bearing his signature and credentials.

During the fore part of the winter there have been many social events, both on Fort Crockett and in the City of Galveston, attended by the officers and ladies of the Post. Late in November a costume ball was held at the Galveston Country Club by the officers and ladies of Fort Crockett with an array of color seldom seen at dances of this type.

On November 14th occurred the Attack Group's first aerial wedding, same being held above the airdrome. Miss Mae P. Fanton of Massachusetts became the bride of Chester Joseph Dawson, Air Corps Reserve, on active duty with the Third Attack Group. The Douglas C-1 transport was the bridal ship, piloted by Lieut. G. C. McGinley, with Lieut. H.S. Vandenberg as engineer officer. The wedding party consisted of the bride and groom, Mrs. H.S. Vandenberg as matron of honor, Lieut. H.W. Anderson as best man and Rev. C.R. Stewart, officiating clergyman. The marriage ceremony was performed at an altitude of about 500 feet, the spirit of the occasion far offsetting a drizzling rain.

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AIRPORT MARKING

To further encourage the proper marking of airports throughout the United States, with the purpose in view of making their location by strange pilots less difficult, orders were recently issued to all Air Corps stations to place in the center of the best landing area the conventional 100-foot white circle with four foot band. Experience has shown that a circle, if sufficiently large and affording suitable color contrast with surrounding terrain, can be seen by approaching pilots before any other method of identification, during daylight hours. Names of cities, arrows and other markings placed within the circle are not recommended, since such characters detract from the circle's value as a marker and because a more suitable place for such characters is on the hangar roof or along the edge of the airport at a convenient distance from the buildings. In colder climates where snow prevails for long periods it has been found that a circle swept clear of snow just outside of the white circle will afford a better color contrast with the snow than if the white circle were cleared. The Army Air Corps has for some years painted its radio towers, mooring towers and other high constructions with alternate black and aluminum horizontal stripes each 60 inches wide. While this color combination has been found very effective, experiments are being conducted with a third color (deep orange) which it is expected will give a greater contrast in fog or with a background of snow.

TWO NEW MEMBERS JOIN CATERPILLAR CLUB

By the Kelly Field Correspondent

Cadets Krider and Shleppy were recently forcibly initiated into the fast growing membership of the Caterpillar Club, bringing the Kelly Field membership up to ten and breaking what is believed to be two records.

It is the first time in the history of the Air Corps that anyone has made a forced jump from a Martin Bomber, and speculation has been rife as to how it was to be accomplished in getting away from a disabled Martin. The second is a record for Kelly Field and we believe for the whole Air Corps, in that Cadet Shleppy brought his rip cord back with him.

It has been an unwritten custom at Kelly Field that anyone making a parachute jump either voluntary or forced must bring back the rip cord or suffer the penalty of standing treat to the personnel of the parachute department as recompense for the loss of the rip cord. Cadet Krider bought the cigars but Cadet Shleppy was the first man who has not had to pay. This goes to show that his mind was on the job in hand in spite of the fact that he was like the little boy in the story who "Stood on the burning deck,
Eating peanuts by the peck."

The necessity for the jumps occurred when two Martins which were being flown in a seven-ship formation collided when making a left turn. The upper right wing of ship number five smashed into the lower left wing of ship number three, breaking the lower left aileron to such an extent that it was impossible to control the ship or bring the wing up to a level position.

The other plane number five, piloted by Cadet Niera of the Cuban Army and Lieut. Mendez of the Colombian Air Service, as observer, had the upper right wing spar broken but in spite of this they flew the ship into Kelly Field and landed safely.

But here I think is a good place to let each of the participants tell the story in his own words. Cadet Krider says as follows:

"On the morning of January 18th Cadet Shleppy and I were one of a team practicing bombing formations. During the first period Cadet Shleppy piloted. We came in and landed about 9:30 had a discussion, and changed pilots. We took off again and I was piloting the ship this time. We were practicing seven-ship bombing formation. I started out flying position No. 7 in the formation which was in the rear. Several of the fellows had fallen out of position and I had moved up to position No. 3, next to the leader, on the left. We were flying at this time about 2800 feet altitude, just above the clouds. The leader signalled for a left-hand turn, which placed us on the inside of the turn. I started to move over toward the ship next to me, ready to follow around in the turn, when the leader banked up suddenly and abruptly. It appeared to me he had his controls over for a turn and hit a bump in the air, the controls didn't take and then he came up suddenly. This caused me to pull up, and just as I did so I felt a big jolt in the rear which sounded like a cigar box being crushed. As soon as I heard this crash I looked around and saw that the aileron and a portion of the lower left wing were gone. Cadet Neira of the Cuban Army and Lieut. Mendez of the Colombian Air Service were in ship No. 5, Cadet Neira piloting. I noticed that his ship was passing under our wings in a nose-down position, and it looked as if he had just dived thru my wings. I immediately rolled my aileron controls over toward the right and jammed my left motor on in an endeavor to lift the left wing to a horizontal position. I got no results and the ship was going on into a spin. Shleppy had been riding with the left leg strap of his chute unbuckled so he could reach in his pocket and get peanuts. Shleppy has nerve. He stayed right with me until I tapped him on the shoulder and motioned that it was time to jump. I said to myself that I guessed it was about time, so I gave him the signal and we both started back to the wings. Shleppy climbed out ahead of me; he went out between the motor and fuselage on the left hand side. I climbed out on top of the cat walk over the bombbay, so we would not get in each other's way. The ship was falling steeper and spinning faster all the time. I saw Shleppy leave the plane and his chute open. I could not get out of the ship right away, as I caught my foot in the cross brace wires of the center section. I thought for a while I was not going to get out. I could feel the pressure of the wind increasing rapidly. I finally released my foot and got hold of the ring in my chute before I turned loose with my hands. I merely turned loose and fell over on the right side of the fuselage. I saw the rudder flash over my head. When I first left the plane I was falling head downward. I gave the rip cord a good healthy jerk and threw it about

10 miles away. I felt myself immediately jerked upright in a sitting position. We were below the clouds before we got clear of the ship. I never saw the ship after I left it. I saw Shleppy slightly below me and very near. I waved to him a number of times on the way down but he evidently did not see me. I looked down over the mesquite for a place to land. I jerked my 'chute toward a little cultivated patch of ground toward the edge of the mesquite but I didn't quite make it and fell about 200 feet short. I hit a little clear spot and my 'chute fell clear of the trees. I made a good landing, facing down wind. I rolled up my 'chute and went over to the little cultivated patch and I heard Shleppy shouting to me and I answered him. I saw him going out of the mesquite toward me with his 'chute gathered up, and he had his rip cord with him. I saw Lieut. Gillespie in a DH circling round, and also several others were flying low watching us. Shleppy and I walked over about a half mile to the Somerset Road, which is about five miles south of the Field, and hailed a sedan, which brought us all the way to the Operations Office. We arrived just as the formation was landing back on the Field."

Cadet Shleppy's version of what happened is as follows:

"On the morning of January 18th I was riding in a Martin Bomber with Cadet Krider. We were practicing bombing formations. At the time of the crash I was eating peanuts and had the left leg strap of my 'chute unbuckled so I could reach in my pocket for more peanuts. As soon as I heard the crash I immediately buckled the strap. When Krider motioned me that the ship was beyond control and he could not handle it any longer I stepped up into the seat and back on to the struts that run between the engine and fuselage, parallel to the wings. Holding to the center section struts, I worked my way back to the back struts running parallel to the wings between the fuselage and the engine. I paused on the back struts long enough to get a good firm grasp on the rip cord ring, and then let go. The force of the wind threw me clear of the ship. When I let go the ship I turned over on my back and I saw the tail section pass over. I then pulled the rip cord and almost immediately felt myself being jerked in an upright position. After seeing that all the shroud lines were straight I looked back at the ship and I saw Krider on the fuselage and I thought at the time that he might be saying a prayer. Almost immediately afterwards I saw him leave the plane and his 'chute open. It must have been about 1500 feet when Krider jumped. The clouds were about 1800 feet and we had come thru them. I came down drifting sideways. I hit the ground pretty hard and sprained my ankle. I landed between two mesquite trees and my 'chute hung in the top of one of them. I pulled the 'chute down and rolled it up and went to look for Krider. I called him and he answered with a good hearty yell. We walked over to the Somerset Road, about a half mile away, some five miles south of the Field, to hail a ride. We saw a sedan coming and proceeded to hail it. The driver didn't want to stop at first, and appeared to be about half peeved when he did stop. But after we had related our experience he seemed very nice, and even went out of his way to bring us all the way to the Operations Office."

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INJURED VETERAN AVIATOR EXHIBITS NERVE IN TRANSCONTINENTAL FLIGHT

James W. Montee, of Santa Monica, Calif., 64 years of age, holds the same distinction in commercial aviation that Major-General Mason M. Patrick, Chief of Air Corps, holds in military aviation, that of oldest pilot in active service. Perhaps in recognition of this fact General Patrick authorized a transcontinental passenger flight for Mr. Montee when Lieut. Donald Fritch, Air Corps, was about to ferry a Douglas O-2 airplane from Santa Monica to Mitchel Field, N.Y.

During a short stay at Kelly Field, Texas, Mr. Montee decided to stretch his legs. While walking along the main road of the post he was, to use his own expression, "smacked" by a motorcycle. His next impression of Kelly Field was the station hospital. Fearful of only one thing, the loss of the balance of the flight, Mr. Montee made light of his injuries, consisting of a broken collar bone and two fractured ribs. After considerable persuasion he secured his release from the hospital, and within two hours of the accident, with his left arm strapped to his body, he was lifted into the airplane. In a condition which would have kept most young men in a hospital bed, the old Spartan flew half way across the continent. Exhibiting wonderful fortitude, he at no time mentioned any pain, although each day for four days he was lifted in and out of the cockpit of the airplane.

Upon his arrival at Mitchel Field, Mr. Montee was accorded a welcome commensurate with his courage and position, and the entire garrison became an interested audience in the details of his flight and mishap. Mr. Montee told his story as an object lesson in the safety of aviation, in which he is a firm believer.

Three of Mr. Montee's sons are airplane builders at Santa Monica, and consequently the old gentleman is a great booster of Montee planes. In connection with his own flying, he reports that last April he made 104 solo flights and that with Spring he plans to better this record.

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OFFICERS DETAILED TO TAKE SPECIAL OBSERVATION COURSE

In addition to the regular course at the Advanced Flying School at Kelly Field, Texas, the following officers recently reported for the purpose of taking the Special Observation course; Lieut.-Col. Harry Graham, Rockwell Field; Major H.H.C. Richards, Maxwell Field; Major James A. Mars, Scott Field; Captain Oliver S. Ferson, McCook Field; Captain C.F. Wheeler, Bolling Field; 1st Lt. R.P. Reese, McCook Field; 1st Lt. John M. McCulloch, Middletown A.I.D.; 1st Lieut. Bushrod Hoppin, Chanute Field; and 1st Lieut. Clarence F. Horton, Langley Field.

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PROMOTIONS IN THE AIR CORPS

Second Lieuts. Ray H. Clark, Donald W. Norwood and Robert W.C. Wimsatt were recently promoted to the rank of 1st Lieut., ranking from Nov. 21st, Dec. 11th and Dec. 28th, respectively.

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HOW NEWLY WEDS ARE TREATED AT FORT RILEY

Air Corps Bachelors, according to the News Letter Correspondent from Fort Riley, are becoming scarce at that post, and he adds that the report that Lieut. Ralph E. Fisher recently embarked upon the glorious sea of matrimony with Miss Virginia Morrison at Omaha was a surprise to all of Fisher's fellow officers.

Unable to secure desirable quarters at Fort Riley, Lieut. Fisher was placed on commutation status, and while he arranged for a house in Junction City, Mrs. Fisher remained in Omaha. Several weeks later the Newlyweds met in Kansas City and the following evening they arrived in Junction City. Never, in the history of the old "Berg", has there been such a jubilee. As "Fish" and "Mrs. Fish" landed on home soil they were seized by Air Corps officers and enlisted men and were handcuffed together. Likewise, Lieut. Munson and wife were grabbed from the crowd and also handcuffed. Lieut. Munson, by the way, is a reserve officer, hailing from Estherville, Iowa, who reported at Fort Riley on January 1st for six months' active duty. It happens that he married Miss Eve Alberta Hornby of his home town on the same day Lieut. Fisher deserted the bachelor ranks, and the newly weds were on a commutation status living in a large home in Junction City.

Very much surprised, Lieut. Munson shouted - "Hey! You have the wrong guy!" Both couples were placed in the cockpits of a wingless "Jenny" fuselage, which was towed by a truck in a "Big Parade" down the main thoroughfares of the City. With a band in the lead playing "Here Comes the Bride", the march was led to the residence of Lieut. Munson. There, after much jesting and a little eating, the party disbanded, leaving the two pair of Newlyweds in the rare atmosphere of tranquility.

Lieut. Fisher is a native son of Kansas. He attended the Kansas State Agricultural College and later went to West Point. Upon graduation from the Military Academy in the Spring of 1924 he went to the Air Corps Flying Schools at San Antonio, Texas. Upon graduation from the Advanced Flying School at Kelly Field on Sept. 14, 1925, he was assigned to the 16th Observation Squadron, Marshall Field, Fort Riley, Kansas, for duty. He has been on duty at this station ever since.

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LUKE FIELD PILOTS HAVE LUCKY ESCAPES

Word was recently received from Hawaii that Lieuts. Wisheart and Wheeler of the 19th Pursuit Squadron successfully performed a half outside loop during December. Lieut. Wisheart, just to prove that he was not superstitious executed his feat on the 13th of the month, when a wheel of his PW-9 collapsed as he landed on Luke Field and the plane went over on its back. Lieut. Wheeler performed his stunt on the 23rd of his last scheduled training flight for 1926. The 19th Squadron had been practicing gunnery at Wainanalo, and when the shooting was completed Lieut. Wheeler started for Luke Field, following the customary route, through the

"Pali" pass, and then down Nuuanu Valley. Just after passing through the pass his motor quit, and Lieut. Wheeler debated on whether to join the Caterpillar Club or stay with the ship. He decided on the latter course and to make a try for a landing in an old reservoir. Fortunately, he just made the reservoir, settled over the dam and landed in the tall grass. The plane went over on its back but, due to the tall grass, it was practically uninjured, the only damage being a bent rudder, vertical fin and wheel.

Those who have served in Hawaii and know the configuration of Nuuanu Valley with its thousand foot sides and rough bottom, covered with trees and underbrush, can appreciate the skill and good judgment displayed by Lieut. Wheeler in making a landing in the one available spot in that portion of the valley, without injury to himself and only minor damage to the airplane.

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PARACHUTE JUMPS FROM AIRSHIP ✓

Four enlisted men of Langley Field recently made simultaneous parachute jumps from the Airship TC-9. These men, Corporals Hunter and Kederes and Privates Benecick and Swain, made the jumps from rope ladders suspended about twenty feet below the airship car. The Pathe News Reel Cameraman took pictures of this stunt, and the slow camera gave wonderful pictures of the expression on the faces of the men while waiting for their parachutes to open. The same pictures also showed, by the grips of the jumpers, that they were taking no chances of failing to pull the rip cords. It was the first time any of these men had attempted a parachute jump.

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PHOTOGRAPHING FLORIDA FROM THE AIR ✓

The latest project undertaken by the Army Air Corps along the line of aerial photography is that of photographing for the U.S. Coast and Geodetic Survey a strip, 75 miles long, along the east coast of Florida, north of Miami, with this city as the base of operations, thence to the West coast of Florida where approximately 1000 square miles will be photographed to the west of the Everglades.

The photographs will be taken with a T-1 Tri Lens Camera from an altitude of 10,800, and it is estimated that it will require approximately a month to complete the work.

First Lieut. Guy Kirksey, pilot, and Technical Sergeant Vernon H. Merson, Photographer, of the 20th Photo Section, Langley Field, Va., departed January 17th, in a Loening Amphibian airplane, for Miami, Fla.; via Pope Field, N.C.; Paris Island, S.C.; Jacksonville, Fla.; and Daytona, Fla.

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USE OF AIRPLANES FOR LIFE-SAVING AT SEA ✓

Airplanes equipped with tow target reels may be used for life-saving at sea-- at least this is the opinion of the Air Corps officers stationed at Crissy Field, Presidio of San Francisco, Calif.

Captain W.B. King, Commanding Officer of the Fort Point Coast Guard Station at Crissy Field, states that 27 life-lines were lost in an attempt to establish contact between life-saving cutter and U.S. Destroyers that went on the rocks near Point Conception, and that seven lines were lost in salvaging the S.S. Lahonna. It is necessary to get lines between vessels not only when saving lives but also when vessels founder on rocks and sandbars, and human lives are in no immediate danger. In a recent case, when a certain Naval vessel was stranded off shore and was in no immediate danger, two lives were lost in an attempt to get a tow-line on board.

The extreme range of a gun shooting a life-line is about 500 yards under the most favorable conditions but, due to cross-winds, is very inaccurate and often shears off on striking the vessel. It is necessary to put out two different lines before passing a hawser. Air Corps officers believe that airplanes equipped with tow-target reels can carry a flexible cable, with a breaking point of 3,600 pounds, about one mile long. An experienced pilot and observer should be able to drop this cable over two objects on land or at sea, thereby establishing contact, and would save lots of time, barrels of money, lots of worry and perhaps human lives.

Arrangements are being made to test the process. All that is needed is a ship in trouble beyond the range of the Coast Guard equipment.

MUNICIPAL AIRPORT FOR COLUMBIA, S.C.

At the request of the Chamber of Commerce of Columbia, S.C., Pope Field figured recently in the planning of a municipal airport for that city. Lieuts. Milton M. Murphy and Herbert W. Gamble flew down in a DH and inspected the proposed site. A consultation between the Chamber officials and the two Air Corps officers resulted in very definite plans being laid for an A-1 field. Part of the State Fair grounds is to be leveled, enlarged, and cleared of trees which would affect the approaches. Shelter for several planes will be provided. The Columbia Field, when it is developed, will provide a very welcome "break" in these Carolina woods.

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POPE FIELD APPEARS TO BE AN ELUSIVE SPOT

Commenting on the fact that several Navy and Marine planes have passed through Pope Field, N.C., during the past month, en route to Pensacola and San Diego, the News Letter Correspondent from that station states that Pope Field seems to be a rather elusive objective when Navy and Marine pilots head in this direction, many of them landing in various cotton fields throughout the country. He then goes on to say - "So many of them have sat her down at Raleigh to ask directions that we consider moving Pope Field up there to insure their finding us. However, we realize fully the difficulties encountered in flying between here and Hampton Roads and Quantico. The route is almost entirely devoid of any real landmarks, and the numerous logging railroads which mushroom practically overnight lend to the general confusion."

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OWL CAUSES EXODUS OF THE ENGLISH SPARROW

The story of how the two airplane hangars at Norton Field, the Reserve flying field at Columbus, Ohio, were rid of that pest which every Air Corps man who works around a plane very well knows, the English sparrow, is interestingly related by Joe Allen of that field.

The hangars at Norton Field are of steel construction, making it a very easy matter for sparrows to get in and out and build their nests in the framework overhead. Their being no ceiling to the hangars, it usually took a lot of time for the three men employed at this station to keep the five or six ships clean. Their job was made still harder by reason of the fact that the nearest available water supply was no nearer than a city block, and it was necessary to bring same over in 5-gallon water cans carried on the side of the gas truck. As may well be surmised, the men had no kindly feelings towards the feathered pests which laughed and chirped overhead.

One day a reserve officer on his way out to the field to take a flight picked up an injured owl off the road. He brought it to the hangars and the mechanics took care of it and nursed the injured leg until Mr. Owl was able to get around. After he got so that he could get about the men expected he would take French leave, but the old boy found himself a roost in one end of the hangar and there he stayed. All this happened over two months ago and as the men come into the hangar in the morning they have fallen into the habit of looking up at a certain place in the roof to invariably find him perched up there fast asleep.

Mr. Allen goes on with the story, as follows: "In the meantime we noticed that the hangars had to be swept oftener than was usually done on account of the feathers scattered all over the floor. As you can readily guess, they were sparrow feathers. The old boy killed sparrows every night and the only trace he left was a few tail feathers.

The owl keeps both hangars policed as thoroughly as if they were filled with deadly poison for the sparrows. It is a very rare occasion when a sparrow is seen anywhere near the hangars much less inside of them.

What is worrying us is that the owl will leave when the sparrows start giving Norton Field a wide berth in their flights about this vicinity. But rather than lose him we will buy meat for him to keep him satisfied. He did for us what fire, poison, shotguns, air rifles and water couldn't do. And, believe me, if he keeps up his good work he has a home at Norton Field until he dies of old age."

A letter received the other day from Mr. Allen states: "Our friend Owl, 'The Sparrow Exterminator', is still on the job as ambitious as ever."

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AIRSHIP TC-5 MAKES FAST FLIGHT

The Airship TC-5, piloted by Lieuts. W.A. Gray and L.A. Skinner, with Warrant Officer R.E. Lassiter the third member of the crew, recently made a coast patrol flight from Langley Field, Va., to Lakehurst, N.J., a distance of 260 miles, in the remarkable time of 3 hours, 30 minutes, or at an average speed of 74 miles per hour. While Langley Field is not the "Sunny South", severe cold weather with snow and ice is quite a rarity there, so during the period spent at Lakehurst the crew of the TC-5 enjoyed the pleasures of participating in winter sports, such as ice skating and tobogganing. After the Sailors and Marines stationed at Lakehurst had worked for several hours clearing the snow away from the hangar, they were able to prepare the TC-5 for its return trip to Langley Field. The last 150 miles of the trip was made by moonlight.

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THE GOOD WILL FLIGHT TO CANADA

Twelve pursuit ships and one Douglas Transport took off from Selfridge Field, Mt. Clemens, Mich., January 24th on a flight to Canada, the purpose being to provide a practical test in mobility of the present type of pursuit planes under the most severe conditions that can be found in the vicinity of that field. This flight was the first test to date with a view of ascertaining the mobility of pursuit ships when equipped with skis in extremely cold weather. Previous maneuvers of the 1st Pursuit Group have had to do with the operation of planes and machines in severe cold weather at Oscoda, Mich., and in these maneuvers the fliers learned valuable lessons in winter flying.

Another very important reason for making the flight into Canada was to comply with urgent requests of representatives of the Canadian Government, as well as prominent Canadian citizens, that a flight from Selfridge Field visit some portion of Canada while in maneuvers for the purpose of stimulating there greater interest in aviation, both commercial and military.

Officers participating in the flight were Major Thomas G. Lanphier, 1st Lts. St. Clair Streett, L.C. Mallory, A.G. Liggett, G.G. Finch, F.C. Crowley, 2nd Lts. J.J. Williams, L.H. Rodieck, L.C. Ellicott, Lee Gehlbach, C.H. Deerwester and J.G. Hopkins. The Douglas Transport carrying mechanics and supplies for the flight was piloted by Staff Sgts. Archie Bailey, Barney E. Fuller, Frank Deeman, Earl B. Redifer and Sgt. Wm. H. Ross.

With the precision of taxicabs keeping a train appointment, the 12 airplanes landed on the ice of the Ottawa River shortly after noon of the 24th, after a flight of 430 miles from Selfridge Field, and taxied on their skis to parking places on the river bank. The non-stop flight to Ottawa was a complete success, the average speed being about 135 miles an hour and the distance being covered in two hours, 55 minutes. The Douglas Transport landed at Camp Borden for refueling and arrived sometime later.

At night the personnel of the flight were guests of the Royal Canadian Air Force at a formal ball. On the following day the American airmen continued their friendly invasion of Canada by a flight to Montreal, 100 miles distant. A crowd of about 15,000 persons cheered the fliers prior to their departure. Schools were dismissed to enable the pupils to witness the unusual event. Sub-zero weather at Ottawa caused considerable trouble in starting the motors, and it was not until afternoon that the ships were able to head towards Montreal. En route two severe snow storms forced the entire flight of 13 ships to make two landings on the Ottawa River. The failure of the fliers to arrive on schedule caused considerable apprehension. A crowd waited almost four hours to greet the planes, as they were at first expected before noon. The fliers landed at Bois Franc Field, ten miles north of Montreal, and were greeted by the American Consul-General, officials of the City of Montreal, officers of the Canadian Air Force and officers of the American Legion.

Extremely cold weather delayed the flight several days at Montreal, considerable difficulty being experienced in starting the motors.

From Montreal the Pursuit Group fliers pointed their ships to Buffalo, N.Y., and the return flight to Selfridge Field was completed at 2:00 P.M. January 30th.

A full report on this flight will be published in the next issue of the NEWS LETTER.

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MAJOR HUBERT R. HARMON DETAILED TO LONDON

Major Hubert R. Harmon, until recently Chief of the Information Division, Office Chief of Air Corps, was detailed as Assistant Military Attache, American Embassy, London, England, relieving Major C.L. Tinker, who has been directed to report to the Chief of Air Corps, Washington, D.C. for duty.

Captain Robert L. Walsh has succeeded Major Harmon as Chief of the Information Division.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, Jan. 28th.

A feeling of relief pervades the whole field and particularly those pilots who were daily working in conjunction with the filming of "Wings", the Air Service photoplay being produced by the Famous Players Laskey Corporation. Close association with the visitors from Hollywood has affected some of the pilots with a bit of motion picture temperament. During the four months of flying activities in connection with the picture, 1514 hours were flown.

The holiday period was inaugurated at this station with the departure of the Pan-American Flight. While the christening of the ships took place at Duncan Field on Dec. 21st, the muddy condition of the field necessitated delaying the take-off until the next day when the ships were taxied to Kelly, and the runway at this station was utilized to get them in the air.

During the holidays three more Douglas O-2's were brought back from Rockwell Field by Capt. Lynd, Lieuts. Maxwell and Goldsborough. The pilots ferried DH4M-1's to the west coast to be eventually delivered at Honolulu. Lieuts. Miller, Keil, and Prosser brought back the next consignment of O-2's this month. Lieut. Prosser is still, however, sojourning at Marfa awaiting the arrival of good weather.

Due to the necessary economy in the use of gasoline cross-countries for the last month or two have been at a minimum, and most of the flying done has been that actually necessary in carrying out the school curriculum.

The Kelly Field Polo Team has been receiving congratulations on winning the high and low goal events of the local midwinter tournament held under the auspices of the 2nd Division, in which 8 teams participated. The Air Corps team consisted of Major Andrews #4, Captain; Lieut. Shea #3, Lieut. Craw #2 and Lieut. Beverly #1. Lieut. George acted as substitute. The same team, except that Lieut. J.B. Clark will act as substitute, will participate in the Midwinter Tournament to be held in February. While the opposition in this tournament will be somewhat more strenuous, the players nevertheless have high hopes of bringing home the bacon and are full of enthusiasm.

The 68th Service Squadron developed a basket ball team which Lieut. Walker, their commanding officer, is bragging about a little. They recently won the championship of Kelly Field.

Lieut. James L. Grisham, on duty as Personnel Adjutant since reporting from Little Rock, Ark., where he was on organized reserve duty, was replaced by Lieut. Welsh. Lieut. Grisham joined the faculty of the school in the academic section.

The various armament departments of the field were consolidated with location at Hangar 14. Capt. Stribling, Ord. Dept., is Armament Officer with Lt. Hamilton as assistant. All armorers are required to qualify as instructors and their services are utilized in putting the students through a six weeks' course in armament covering two weeks in the class room and four weeks on the range.

The following officers recently arrived here from the places indicated: 1st Lieut. Roy B. Lea, Pittsburgh, Pa.; 2nd Lieut. Gerald G. Johnson, Brooks Field.

The following officers will leave Kelly Field in the near future: Capt. P.S. Wagner, M.C., to Chanute Field; 1st Lieuts. Park Holland to the Philippines; F.H. Kuhn, Q.M.C., to Alaska; R.T. Cronau, to Panama; R.L. Maughan to Salt Lake City.

Two more members were duly initiated in the Caterpillar Club on ~~January~~ 18th, when Flying Cadets Robert E. ~~CKrider~~ and George T. Shleppy took off from a Martin Bomber after a collision of two Martin Bombers and made safe landings via parachutes.

On January 7th Flying Cadets Richard E. Terrell and Charles Shields, Jr., were killed in an accident resulting from a collision between DH's piloted by them while flying in formation during the course of their instruction.

A dance was given Jan. 11th in honor of Commander Richard Byrd, U.S. Navy, whose lecture itinerary included San Antonio. Commander Byrd made quite an impression on the personnel of the field.

Pope Field, Fort Bragg, N.C., Jan. 17th.

Captain Albert W. Stevens, A.C., attached temporarily to the Field Artillery Board here at Fort Bragg, is on the job demonstrating the great value of aerial photography as applied to Artillery fire control problems. At any hour between dawn and dusk the "Flying Laboratory" may be seen high in the sky over the reservation -- and Sundays are no exception. The Materiel Division's method of furnishing a battery with a clear and accurate picture of a bombarded target within seven

minutes after the last shot of the volley is fired is highly commended by the Board. Further development along this line promises stronger cooperation between the aerial photographer and the Artillery forces.

Lieut. Harlan W. Holden has been dealing much misery to the wild turkeys on the reservation of late. So persistently has he harassed the turkeys that they must have formed the opinion that he and his dogs represent the entire military strength of Fort Bragg. The bag limit is one bird per season, and for that reason Lieut. Holden modestly denies any unusual prowess in his gobbler war.

The first snow-fall in the North drove quite a swarm of barnstormers through here, all migrating toward the warm and sunny side of the States. Most of the pilots were real dyed-in-the-wool barnstormers, you know the kind that prays every jump that he may sight a pay passenger before his gas tank runs dry. But one of these southbound flyers was somewhat different. In a subtle manner, yet a very effective one, he paid Pope Field its greatest compliment. Peeling a twenty off a roll that would break a DH prop he asked a buck on the line for change. And this occurred two weeks after pay day.

Lieut. L.P. Arnold, pilot, with Lieut. T. Munchof, Res., as passenger, stopped over night with us and gassed their O2-C, which they were ferrying from Los Angeles to Hartford. Both officers reported an enjoyable trip but seemed happy to be nearing their final destination.

Luke Field, T.H., January 10th.

Orders were received at Luke Field relieving the 6th and 19th Pursuit Squadrons from assignment to the Fifth Composite Group and organizing them into a provisional Pursuit Group, with station at Wheeler Field. The 4th Observation Squadron, now stationed at Wheeler Field, will move to Luke Field and join the Fifth Composite Group.

16th Observation Squadron, Marshall Field, Ft. Riley, Kansas.

A Board was convened at Fort Riley in January to examine applicants for commission in the Air Corps, Regular Army, consisting of Capt. Don G. Hildrup, M.C., President, Capt. Thomas Boland; Capt. F.C. Venn, M.C.; and 1st Lieut. Alfred Jewett. Only two applicants, W.R. Wolfinbarger, of Kansas City, and Lewis Bowen of Omaha appeared before the Board. "Curly" Wolfinbarger is now principal flying instructor at the Sweeney Flying School at Kansas City, and Mr. Bowen is flying Air Mail between Omaha and Cheyenne.

Major H.H. Arnold was ordered to McCook Field, Dayton, O., to preside over a Board of Officers which will revise the table of basic allowances. He left January 16th and returned about two weeks later.

Lieut. Homer Munson, A.C., Reserve, reported Jan. 1st for 6 months' active duty with the 16th Observation Squadron. Munson graduated from the Advanced Flying School at Kelly Field in 1921. Every summer since then he has attended Reserve Officers' camps, and he has done much commercial flying. He intends to study for examination for commission in the Regular Army.

Lieut. and Mrs. Morrison entertained the Air Corps Jan. 18th in honor of Lieut. and Mrs. Fisher in the Bridge Tea Room. A kitchen shower preceded the bridge activities. During the course of the evening food was served at which time the huge wedding cake was cut by Mrs. Fisher with the shiny sabre which was the property of her noble husband. It just happened that Mrs. Munson and Mrs. Fisher found a tiny doll baby in their respective pieces of cake. An Ode to the bride and groom, written by Major Arnold, was read and presented to the Fishers by Lt. Jewett. The humor contained therein added much to the merriment of the party. A good time was had by all.

A few days after all the officers reported in for duty following the holidays, nine planes were ordered to Omaha to carry and escort Brig.-Gen. E.E. Booth and a part of his staff, and Col. Oliver, Cavalry. The official business being completed at Corps Area Hdqrs. the flight returned the following morning.

Capt. F.C. Venn, Flight Surgeon, returned Jan. 15th from leave. During the balance of the month he gave physical examinations to applicants for commission in the Air Corps, and gave the regular 609 examination to all regular flying personnel in the 16th Obs. Sqdn. During February he will visit all Army air stations in the 7th Corps Area to give 609 examinations to the pilots thereat. On March 15th Capt. Venn will enter the Primary Flying School at Brooks Field, Texas

at which time Capt. Pratt will return from the Primary Flying School to resume his duties at Marshall Field.

The Cavalry School at Fort Riley recently sponsored a great horse show in one of the main riding halls on the post. A large body of enthusiastic observers crowded into the bleachers to witness the horsemanship performance. The events were primarily intended for Cavalry officers, but entries were considered from independent branches on the post. The Air Corps again came to the front when Lt. James M. Bevans rode away with 2nd prize in a 4 foot touch and out event.

The Air Corps Basket ball team here is in the lead. Under the leadership of Lt. Fisher the boys fought their way through a 1000% standing, winning ten straight games. The team plays flashy but consistently and is greatly strengthened when Lieut. Fisher enters the game at a forward position.

Air Corps officers are attending one hour lectures in the Cavalry School about 4 days per week. They are proving to be discussions rather than lectures. The subjects consider Cavalry tactics and the relation to it of the four branches of the Air Corps, especially Observation Aviation.

Under the direction of Capt. Thomas Boland, with Capt. Warner B. Gates as assistant, the officers of the 16th Sqdn. are studying a series of courses of a tactical nature. At present the subject in the daily classes concerns "Employment of Associated Units". The last study was "Organization and Training". These school courses are independent of the above mentioned courses studied in the Cavalry School.

One of our G.M.C. trucks sent to Omaha a few weeks ago with airplane supplies burnt out a connecting rod bearing when it reached the vicinity of Lincoln, Neb. Lieut. R.E. Randall flew a truck mechanic and the necessary material to Lincoln, and the truck was driven to the home station the following day.

Vertical photographic silhouettes were recently obtained by Lieut. Harvey F. Dyer, Asst. Photographic Officer, and Sgt. Walsh of the five types of aircraft represented at Marshall Field. They had the planes placed at intervals on light spots on the field, and took vertical photographs from 1,000 and 2,000 ft. altitude.

The Air Corps officers at Fort Riley have a bowling team, but its personnel varies so much, because of inconsistency, that it is quite difficult to name the officers on the team. Major Arnold with Lieut. Bevans remain quite consistently above the 160 mark, with the latter occasionally exceeding a 200 score.

Crissy Field, Presidio of San Francisco, Calif., Jan. 22.

Since Master Sgt. Thomas J. Fowler, 91st Obs. Sqdn. gave his DH4B a bath some ten miles at sea three years ago and was picked up by a life-saving tug, all Coast Guard Lookouts have been instructed to observe all airplanes flying over water. This keeps the personnel from getting nervous while awaiting a tug to pick them up in case their "flivver" decides to pull a "Trudy Ederle".

Capt. William C. Ocker, pilot, with Capt. David A. Myers, M.C., Flight Surgeon, flew to Pleasonton, Calif. to establish an emergency landing field.

Lieut. Erik H. Nelson, Round-the-World flier, arrived here the other day from the Douglas Aircraft Factory at Santa Monica, Calif., in a new type Douglas.

Air Mail Pilot Remlin, carrying two passengers in a 3-place Douglas, stopped over night at Crissy Field and left for the Western Airways Field near Los Angeles.

Flying Cadets Ferris and Tefft, and Staff Sgt. Woodruff reported Jan. 18th to take the examination for commission in the Regular Army.

Major Geo. H. Peabody, O.I.C., Military Department at the University of California, during a recent visit to Crissy Field, was astounded to see Lt. Jack Glascock smoking a brand new pipe. Knowing that Jack had an abiding affection for his old pipe, the Major could not understand how he had brought himself to part with it. Rumor has it that Jack is punishing his old faithful for not functioning properly during the Stanford-California football game last November when he tried to lay a smoke screen on the line of scrimmage at a most critical period of the game.

Langley Field, Hampton, Va., January 22nd.

Second Wing Headquarters: Our organization commander, Capt. Paul J. Mathis, who was on leave "Touring America First" by auto, has returned to us. The leave seems to have worked wonders with the Captain, as he is all "smiles" these days and we think he must have had a good time. He resumed his duties as Post Adjutant.

96th Bombardment Squadron: The "Devil's Own" has had 50 hrs. 45 min. to its credit so far this month. We regretfully say "Good-Bye" to Capt. [redacted] in this week, for he leaves us for an operation at Walter Reed Hospital. He is returning to civil life after completing a six months' course of active duty with our organization, and carries with him our best wishes for continued success in the future.

Lt. McReynolds and Master Sgt. D.D. Johnson are on D/S at Edgewood Arsenal undergoing training in the latest method of handling smoke screen ships.

11th Bombardment Squadron: During January the Squadron has flown a total of 25 hours and 10 minutes, consisting of 109 flights.

General News of the Field: Athletics at Langley has had the first call during the fall and winter. An officers' and post basket ball team keeps up the interest, and for those who prefer a less strenuous form of exercise a volley ball and hand ball court is maintained in the Post Gym. In the last five games played by the post team, a total of 224 points were scored against 163 for the opponents, teams from Norfolk and Newport News. Langley won all five. In addition to the activities at the Gym, the Officers' Club had a Golf curtain and coca mats for practicing golf installed in the Seaplane Hangar. An indoor tennis court is also being laid out in this hangar.

The Douglas Transport which has been maintaining a more or less regular week end schedule to Bolling Field during the winter left for that station the other day with the following passengers: Colonel Collins; C.A.C., Lt. Rothrock, Res., Sgt. Hamilton, Private Milligan, Cadet Wheaton, pilot, and Staff Sgt. Prast, mechanic.

San Antonio Air Intermediate Depot, Duncan Field, Texas, Jan. 18th.

Some construction work is continuing in the improvement of the post. The Quartermaster is rapidly completing the new drainage system, obviating any fear of high water in various spots, of which there has heretofore been a possibility. Work has been commenced on the new set of quarters for the Commanding Officer, also on two other sets of Officers' Quarters. In the Depot Supply Department, the new concrete floor in Hangar 12 is nearly finished, likewise the new addition to Hangar 8 for heavy metal storage. Work is also being performed on the grounds of the Headquarters Building, The Air Corps Training Center, located at Duncan Field. A lawn has been started, the driveway gravelled, and a hedge planted in front of the building, all of which will add materially to the attractiveness of its appearance.

At the invitation of the Scientific Society of San Antonio, Major J.H. Pirie, our commanding officer, delivered a lecture on "Projectiles Used by the United States Army Air Corps", illustrated with appropriate lantern slides and a motion picture film, to the members of that Society and a large number of invited guests.

Mr. Elmer J. Briggs, Airplane Engine Inspector at this Depot, returned Jan. 22nd from temporary duty since Dec. 20th, visiting the Curtiss Airplane & Motor Corporation at Buffalo, N.Y.; Selfridge Field, Mich.; and Fairfield, Ohio, in connection with instruction on the manufacture and maintenance of Curtiss D-12 engines.

The Engineering Department overhauled and repaired 23 airplanes and 31 engines during December, viz; Airplanes - 4 DH-4M-2; 4 VE-9; 3 Douglas O-2; 5 OA-1A; 1 Pl-A; 1 PT-1; 1 CO-4; 4 DH-4M-1; Engines - 183 Liberty; 18 Wright E.

The shipment of the "Dog Plane" to the Pan-American Flight, by rail and water, occasioned another speed record for our Depot Supply Department. On January 8th, at 9:00 A.M., this Depot received instructions to prepare this Amphibian for immediate shipment. The Depot Supply Department, working night and day, dismantled, prepared for shipment, and loaded this plane on two cars, by 4:00 A.M. on January 9th, (Sunday), so that it might be immediately moved by railroad.

Major Frank D. Lackland was a visitor at this Depot from Fort Crockett on January 12th.

Camp Nichols, Rizal, P.I., December 9.

HdQRS, 4th Composite Group: The post has gained a new Personnel Adjutant upon the arrival of Lieut. Corley P. McDarment on the Nov. 23rd transport. Lieut. John D. Corkille, who also arrived on this transport, was assigned to the 28th Bombardment Squadron.

28th Bombardment Squadron: Lieut. Koontz assumed command of the Squadron after returning from leave in China. Capt. Eagle left the Squadron on detached service to the Southern Islands to locate new landing fields.

66th Service Squadron: The Sub-assembly lost its chief in the departure of Tech. Sgt. Meeks on the December transport. It is with regret that we say good-bye to genial "George". Staff Sgt. Smith left for the States on the December transport upon the arrival of his replacement, Staff Sgt. Hewitt.

Clark Field, Camp Stotsenburg, P.I.

Major L.A. Walton, Lieuts. Julian B. Haddon and John G. Williams spent some of their DS in Baguio in preparation for the coming golf tournament. In the meantime the "Home Guard" benefited from daily practice to the extent of one of the "dubs", namely Harry Mills, carried our professor "Prof. Haddon" around as an anchor. This brought up a heated argument concerning the relative merits of training methods and camps. Lieut. Haddon, by the way, has the distinction of having made two "holes in one".

Information just leaked out that 1st Lieut. Edwin B. Bobzien requested an eight months' extension. We, who see him daily, can notice no change, but undoubtedly some change has taken place. He seems rational in every other respect.

In baseball we, the Air Corps, are still ahead and believe we will be able to maintain our lead to the end of the season. The designation "Air Corps" is advisedly used. There is a little technicality that needs explaining. During the last game with the 24th Field Art. (P.S.) their manager took exception to our new pitcher whom conditions forced us to borrow from Camp Nichols, stating that he did not belong to the 3rd Pursuit Squadron. As it is not the 3rd Pursuit Squadron that is playing but the Air Corps, his protest carried no weight. The game was one of the hottest ever played here, ending 2 to 2, 9 innings -- no picnic in the tropics. Several more innings would have been played but for darkness. Right here we wish to say a few words in praise of the pitcher, Pvt. LeLoup, on DS from Camp Nichols. Although hit on the jaw with a pitched ball and severely injured, he pitched the whole game. Quite a bit of nerve and courage say we.

Kindley Field, Fort Mills, P.I.

The December 1st transport carried home one of the old timers of Kindley Field, 1st Lt. Robert H. Finley, who concluded a tour of 22 months in the Islands. He goes to Kelly Field, and carries with him our best wishes.

The same transport brought 1st Lt. Lucas V. Beau, Jr., who was assigned to this field. The THOMAS was given a hearty welcome by the Air Corps. Bombers, DH's and our seaplanes escorted her through the South Channel.

The ladies of Kindley Field gave material assistance to the Army Relief Show held at Top Side. A booth was erected representing the conventional sideshow. The ladies, in costume, appeared before the tent where Lieut. Mollison easily convinced the men that, on the inside, all of the secrets of harem "show" was a big success. A great disappointment awaited the men who, when the curtains were parted, saw only a large placard, reading "Barnum was right".

The Inspector General's annual inspection again gave Kindley Field an opportunity to pass a most creditable inspection.

Master Sgt. Duntley, who has so efficiently flattened the cushions of Kindley Field's Sergeant Major's throne for the past two years, left on the Dec. 1st transport THOMAS for the States, bound for Chanute Field. He and Mrs. Duntley take with them the best wishes of the entire organization. Sgt. Duntley's replacement, Master Sgt. William A. Wilson, from Chanute Field, arrived on the THOMAS, Nov. 23rd and immediately became busily engaged in getting his very immediate "commanding officer"; Mrs. Wilson, together with two little Wilsons, settled in quarters. Sgt. Wilson, being an A-1 mechanic, is a welcome addition to the Engineering Department.

Practice games preparatory to getting the pendulum of the Fort Mills Baseball League in motion are well under way. Kindley Field, in games against Batteries D, A and E, of the 59th Coast Artillery, showed its superiority in each instance. These encouraging results have the top-side teams looking with no little respect upon our aggregation who, in turn, are confidently looking forward to the end of the series and seeing the League's trophy with the same A.C. label on it.

France Field, Panama Canal Zone.

The Christmas holidays and the 1926 rainy season have been here and gone. The New Year 1927, and the dry season are beginning with many activities and new resolutions being made. Notwithstanding that we had no snow for Christmas and no sleigh bells could be heard, all seemed to have a wonderful time and were sorry to see the Yuletide pass. There were Christmas trees, dances and house parties galore. Many dances and parties were held for both officers and enlisted men, some being held in the big France Field auditorium. They were well attended and enjoyed by all.

There were also a number of good boxing bouts run off by the France Field Social Club during the month.

Cross-country flights and work with other branches was somewhat hampered during the early part of the month, due to heavy rains and thunder storms. Cross-country trips were made by Lieuts. Larson, Gaffney, Percy, Day, King, and Evans, carrying as passengers Sgt. Kelly, Corp. Wright, Corp. Happersatt, Pvts. Galipeau, Evans, Montana and McHale. Lieuts. Larson and King, Evans and Day, Sgt. Kelly, Corporals Wright, Happersatt, Pvts. Galipeau and Evans made trips to the ancient towns of Anton and La Pena, lying about 200 miles from France Field in the interior of the Republic of Panama. Lieuts. Percy and Gaffney, carrying as passengers Mr. Rose and Pvt. McHale, made a trip to the San Blas Indian Country, where they spent the day bartering with the Indians.

One of the surprises of the Department Small Arms Competition, which ended on Dec. 23rd, and in which France Field was well represented, was the fine showing made by Lieut. Harrison Crocker who finished second high gun, being defeated for first honors by Lieut. Jones, Infantry, a distinguished rifle shot and an old timer at the shooting game. Notwithstanding the fact that this was Lt. Crocker's first competition, he gave the leader a close run for high honors. He will receive a gold medal, the same as the winner of the first honors, as his total was higher than any enlisted competitor in the meet. Sgt. Uhl, 24th Pursuit Sqdn., finished in the medal class, and will receive a silver medal. The five high scores in the shoot were as follows: 1st prize, 1081; possible 1200; second, 1031; third, 1007; fourth, 997 and fifth, 995. The France Field Competitors finished as follows: Lieut. Crocker, 1031; Sgt. Uhl, 995; Sgt. Thomas, 977; Sgt. Herb, 915; and Pvt. McMinn, 886. There were more than 30 of the Panama Canal's best pistol shots engaged in the competition. Lieut. Crocker stated that the strain of the competition on his nerves had caused him to lose five pounds per day, or a total of 15 pounds during the three days' shoot.

The France Field baseball team has been going strong in the Inter-Post Department series, losing but one game. The team seems well balanced. Lieut. Eaton and Cadet Beedle have been going strong on the pitcher's mound.

Despite many days of adverse weather conditions, our fliers carried out many successful missions with the other branches, the total flying time while so engaged being 350 hours, 40 minutes. Seven missions were carried out with the Coast Artillery, 11 with Infantry, 4 with Field Artillery, 23 with Anti-Aircraft and one Communication test with the Navy. Three night flying missions were successfully carried out, working with the Field Artillery and Anti-Aircraft. The night work with the Field Artillery consisted of dropping flares over targets which were located out at sea and represented an approaching enemy. These targets were fired upon by the Field Artillery operating in connection with the Coast Defense of Cristobal. The Field Artillery Commanding Officer, for the exercise, expressed the following commendatory remarks regarding the Air Corps officers in his report to the Commanding General, Panama Canal Department; "During the night firing on Dec. 17th, France Field provided illumination by dropping four flares over the targets. 2nd Lieut. Robert B. Williams as pilot and 1st Lieut. Charles Howard as observer deserve commendation for the prompt and intelligent manner in which they located the target at sea and dropped their flares. Throughout the time the plane was in the air two-way wireless was used and communications were perfect." Commendatory endorsements on this report were made by the Commanding General, 19th Infantry Brigade; the Division Commander and the Department Commander.

In addition to carrying on missions with other branches, the 7th Squadron, under command of Lieut. M.E. McHugo, was kept busy in radio and buzzer practice for officers; lectures on Air Corps subjects and special instruction for enlisted men in airplane engines, radio, gunnery, mechanics, communication and armament.

The 24th Pursuit Squadron, Capt. Oliver W. Broberg, commanding, has, in addition to work with other branches, carried on work in radio and buzzer practice and lectures in Air Corps subjects for officers; special instruction for enlisted

men in airplane engines, carburetors, electricity, radio mechanics and communications. The squadron also carried out bombing and gunnery work.

In addition to work with other branches, the 25th Squadron carried on work in radio and buzzer practice, instruction in radio equipment for officers, aerial gunnery and bombing, formation, convoy, camera obscura, transition and reconnaissance; also special instruction for enlisted men in radio, buzzer and care of radio equipment, airplane and radio mechanics, armament and gunnery.

There was general regret over the untimely death of 1st Sergeant Charles M. Smith, 25th Sqdn., who passed away in the Colon Hospital on Dec. 6th after less than three days' illness of stomach trouble. Sgt. Smith was a very popular and efficient 1st Sergeant and was well liked by the entire post.

The 63rd Service Squadron, under the command of Capt. Carl W. Connell, was kept busy in engine repair, motor overhaul, assembly, salvage and inspection of aircraft and equipment, testing of overhauled and new airplanes and equipment.

The 12th Photo Section, 1st Lt. George C. McDonald, commanding, carried out photographic missions, theoretical and practical work for enlisted men.

The Post Operations Office, always a very busy place, seems to be functioning very nicely under 1st Lieut. D. V. Gaffney. The morale of the Operations Office force increased during the month when their popular Staff Sgt. Michael Schoste decided to remain at France Field. He was discharged Dec. 17th and re-enlisted next day. He has been on duty in the Post Operations Office for the past three years and is considered very efficient in operations work. He is an honor graduate of one of Russia's best military academies.

The Air Corps Supply and minor construction projects are progressing very nicely under 1st Lieut. R. T. Zane.

Major Beverley, Post Surgeon and Flight Surgeon, gained an assistant in the person of Captain Clinard from Langley Field.

Officers arriving at France Field during the month were assigned to units as follows: Capt. Oliver Broberg to command the 24th sqdn.; Capt. S. E. Clinard, M. C., to assistant Post Surgeon; 1st Lt. Fleischer, QMC, to Post Quartermaster, relieving 1st Lieut. Kennedy, A. C.; 1st Lieut. Simonin to 24th Sqdn.; 1st Lieut. Probst to 25th Bomb. Sqdn.; 1st Lieuts. D. R. Stinson and Hugh C. Downey to 63rd Service Sqdn. and 2nd Lt. H. C. King to 25th Sqdn.

Lieuts. K. C. McGregor, R. W. C. Wimsatt and Douglas are enjoying vacations in the States. Lieuts. Skemp, Souza and Asp are still on duty in South America as advance agents for the Pan-American Flight.

Three non-commissioned officers and eleven recruits reported for duty at the field during the month.

Headquarters, 2nd Division, Air Corps, Jan. 20th.

Lieuts. Charles Douglas and Harvy R. Ogden returned Jan. 19th, piloting two Douglas planes, having been absent on liaison missions with ground troops at Forts Bliss, Brown, Clark, McIntosh and Camp Marfa, Texas; Fort Huachuca, Camps Harry J. Jones and Stephen D. Little, Arizona, since Jan. 3rd. Throughout this work radio phones were used with excellent results. Master Sgt. E. H. Thile and Staff Sgt. Fred I. Pierce, 12th Obs. Sqdn., accompanied this flight as radio operator and alternate pilot.

Private Martilles Keller, 70th Service Squadron, Kelly Field, was transferred to the 12th Observation Squadron on January 5th, joined and was appointed Corporal same date. Corp. Keller is now on duty as acting mess sergeant, a position he fills admirably well, having had many years experience as cook and mess sergeant during his 25 years' service.

Corporal James F. Ryan, 12th Obs. Sqdn., was promoted to the grade of Sergeant, Jan. 5th, vice Sgt. Ben. S. Swanger, discharged.

Fort Crockett, Texas, January 20th.

At the present date the personnel situation of the Third Attack Group is gratifying. By cooperation with the recruiting sections, the Group has been brought, in a short time, from a shortage of 50 men up to fill authorized reduced peace strength -- 350 men.

The weekly infantry drill instituted in the fall of 1926, and held at 7:00 A.M., Wednesday mornings is of great value to the Group. Such drill, long recognized as one of the greatest factors in developing discipline, is serving not only that purpose but is showing its results both at monthly Group Reviews and in the

ordinary daily appearance of Group personnel. The men can march and make their military formations a credit to the Air Corps, as has been the subject of remarks by ranking visitors.

A supply of bombs and machine gun ammunition was recently received by a convoy reaching this station from the Corps Area.

It is expected that tests of the Navy type float smoke bomb will be conducted early in the Spring.

Three reserve officers have been on active duty with the Group for six months. Two will shortly revert to inactive status, one remaining until June 30th next. Another reserve officer recently reported for six months' duty.

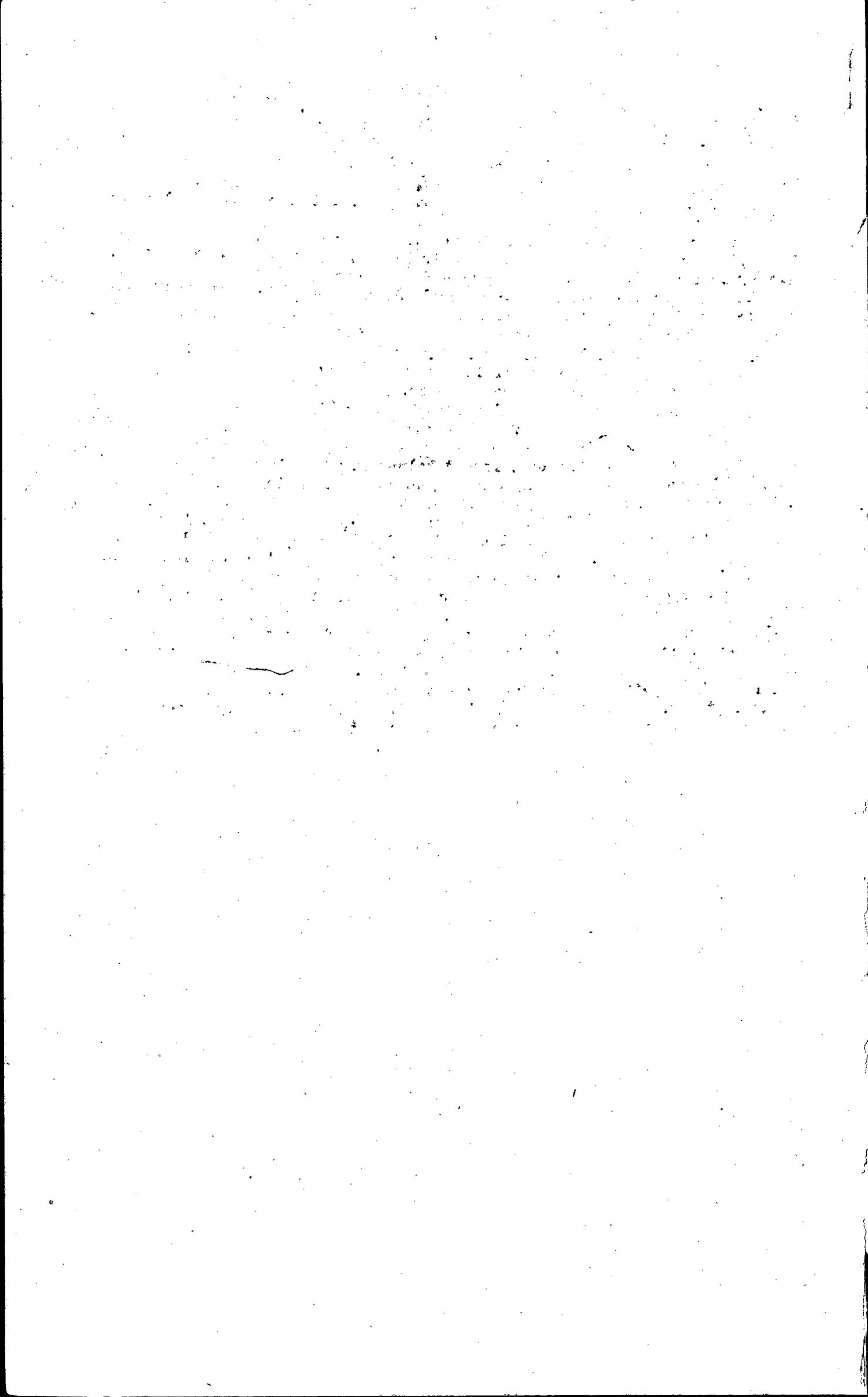
The monthly field meet, instituted last October by Major Lackland, is proving a success beyond fondest expectations. It has served as a stimulus both in athletics proper throughout the post and, in addition, it is carrying out the primary purpose of all athletics, to promote both physical welfare and mental snap-piness. Results are shown by morale and the general attitude of the personnel in entering into keen athletic competition.

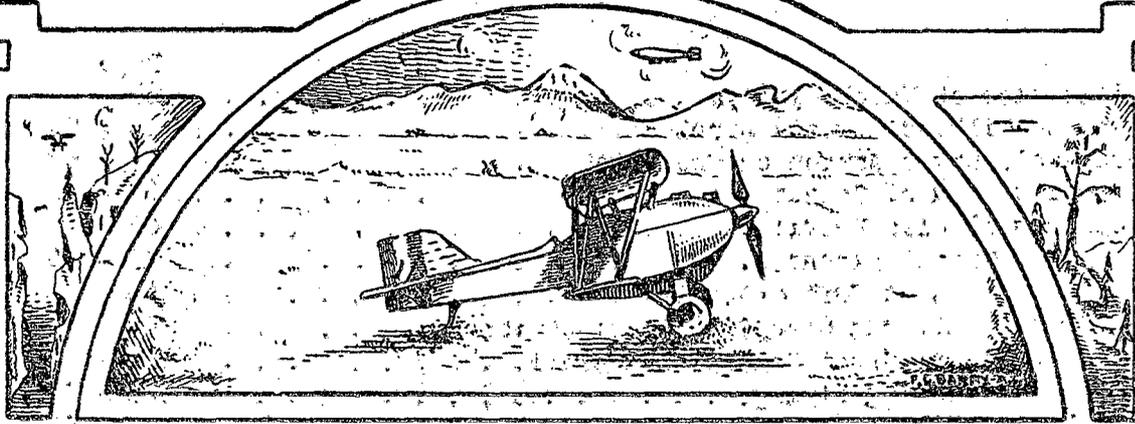
Other athletics engaged in include soccer and basket ball, with teams from each organization playing inter-squadron competition as well as holding matches with teams from the city of Galveston.

A considerable number of officers belong to the Galveston Country Club and play golf almost daily with some very good scores occasionally. The golf bug is spreading in the Group and the number of golf players is on the increase.

The brilliant social function of the season, the annual Artillery Ball, held at the Galvez Hotel by the Artillery Club of Galveston, was attended by many members of Fort Crockett. Following this event, which was the occasion of the formal debut of Galveston debutantes there were several other brilliant dances and balls.

A motor convoy of 65 trucks under the command of Lt.-Col. Charles J. Nelson, 9th Infantry, recently arrived from the 8th Corps Area Hdqrs., Ft. Sam Houston, with approximately 300 recruits for transportation to the Panama Canal Department. They were placed in camp on the western end of Fort Crockett Reservation. Several days later they Army Transport ST. MIHIEL docked at Galveston en route from New York to Panama with 772 recruits for distribution in the 8th Corps Area. During the stay of the transport Major-General Wm. S. Graves, a passenger on the ST. MIHIEL, proceeding to Panama, paid a short visit to Fort Crockett.





Air Corps
News =
= **Letter**



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March 10
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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THE REHABILITATION OF MARCH FIELD

With the approval, at the first session of the 69th Congress, of the Air Corps five-year program, and at the second session of appropriations to carry on this program, one of the first steps taken by the War Department has been to provide temporary additional training facilities at March Field. Almost six years ago this station was abandoned as an active field and all the activities of primary training were concentrated at Brooks Field.

It is planned ultimately to concentrate all training activities in the vicinity of the Training Center in Texas, and when the necessary additional facilities are made available the activities of the Primary Flying School at March Field will be transferred to Texas. This does not mean, however, that March Field will be abandoned; for it is proposed to station there, at a later date, certain tactical units, and all new construction contemplated at this station has been planned with this purpose in view.

A Bill, H.R. 15547, passed recently by Congress, gives authority for the expenditure of \$550,000 for barracks for enlisted men and \$750,000 for officers' quarters. The new buildings will be of fireproof material and a type of architecture suitable to that vicinity of California. Work on the new construction will commence early in next July and be completed as soon as practicable. Colonel William C. Gardenshire, Quartermaster Corps, has been ordered to take station at the field about March 15th for duty as Quartermaster and Constructing Quartermaster.

Plans tentatively made contemplate sending 15 officers and 623 enlisted men of the Army Air Corps to March Field by the middle of next June, and by September 1st next, when the first class of 165 flying cadets and 42 student officers will begin their primary flying training, the strength at the field will be 124 Air Corps officers and 788 enlisted men, these figures including the students. In addition to the Air Corps personnel, it is proposed to station at this new activity two officers and 20 enlisted men of the Quartermaster Corps and 5 officers and 25 enlisted men of the Medical Corps.

To make up the commissioned and enlisted strength above mentioned, certain Air Corps organizations now at other flying fields will receive orders in the near future directing them to travel westward. The organizations tentatively selected to proceed to March Field are the following:

- 47th School Squadron from Brooks Field, Texas
- 70th Service Squadron from Kelly Field, Texas
- 11th Bombardment Squadron from Langley Field, Va.
- 95th Pursuit Squadron from Selfridge Field, Mich.
- 44th Observation Squadron and 23rd Photo Section from Fort Sill, Okla.

For the requirements of the new flying school it is planned to have approximately 143 training planes.

The first contingent sent to March Field will find their time mostly occupied in preparing the old barracks, mess halls, school buildings and hangars for the use of the first primary flying class. It is some time since these buildings have been occupied and we have found that war-time construction needs continual maintenance.

March Field was originally established during the war, and was named in honor of Lieut. Peyton C. March, Jr., Air Corps, United States Army, who lost his life while undergoing training at Fort Worth, Texas. He was the son of Major-General Peyton C. March, former Chief of Staff of the Army.

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TEST FLIGHTS OF WILKINS' ARCTIC AIRPLANE

The Stinson-Detroit airplane, which will be used by Captain George Hubert Wilkins in his quest for unknown lands in the Arctic regions, north of Point Barrow, next March and April, was recently given weight carrying tests at Selfridge Field, Mich. The plane was tested with a load of 2,000 lbs., and with skis, both of which

tests being satisfactory.

Two thousand pounds approximates the load the plane will have to carry when it leaves the ground for exploration flights, comprising gasoline, 1500 lbs.; oil, 50 lbs.; and the weight of Pilot Ben Eielson and Capt. Wilkins, food equipment and instruments, about 450 pounds.

Eddie Stinson, designer and builder of the ship, was at the controls during the test flights, with Capt. Wilkins as passenger. Stinson flew the ship from the Ford Airport to Selfridge Field. The ship has five gas tanks.

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GENERAL SUMMERALL URGES ACTION ON PROMOTION

Major-General C.P. Summerall, Chief of Staff, made the following statement before the House Military Affairs Committee:

Mr. Chairman, the subject under consideration for giving relief to the personnel situation in the Army is one of which I have only a general knowledge from my contacts with the Army itself. My predecessor, General Hines, was a member of the board that investigated the subject and I have only recently come to the position of Chief of Staff to relieve him. No formal statement has been prepared by me and I should like to confine myself to such observations as I think have an appeal from the viewpoint of the service itself. The study has been presented in great detail by the War Department, with the principles involved and the data in support of those principles. They will be explained by the officers who made that study, with the conviction, I hope, that they seem to carry.

In discussing the subject, I feel that I must approach it from the point of view of my conception of an army and of the peculiar status of officers and enlisted men in their relations to the country and to the Government. My views are largely based upon elements which may be intangible but, as in the case of many great problems of life, the intangible is far more potent in its necessities and appeal than the tangible elements.

Must Fulfill Mission.

An army differs from any other instrumentality of the Government, except the navy. In fixing the status of any organization, agency or instrumentality the guiding purpose must be the mission of that instrumentality. It must be created and conducted so as to fulfill that mission, or else it must fail. I could not, therefore, compare the Army, its officers and soldiers to the personnel of any industry or of any civil department of the Government. My concept of an army is that its mission is to engage in war, when war is necessary and to gain peace which the agencies of peace of the Government have lost. It must be organized and imbued with the spirit that will engage in battle and that will win victory.

The officers and soldiers of an army are expected to consecrate themselves to their country, subordinate their personalities, their rights, their privileges and their opportunities to the good of the country as a whole. They must be imbued with fortitude, courage and the fighting spirit that will win victory in the face of opposition of any enemy. They must be resigned to giving their lives, to suffering wounds, hardships and privations, and to living in a state of danger and often of horror. We can not pay them in money for their service. Soldiers do not fight and give their lives for money, for fear of punishment or for selfish motives. No soldier ever fell in battle or suffered wounds for selfish advancement or selfish gain. It is the intangible that gives a man the spirit that a soldier displays on the field of battle.

While all men are imbued with certain basic qualities of human nature, these qualities must be developed to make efficient soldiers. An efficient army is a priceless possession of a government, while an inefficient army is the greatest extravagance that a government can have. In time of peace, officers and soldiers are at a material disadvantage. They must give up the opportunities offered them in our country for gain and for prosperity in civil life. They often live in remote places, and under trying climatic conditions that affect their health and the health of their families. They sacrifice what is very dear to everyone -- community of interests and associations. They are economically and often socially isolated, not because they want to be, but because their economic condition prevents them from participating in the normal lives of the people about them of the same education, character and attainments. They are at a disadvantage in the education of their children, not only by reason of frequent moves but by reason of the fact that in many places their children are denied the public schools without payment of tuition, which they can ill afford. They are not able, in a great majority of cases, to send their children to private schools.

Nation Indebted to Armed Forces.

We need not inquire why men engage in the profession of arms. It is a fact that must be accepted. From the beginning of our country, the military spirit has been a determining influence in our existence and progress. I do not believe it is inopportune to state that we owe practically all we have to the accomplishments of our armed forces. In the Revolution, the man who fought our battles gave us our Government and the territory of the original colonies. By subsequent wars, we have preserved intact or solidified this Government and we have gained all the territory we possess as a result of war and the victories of our forces, or because our country was prepared to take warlike measures to vindicate its purposes and principles. Our Army is our reliance in maintaining a constitutional form of government, not only for our Federal Union but for our States.

In our own day, we have experienced the employment of the Army in various missions. We may recall the great railway strikes when, in a few weeks, our little Army restored order and saved the country from an economic loss of what would probably have been many times its cost over a period of years. It vindicated our ideals and our civilization in 1898 in Cuba and the Philippines and in 1900 in China. There is no doubt in my mind, that in the Great War, the Army preserved our liberty and made it possible for us to sit here to-day in the Capital of our country as proud citizens of a great, free people.

The stabilizing influence of our Army to-day in guaranteeing internal order and the peaceful development of our industrial life, as well as in giving effect to our international policies, is of incomparably greater economic value than its cost.

The qualities of the Army are not accidental. They are an evolution of a system, of the application of psychological principles and of the upbuilding of pride and soldierly spirit throughout its existence. I dare say that every gentleman around this table has ancestors who bore arms or has himself borne arms in the defense of the country. Among their proudest possessions, no doubt, are the trophies and the records of their blood kin who, in each generation, has vindicated the name and the family pride.

While we cannot pay for the services of the Army in money, there are things more prized by the soldier than money, property, or civic power. Among the basic elements of human nature are ambition and a sense of justice. They are employed to the maximum in developing industrial efficiency and they are indispensable to the efficiency of an army. All countries have adopted a system of military grades, thus giving to each officer an opportunity to rise to a position, relative to his fellows, of importance, dignity and pride commensurate with his services, his age, and the length of time he has been a member of the army. They call this "promotion" and "rank". Relative to the high positions in civil life, such reward is small, but it is far more precious to the soldier than any material consideration.

If you will permit me to digress for a moment, there comes to me an illustration. When I was a second lieutenant, I was aid-de-camp to a general officer. He was one of the finest soldiers and most dominant characters that I have ever known, and if I have been able to apply knowledge of the profession of arms to any degree, it is very largely because of his example and his principles. He was a distinguished officer of the Civil War, in which he commanded a horse artillery brigade. He lingered many years after the war in the grade of field officer, and toward the end of his life he was made a brigadier-general. It was a very parsimonious reward doled out to a man whose services had been to this country of inestimable value. He became sick in 1917, in very advanced years, and Congress passed one of those human pieces of legislation that are further reaching in their effect than you gentlemen know. It permitted three officers on the retired list with Civil War service, of whom he was one, to be made major-generals without increase of pay. I was in the War Department when I learned of the enactment. Immediately I took his commission to the Secretary of War and to the President and asked them to sign it, which they did. I took it to his home, where he was lying, not far from here, unconscious, dying. I went to his bedside and said, "General, I have brought you your commission as a major-general". Consciousness came to him. He looked at me with perfect recognition. He took the roll and clasped it to his breast and, with tears streaming down his cheeks, lapsed into unconsciousness and died while I was in the room. That piece of paper was the realization of a life's ambition.

Congress Holds Responsibility.

Such things are intangible, but they are what make an army and its soldiers. You can not estimate the power of the legislation that is proposed for the safety

of this country in the hands of its Army. It is your Army. It is just what you choose to make it, either good or bad. You fix the measure of its usefulness, or of its inefficiency.

I said that another element of human nature is the sense of justice. We and all other men are deeply imbued with a sense of justice. It has been exaggerated in the American character because of individual freedom and jealousy of personal rights. The spirit of justice has been the very foundation of our Government, our laws and our liberties. You can not treat any man unjustly without arousing in him a sense of bitterness, resentment and antagonism that will mar whatever elements of native ability he may have. You may apply it in your business, your industry or your professions and the result will always be the same.

No men have a higher sense of justice than soldiers. Officers and men are very intelligent. They weigh and think and they know what is right. While they will obey orders, they have a consciousness of whether or not they are receiving their due. No man can command successfully American soldiers or officers unless they have confidence in his sense of justice. The Government above all must show them that it treats them justly, according to reasonable standards of justice. If they are given the opportunity for promotion and for relative well being among their fellow men, in recognition of their services and sacrifices, and if they are to be made to feel a sense of justice, we can have the finest army on earth. We can not have the best army if we deprive them of these basic rights which the Government owes them.

It is a fact that the American Army has never sustained ultimate defeat, but it must not be taken for granted that such will always be the case. We must protect ourselves against defeat by having an efficient army on which we can rely to achieve victory. Numbers will not be sufficient. If I may compare the army to the sword, it is not only the weight of the sword but it is the edge of the sword that cuts. The edge of the sword with an army is its morale, or the will to win. Contentment, pride, self-respect, a high sense of honor, loyalty, courage and unselfish devotion to duty can come only through just such treatment and the adoption of those methods that put into men's hearts the love of service and the desire to wear the country's uniform and to sustain the honor of its flag.

From what I have said, it must be seen that the military profession requires a very high type of men for officers. Such men can not be secured for a wage. They are not hirelings. Theirs is not a job but a career and a lifework of development and devotion to duty. Not only must we get men of high character for the performance of military duty, but we must realize that in war the officers are entrusted with the lives of great numbers of their fellow citizens. It depends upon the officers whether men are used skillfully or whether they are sacrificed. Upon their acts rest victory or defeat and the very fate of the Nation. From the officers there must be produced supermen. You must find the Grants and Pershings among them. You must therefore draw the officers from the class of people in our country who can furnish such leaders in the Nation's crisis. Naturally, we can not attract men to the profession of arms after they have attained a stabilized place in life. We must secure them when they are young and then develop them. We must not only induce them to enter the service, but we must induce them to stay.

Army Men Ambitious.

There is no greater extravagance than to educate for the Army fine young men of upstanding character and good minds, and then to have them face a hopeless future and quit. They are ambitious and under existing conditions their ambitions can not be realized. They have a sense of justice and their sense of justice is outraged. They become discouraged and unhappy. They can not put their heart in the work and they want to quit. We have no moral right to keep them in the Army because we must recognize the justice of their views.

To have a contented and efficient army, therefore, we must have an army that will offer inducements for the best class of young men to become officers and for a class of men of fine character to become soldiers. The fact that the army is small makes it all the more incumbent to make it of maximum efficiency. We must have men satisfied, eager and interested. They must know that every one has the possibility of attaining with proper service and efficiency, the highest place in his profession, just as every citizen has a right to look forward to advancement in his business or profession. Such a system is far more important than the cost of maintaining it. Indeed, I repeat, to maintain an unhappy army with low morale would be the greatest extravagance in which the Government could indulge.

The present condition is leading to a very unfortunate situation. It has

been explained to you and will be further explained in detail that we have a large number of officers who are representative American citizens and who have come from the mass of the people. Most of them have worked their way up in life. They have demonstrated, by their service in a great war, their ability to be officers and they have deserved at the hands of the Government considerate and just treatment. They see, however, that before them is a hopeless future. The great majority must remain in grades not commensurate with their duties, their age or their length of service. They will do what every man does under such circumstances -- they will stagnate. They see themselves confronted by the problem of living. Every man in this country has a right to aspire to improve his scale of living and because he finds himself initially in one scale of living he is not deprived of the right to seek a higher scale of living. It is one of the blessings of our free Government.

Every man in this room has aspired to and no doubt has attained a better place in life, and Army officers are like the rest of the people.

It is not just to say to them "You ought to do your own housework, to live in a shack and suffer inconvenience". They believe that, in serving our Government in the capacity pertaining to them, they occupy a peculiar position, one that merits such treatment as will enable them to take their place on a scale of living commensurate with their importance to the Government and to the community. I believe that, as much as any man in the room, I can speak for the people of this country. I have been in very close contact with them over a considerable part of it in the last few years, and I believe the people indorse thoroughly what I say. They expect the Army to be taken care of by the Government in a way that is commensurate with the importance of this great country. They expect their officers to be given by the Government, a scale of living that will enable them to have self-respect and to be respected by their associates, and that will give the country and the people a sense of pride in them as their protectors in war and as the men who must prepare this country for war and lead it in battle.

Left Handed Economy.

Economy that does not produce efficiency is extravagance. As I understand this proposed measure, it does not contemplate any appalling outlay of funds. It does contemplate a readjustment of an unfortunate situation that resulted from war and that is a part of the expenses of the war, just as much as the shipyards, or ships or airplanes or any other element of defense has been a part of the expense of war.

The adjustment is simple. It would appeal to the people, I believe, if submitted to them. It will establish a system of relative positions among officers that will give them a status commanding the respect of their men, their associates and the people. It will put the edge on the sword to which the Army may be compared. If this is not done, we can only take a very gloomy view of the future of the military profession in this country.

I saw something of what we shall realize when I came into the Army. I reported to a lieutenant commanding a company. He had been a first lieutenant since before I was born, and I was then 25 years old. He was one of the most gallant, accomplished, spirited soldiers that we have ever had. His name lived in our history and no American can read of his life or of his accomplishments without a thrill of pride in belonging to his race and his country. I saw him fall on the walls of Peking, a few years after he became a Captain. He gave his life to the country, a life of devotion and service beyond measure; when our Government was compelled by force of arms to maintain its honor and to save the lives of our people. I do not know of anything that this country ever did to say "Thank you," to say "Well done, Reilly;" or to say "We are sorry that we never gave you justice while you lived or that we ignored your memory after you died". At the same time, I saw many grow old in junior grades and end their careers in discouragement and regret.

Soldiers know these things. You can take the heart out of them or you can put the heart into them.

I believe the time to act is now. The sooner relief can be given the better it will be for the service and for the retention in it of the high class of men who we now have. We must house them decently, promote them equitably and give them such a pay status with promotion as will enable them to live normally and give their time and their thoughts to their profession. They are salaried men with no outside source of revenue. The officer who would attempt to devote his time to outside selfish interests would forfeit his standing among his fellows. Moreover, his commanding officer would not allow such a practice. The Army exacts

all that an officer can give in peace and it may take his life in war. The Government should recognize it as being different from anything else and give it a status in accordance with its mission, with what it has done in the history of our country, is doing to-day and may have to do again in spite of all our efforts to avoid it.

I should like to answer any questions that any gentleman may want to ask.

Mr. Wurzbach: I want to say General Summerall, I wish every American could have heard the statement you have made here to-day.

Mr. Wainwright: I think every member of the committee indorses that remark.

Mr. Wurzbach: I think it is the most inspiring statement I have ever heard and I think it is a splendid and well-deserved tribute to the Army. I am just wondering, especially with reference to what you said about housing the Army, whether Congress is at fault or some other body is at fault.

General Summerall: The Army does not know. The Army knows the Constitution says that Congress shall raise and support armies. It looks upon Congress as its source of hope and help.

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THE FRIENDLY INVASION OF CANADA

The flight of 12 pursuit airplanes and one transport plane from Selfridge Field, Mt. Clemens, Mich., to Ottawa and Montreal, Canada, Buffalo, N.Y., and return to Selfridge Field, afforded the First Pursuit Group many interesting experiences in connection with flying in sub-arctic weather.

The purpose of the flight was to provide a practical test of the mobility of the present type of pursuit planes under the most severe weather conditions, using skis for the landing gear of the planes instead of wheels. Another very important reason for the flight into Canada was to comply with the wishes of representatives of the Canadian Government, as well as prominent citizens of the Dominion, that a flight from Selfridge Field visit some portion of Canada while on maneuvers for the purpose of stimulating their greater interest in aviation.

Securing the necessary authorization for the flight to Canada from the War Department also the official permission of the Canadian Government, the flight departed from Selfridge Field on the morning of January 24th, the pilots of the 12 pursuit planes being Major Thomas G. Lanphier (commanding), Lieuts. St. Clair Streett, Arthur G. Liggett, L.C. Mallory, John J. Williams, Leonard H. Rodieck, Lawrence C. Elliott, Lee Gehlbach, Charles H. Deerwester, George E. Finch, Francis C. Crowley and Joseph G. Hopkins. The transport plane, carrying six mechanics and the necessary spare parts, was piloted by Staff Sergeant Byron K. Newcomb.

When the flight reached Ottawa, the tail skids were removed from all of the 12 pursuit ships and the rudders from five of them. They were taken to the shops of the Royal Canadian Air Force to be repaired. The tail skids were fitted with a wide, spoon-like surface to prevent the tails of the airplanes from sinking in the crusted snow. It was learned the next day that the Canadian Air Force mechanics had worked all night bracing and welding these fittings for the tail skids and repairing the broken rudders. This service was only one indication of the splendid hospitality and helpfulness extended the flight by their Canadian neighbors, and to which may be attributed the successful landings made during the remainder of the flight.

The departure of the flight from Ottawa was delayed by reason of the fact that trouble was experienced in starting the motors, due to the cold weather. With the aid of a portable steam heating plant which is used in Ottawa to thaw out fire plugs during winter weather, the flight was able to leave in formation a little over an hour behind schedule.

During the 100-mile flight between Ottawa and Montreal, the formation twice ran into heavy snow storms and was forced to make a landing each time. At Montreal a temperature of 22 degrees below zero greeted the fliers. Difficulty in starting the motors, due to the frigid weather, made it necessary for the friendly invaders to remain an extra day in Montreal. During the flight from Montreal to Buffalo, N.Y. poor visibility and the approach of a snow storm caused the fliers to land on a frozen river near Clayton, N.Y., at which town they spent the night.

The return flight from Buffalo to Selfridge Field was a constant struggle by the pilots to keep the planes upright, due to the extreme roughness of the air.

At the start of the flight good weather was assured over the route to Ottawa, with a 20-mile an hour tail wind from the southwest. Poor visibility was somewhat of a hinderance for the first 25 miles over the country northeast of Lake St. Clair, but this condition rapidly cleared when the lakes were left behind and, although the sky was overcast, the visibility was excellent. It was gratifying to note the increasing amount of snow on the ground as the flight progressed eastward. Flying a compass course for the first 150 miles at an altitude of about 1,000 feet over Ontario carried the fliers over country level, with fairly large fenced fields, adequate for landing with skis. South of Lake Simcoe, a rougher type of country was encountered, being slightly rolling, more wooded and interspersed with small lakes. The fields were smaller and all fenced, making the prospect of a safe landing somewhat problematical.

Progressing further eastward the character of the terrain changed rapidly, becoming heavily wooded and rough, impossible for landing except on the many frozen snow-covered lakes which dotted the entire country in the vicinity of Lindsay, Ontario. This country looks as though a huge rake had been drawn across it from the north to the south. The ridges are low, extremely rough, close together and covered with boulders, lakes and ponds affording the only level spots on which to attempt a forced landing.

Coincident with the rough country came snow, forcing the fliers down to about 400 feet above ground. With no land marks and only the compass to direct them they had many misgivings. The occasional cabin with a small clearing around was a gladdening sight, but came only scattered. After covering approximately 150 miles of this country, through intermittent snow squalls, during which the visibility was cut down to almost nothing, the Ottawa River was reached and then the town of Marchurst. The flight turned southward and ran into snow, which continued until Ottawa was reached.

The fliers saw the black circle on the snow of the river just south of the inter-provincial bridge in front of the City of Ottawa. Flying a close formation, coupled with the poor visibility, smoke, and snow, made it impossible to gain many impressions of the seat of government of the Dominion of Canada. They were intent upon making a successful landing in front of the assembled populace of the Capital of Canada.

The rather restricted zone available for landing made it necessary to land each plane individually, the flight remaining in a Lufberry circle as the planes in turn dove successively for the landing circle.

Although the time taken for the actual flight from Selfridge Field to Ottawa, a distance of 430 miles, was only 2 hours and 55 minutes, it required about 15 minutes to land the entire flight of 12 ships on the snow of the Ottawa River. The snow covering on the ice was about 20 inches in depth, but all ships landed safely, with the exception of a few broken rudders, caused by the sharp tail skids with which the airplanes were equipped cutting through the snow crust and allowing the unprotected rudders to come in contact with the hard packed snow. This experience showed the necessity for providing a special tail skid with enough surface to prevent the tails from sinking in the snow when taking off and landing.

The fliers were warmly greeted upon their arrival by Viscount Willingdon, the Governor-General of Canada; Viscountess Willingdon; Group Commander J. Stanley Scott, Director of the Royal Canadian Air Force, with the officers of his staff. Although unwilling to leave the ships out until they had been prepared for the next day's flight, the fliers were assured that same would be properly taken care of until the mechanics should arrive in the transport from Camp Borden, north of Toronto, where it had stopped to refuel.

After making arrangements for the draining of water and oil by the efficient and courteous mechanics of the Canadian Air Force the fliers were taken to a luncheon given by the Rotary Club of Ottawa. The Minister for Defense and the Mayor verbally extended a welcome to Ottawa and to Canada. In the midst of the entertainment the transport was heard over the city, denoting that the entire force had arrived safely.

The time set for the departure from Ottawa was twelve o'clock noon on January 25th. The repaired rudders and new tail skids were all installed, and after the delay occasioned by the difficulty in starting the engines, the flight left in formation for Montreal at 1:10 P.M. Before leaving the vicinity of Ottawa a light snow squall was encountered. Heading northeast, down the Ottawa River towards

Montreal, the fliers soon ran into blue skies and beautiful weather. With about a 15-mile an hour tail wind they were progressing beautifully when, in the vicinity of Vendover, a heavy snow storm was encountered. It was so thick that it was impossible to keep all the planes of the flight in sight at one time, so a landing was made to await the passing of the storm.

The entire flight landed down wind, singly, on the Ottawa River. The snow varied in depth from two to four feet. This uniform depth was occasioned by the snow drifting before a crust had formed. The landing at this time subjected the skii equipment to the most severe test experienced during the entire trip. The necessity for immediate landing to avoid confusion and possible collision resulted in down wind landings, thus creating a worse condition than had up wind landings been practicable. The planes landed at about 65 miles an hour on a thinly crusted undulating surface, and in many cases the noses of the skis cut through and cascaded large pieces of crusted snow high into the air. At no time, however, did any of the planes show a tendency toward nosing over during this landing, and the effectiveness of the spooned tail skids had been demonstrated, none of them sinking into the snow to a greater depth than three inches and preventing injury to the rudders.

About twenty minutes later the snow squall passed off to the east and the fliers resumed their journey only to shortly thereafter run into a blinding snow storm in the vicinity of Little Rideau, on the Ottawa River. As they were about to land, the transport plane overtook them and was soon lost in the welter of snow. The landing was made behind a little island on smooth ice, covered with not more than two inches of snow. The area was somewhat restricted by open water on both ends of the island, the zone available for landing being not more than 1,200 feet long by 600 feet wide, but the entire flight landed individually without the slightest mishap.

After a wait of about twenty minutes, during which time the motors were running, the storm passed off to the eastward, and the short flight to Cartierville, the landing field near Montreal, was quickly made. Shortly after leaving Little Rideau, the transport plane was spied on the ice of the Ottawa River, just south of Chute a Blandeau where it had been forced to land on account of the storm.

At three ten the first ship landed at Cartierville, quickly followed by the others. The transport, which flew over the field half an hour later, made no attempt to land, proceeding to Bay St. Louis for a landing on the ice, due to the limited area of the landing field.

The fliers were met by representatives of the Royal Canadian Air Force, the Pro-Mayor of Montreal, and representatives of the U.S. Consular Service. These men willingly waited until the ships were prepared against the cold and the necessary chores had been done before leaving them to the guards, since the mechanics would not be available until the next day. The City of Montreal extended her welcome in true French-Canadian style. It was decided to remain in Montreal another day to allow the mechanics to go over the motors. The temperature having dropped to 22 degrees below zero, no attempt was made that day to start the motors, the day being spent in carefully inspecting them and keeping them limbered up with steam heating plants furnished by the City of Montreal.

The weather on Thursday proved slightly colder than the day before, so that it was practically impossible to get all of the engines running in time for the flight to Buffalo that day. It required about an hour to start each motor, and it was necessary to keep the motor running after once it was started. Use was made of a city steam boiler, such as was had in Ottawa, but having only one it was impossible to leave all the planes idling while waiting for the others to get started. The main difficulty encountered was the congealing of the oil on the cylinder walls of the motors. This would get so stiff that it was practically impossible to turn the propellers without preheating the motors.

On Friday the weather moderated, and after considerable difficulty, eleven ships were able to leave the ground at 1:00 P.M. Engine trouble experienced by the twelfth plane precluded the possibility of the entire flight leaving Montreal at that time. Two o'clock saw nine of the planes circling overhead preparatory to the flight to Buffalo, three remaining on the ground, one with engine trouble and the other two waiting to accompany it when it could be made ready to continue.

Flying a compass course to Pulaski, N.Y., the route left the vicinity of the St. Lawrence River and the adjoining level country with open fields, where a landing might be made at any time on the snow-covered earth, and led to a country scantily wooded though increasingly rugged and generally impossible for landing even with skis. The skies were lowering and it began to snow. Weather conditions becoming worse, the flight veered northward until the St. Lawrence with its smooth ice, where

a landing might be made almost at random, was reached. The weather finally became so bad and the visibility so poor that it was necessary to fly at an altitude of not over 200 feet, and finally a landing was made on the clear ice in the little cove just off Fishers Landing and the ships taxied to shelter under the fringe of boat houses along the shore. The fliers had been in the air, struggling against a heavy southwest wind, for an hour and 45 minutes, and it would have been impracticable to proceed to Buffalo in the face of the gathering storm, with the possibility that the snow cover on the Buffalo Airport might have been obliterated by the warm south winds which were blowing at that time. The airmen, upon landing, found it so warm that they considered it inadvisable to drain water or oil, it being improbable that the temperature would drop sufficiently to make it difficult to start the engines. A 30% solution of alcohol was used in the radiators, and the oil in the crankcases, which was of a medium heavy grade, was changed for a lighter, Arctic oil at Ottawa.

At Clayton, N.Y., where the night was spent, it was learned that the three planes which remained at Montreal, left there at 3:20 P.M., but on account of bad weather were forced to return. Instead of returning to Cartierville they landed on the ice of Bay St. Louis where they might have the services of the mechanics of the Transport plane. They stated they would proceed to Buffalo as soon as the weather would permit, rejoining the remainder of the flight there. By nine o'clock the snow had turned to rain and the fliers rested secure in the belief that no difficulty would be experienced in starting the engines the next day. They learned that their landing at Fishers Landing was, indeed, fortunate, for rain had erased all traces of snow from the Buffalo field, and would receive word in the morning of a suitable landing area on the ice of Lake Erie or the Buffalo River. In the meantime, knowing the difficulty that would be experienced in finding a suitable location for the landing of the flight in the vicinity of Buffalo under changed weather conditions, it was tentatively planned to fly to Camp Borden, north of Toronto, where the snow cover was still intact, or, if sufficient gasoline and oil could be procured, fly direct to Selfridge Field and land on the ice of Lake St. Clair, having little hope of finding snow on the field itself.

After a restful night in Clayton, the fliers repaired to their planes and succeeded in getting them all started, though one gave considerable trouble for a time due to a drenched magneto. They learned from Buffalo that Roy Keys, of the Curtiss Airplane and Motor Corporation, had located a satisfactory area for their landing, and that it was marked and in readiness for them.

Leaving Fishers Landing and the beautiful Thousand Island country at 1:50 P.M., and flying along the shores of Lake Ontario, Buffalo was reached at 4:10 P.M. The landing area selected was the ice, within the breakwater, at the mouth of the Buffalo River. It was quite long and about a thousand feet wide, consisting of much ice blown by the wind against the shore and frozen. Though rough, no difficulty was experienced in making a safe landing.

The fliers remained in Buffalo over night, after preparing their planes for the flight to Selfridge Field the next day. Mechanics of the Curtiss Airplane and Motor Corporation refueled the ships and made such minor adjustments of equipment as required. It was learned that Lieuts. Liggett, Deerwester and Gehlbach had left at 11:00 A.M. Saturday, but due to the loss of water from his radiator, Lieut. Liggett had brought his flight to a landing at Alexandria Bay, N.Y., only five miles east of Fishers Landing, where the remainder of the Group was even then making ready for the take-off to Buffalo. After making the necessary repairs to Lieut. Liggett's plane, the three planes again took off for Buffalo at 2:00 P.M. but while passing over Woodville, N.Y. the high pressure oil lead in Lieut. Gehlbach's plane broke, forcing him to make an immediate landing, which he successfully negotiated on ground only partly covered with snow.

The pilots of the remaining two planes, upon assuring themselves of the success of Lt. Gehlbach's landing and upon his signalling them to proceed, continued on their way. The overheating of Lieut. Deerwester's engine forced a landing on the ice of Irondequoit Bay, six miles north of Rochester, N.Y. After replenishing the water in the radiator and being again ready to proceed, Lieut. Liggett's motor failed on the take-off and forestalled further progress that day; in fact, until considerable repairs could be made to his plane.

The nine planes of the flight left Buffalo at 11:15 A.M., Sunday, getting away safely despite a heavy wind directly across the narrow ice runway in the Buffalo harbor. The remaining 250 miles of the distance home required two hours and 55 minutes of flying against a heavy west wind. When a landing was at last made on the runways marked out on the surface of Anchor Bay of St. Clair Lake, at

2:16 P.M., Jan. 30th, the fliers were very glad to be home, despite their many interesting experiences.

Lieut. Gehlbach replaced his broken oil line from spares carried in his ship and accomplished the astonishing feat of taking off with skis from ground bare of snow, arriving at Selfridge Field at 6:00 P.M., January 30th.

Lieuts. Liggett and Deersester arrived at their home field on February 1st, after having their planes and engines thoroughly gone over by mechanics sent out by the Curtiss Airplane and Motor Corporation from Buffalo. Their skis had been supplanted by wheels.

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AIRPLANE COMBATS ALFALFA WEEVIL

The utilization of the airplane as an effective agency for the spraying of alfalfa fields suffering from the ravages of an insect pest, known as the Alfalfa Weevil, may be realized from an official report received at the War Department giving the results of dusting operations recently carried on in the State of Utah.

The success attendant upon the dusting of poison powder from an airplane flying over Southern cotton fields, which had suffered through the inroads of the Cotton Boll Weevil, led officials of the U.S. Department of Agriculture to adopt a similar experiment against the Alfalfa Weevil. Three alfalfa fields in Utah were selected for the experiment, and an Army Air Corps pilot flew over each one of them, the poison dust being distributed during the flights in a steady stream through a special container placed in the cockpit of the airplane.

In the report on the above experiment, the Entomologist of the Agricultural Department in charge of the work, states that of the three fields dusted only one, that in the small field near Riverton, was sufficiently damaged to make the results of the treatment show up. The first field was neither badly damaged nor in sufficiently growing condition to recover under treatment even if it had been injured enough for purposes of contrast. The third field, which was in all respects the most promising of the three and which would have furnished an excellent demonstration, was, unfortunately, subjected to such a short period of weevil feeding that although the weevils were effectively disposed of, as determined by actual counts of the survivors, apparently little results were obtained because the weevil feeding was over before the effect of the poisoning had time to show in the appearance of the field. On the fifth day after treatment, an examination of the field showed a decided decrease in the number of larvae present. Immediately after this, all feeding ceased, both in the treated and untreated parts of the field.

The seven-acre field at Riverton, which was badly injured by the weevil, was left standing long enough after treatment for the sure effect of the poisoning to be seen. A week after this field was dusted an extended examination, made by brushing the tops of the foliage with a 12-inch insect net, showed in the untreated parts of the field an average of about 2500 larvae captured in each 100 strokes of the net, while the same number of strokes in the treated part of the field gathered up from ten to twenty larvae.

The Entomologist states -- "This is the most nearly complete extermination of the weevil larvae that I have ever been able to obtain by any method, and its success from the practical point of view may be estimated when I say that we consider spraying effective if it reduces the number of larvae in the field so that 100 strokes of the net will capture only 500. *** We feel that this operation lays the foundation for a dependable and inexpensive method of controlling the alfalfa weevil in regions where the acreages are so great that no land machine can cover the necessary amount of ground in the required time."

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REIMBURSEMENT OF TRAVEL EXPENSES

In a recent issue of the ARMY & NAVY REGISTER, under the caption "Expenses for airplane travel" it was stated that --

"It will practically be impossible for aviators of the Army, Navy or Marine Corps to receive any reimbursement for actual and necessary expenses incurred in traveling via air, according to a decision of the Comptroller General dated January 7, 1927, wherein he expresses himself in no uncertain terms on this subject."

The foregoing quoted statement is somewhat misleading. Under the decision referred to above, certain officers of the Navy were not allowed reimbursement of traveling expenses while en route to and participating in Navy Day exercises at

San Francisco during October, 1925. The reason reimbursement of traveling expenses was not allowed is that the original order directed that a particular squadron, consisting of twelve planes, proceed by air to San Francisco to participate in the exercises, making this a troop movement.

The Act of July 11, 1919, which authorizes reimbursement of traveling expenses, not to exceed \$8.00 per day, specifically prescribes that the travel must be by air and "on duty without troops".

Under the interpretation of the Act by the Comptroller General, officers traveling under orders in movements of other than their appropriate commands are entitled to reimbursement of travel expenses in accordance with existing regulations. On the other hand, orders issued specifying a particular squadron to perform travel by air do not carry individual travel allowances for officers or enlisted men participating in such aerial journey, since a squadron is considered a unit of troops.

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SUMMER TRAINING CAMPS AT FORT CROCKETT

The Third Attack Group, Fort Crockett, Galveston, Texas; will conduct the training of three camps during the coming summer.

The camp of the Air Corps R.G.T.C. unit of Texas A. & M. College will be held at Fort Crockett for six weeks, beginning May 31st, and will consist of about 25 students.

Organized Reserve camps will be held in two units, the 371st Attack Squadron being attached for two weeks beginning July 17th, and the 372nd Attack Squadron for two weeks beginning August 1st.

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TRANSPORT AIRPLANE AFFORDS SLEEPING ACCOMMODATIONS

Flying a C-1 transport recently from Fort Crockett, Texas, on a special mission, Lieut. H.W. Anderson, pilot, and his six passengers remained overnight at the scene of their mission, and slept aboard the transport. They were about ten miles from the nearest town, and rather than pitch camp for the night decided to use the transport as their lodging place. The seats were removed from the cabin, giving ample room for the six men to sleep on the floor, while the pilot arranged three parachute packs across the cockpit, making a comfortable bunk.

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SELFREDGE FIELD FLIERS GREET GENERAL SUMMERALL

Major-General Charles P. Summerall, Chief of Staff, U.S.A., on arriving in Detroit recently, was greeted by a squadron of airplanes of the First Pursuit Group, commanded by Major Thomas G. Lanphier, Commanding Officer of Selfridge Field.

While in Detroit, General Summerall was the guest of the Michigan Department Reserve Officers' Association of the United States, which held its first annual winter convention in that city. General Summerall was greeted at the Union Depot by distinguished officials, among whom were Governor Fred W. Green and Major-General Guy M. Wilson, of the Michigan National Guard. Later he was guest of honor at a luncheon.

After visiting Fort Wayne, General Summerall left on an afternoon train for Washington. Those composing the flight from Selfridge Field, in addition to Major Lanphier, were Captains Elmendorf, Dixon, Pritchard, Lieuts. Strahm, Mallory, Williams, Rodieck, Elliott, Deerwester, Gehlbach, Finch and Hopkins.

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USE OF INSTRUMENTS IN FOG FLYING By the Crissy Field Correspondent

Orville and Wilbur Wright, the first to fly, were also the first to realize the importance of instruments to pilots of aircraft. The first instrument they used, and with which they equipped all their early airplanes, consisted of a string of suitable weight, about eight inches long, placed in front of the pilot. This instrument indicated slips, skids and stalls, and by watching the string the pilot would know whether or not he was flying correctly.

The Flight Surgeon at Crissy Field has demonstrated to the pilots by use of the Jones-Barany chair hooked up to apparatus consisting of the turn and bank in-

indicator and magnetic compass, the value of these mechanical aids as a factor increasing the safety of flight under adverse conditions, and has also demonstrated, by simulating flight conditions, how a pilot could be mistaken in depending solely on his own judgment as to his position and movement while flying. The adverse conditions under which the Pacific Air Transport pilots are working have produced so many new and unfamiliar reactions that they have voluntarily sought the Army Flight Surgeon for any advice they might receive regarding these reactions and how best to combat them. Some interesting experiences have been reported and an effort is being made to reduce to a minimum the dangers surrounding this type of flying. The magnetic compass causes confusion to the pilot and should be used only for the purpose for which it is intended -- that is, navigation.

The Pacific Air Transport Company, operating between Seattle, Washington, and Los Angeles, Calif., has had difficult problems to meet in their work since November, 1926. One of these was to leave Los Angeles at midnight in fog. Fog conditions are well known on the Pacific Coast and this has been their most serious problem, altho they have had few failures in getting under way. The conditions under which they must take off and continue their journey are such that the ordinary illumination for flying fields is useless, and amber colored flares, such as are used by the railroads in the United States to signal trains to stop when the ordinary lantern cannot be seen, are placed in line at short intervals the length of the field to indicate to the pilot the path he must follow in getting off. After the wheels have left the ground all the flying is done with the aid of instruments, which are always carefully checked just before the flight, and checked again upon landing. The turn and bank indicator, for example, is checked by moving the tail in a lateral direction with the engine running, and the angle of incidence indicator by moving the tail of the airplane up and down. It is believed that the turn and bank indicator should be mounted on the instrument board at an angle of about thirty degrees, so that when the machine is headed straight down, for example, the instrument would continue to function. As the instrument is now mounted, if the machine is headed straight down the instrument will show no turn in either direction; if the machine gets past the vertical the instrument will indicate a left turn when in reality the machine is turning to the right, and vice versa. This has been demonstrated by holding the instrument in various positions and verified by statements of Pacific Air Transport pilots, and can be demonstrated by anyone by starting the Gyro and carrying it about the room in various positions.

The instrument boards are illuminated by at least two lights so that in case of the failure of one, there is still sufficient illumination.

Climbs thru fog and clouds to an altitude of three to four thousand feet are frequently made. At present fog is our worst enemy, but with the development of instruments, of machines and of pilots, it may be, in the not far distant future, that the Air Corps will wait for a fog before starting on an offensive mission. In time of an emergency, the fog serving as a cover for their movements.

Of course, at present it is realized that it is practically impossible to land in a dense fog, on the other hand, for mail and civilian pilots, if they desire to make a flight from San Francisco to Salt Lake City, all that is needed is a good weather report at the destination, as most of the journey could be made in thick weather.

As the distance of a flight increases there is a certain portion of the flight made thru fog, rain or storm, unless the flight is delayed to wait for clear weather; as, for instance, all trans-oceanic flights have been forced to wait for long periods for suitable weather.

There are at present thirteen pilots with the Pacific Air Transport Company. The superintendent, Mr. Tyler, states that the pilots would rather resign than fly their routes without instruments, and that he would not employ a pilot who felt that he could fly in a fog at night without the aid of instruments as it has been demonstrated in numerous cases that instruments are vitally necessary for this sort of flying.

DAMPING OUT ENGINE VIBRATIONS ✓

By A.M. Jacobs.

Any change of an engineering nature in aeronautics invariably carries in its wake such a stream of minor problems and changes that the engineer must sometimes find himself in the position of the fond father who orders a pet rabbit for his little boy and has a crate of them delivered at his door. It was in the wake of the introduction of the metal fuselage that the question of shock absorbing engine mounts became a problem for serious study. In the old days of wood fuselages there were practically no instances of airplane structural failure directly due to the effect of engine vibration. Having great resiliency of its own, wood acted to a certain extent as its own absorber of vibrations.

With the advent of metal fuselages, however, trouble with fatigue failure, due to this vibration, necessitated immediate preventive steps. As a result, the engineers of the Materiel Division, McCook Field, have been especially concerned during the past several years in the design and testing of various shock absorbing devices for insulating the engine vibrations from the engine mounts.

Some engines, of course, subject the plane to more severe vibrations than others. This has always been true of the eight cylinder, 300 H.P. Hispano-Suiza, which, installed in an armored single-seater (the PG-1), fractured a rugged steel engine mount with but a few hours of flying, subjecting the aviators in the meantime to extreme physical discomfort. The shock absorbing mount designed and installed in this plane was the first instance of such a device being used in an airplane.

With the TW-5, which carries the 180 H.P. Hispano, it was found that the engine mount failed after ten hours of flight service. After repairs, the failure was repeated after another short flight interval. This happened several times. Finally, the engine was insulated from the structure by passing hold-down bolts through rubber filled cups secured to the engine bearers. This cup consisted of a short piece of metal tubing with a metal disc secured to its center. By this arrangement, either up, down or side movement of the engine was transmitted to the bearer through rubber discs. After the installation of these bearers, the airplane was flown 200 hours without further trouble from the engine mount. After 160 hours, it was thought that the rubber might be deteriorating, and new pads were put in. The old pads, however, were found to be in excellent condition. At the end of 200 hours this plane was crashed and wrecked beyond repair, so that experimental observations were necessarily terminated.

Trouble was also had with the breaking of the Liberty engine mount in the DH-4M-1. The installation of shock absorbers of the same type as those described for the TW-5 helped this condition materially, and this mount has been in use now for about a year without breakage.

The same type of shock absorbing bearers were installed in the XLB-1, which mounts the geared Packard 2500 (800 H.P.) engine. The vibrations from this engine have resulted in failure of engine accessories and gasoline lines, as well as extreme discomfort to the flyers. It was due to this vibration in the first LB-1 under service test that the gasoline line failed, causing the plane to take fire in the air and making it necessary for Lieut. Hutchinson and Mr. Stanley to save their lives by parachutes. The condition has been greatly improved in this airplane by the installation of the shock absorbing mounts, and all of the production LB1's are being equipped with them.

In the PT-1 with the 180 H.P. Hispano, the engine is rigidly attached to the engine bearers and the bearers are secured to the remainder of the engine mount by means of clamps. The bearers are insulated from the clamps by means of rubber cylinders which encircle the bearers. A number of these mounts are in service and have given practically no trouble. Before these mounts came into use, the average life of the engine mount was approximately fifteen hours.

Besides the mounts which have been installed and tested, a number of new ones have been designed and are awaiting installation and test. A mount for the DH-4M-2 with Liberty engine has wood engine bearers with a half-inch strip of cork inlaid. Two types of shock absorbing devices have been designed for the Douglas O-2 with Liberty engine. One consists of rubber pads in cups, somewhat similar to those used with the TW-5 and XLB-1 described above. In this case, however, the cups which hold the pads are part of the clamps securing the engine to the engine bearers. In the second type, a cylinder of rubber is placed between the clamp and the engine bearer.

It is interesting to note that this question of shock absorbers for engine mounts has been a recent innovation of the automobile industry also, and some of the newer cars are coming so equipped.

Another bit of interesting information in connection with this problem lies in the fact that the Materiel Division has contracted with the Westinghouse Electric and Manufacturing Company to make a special study of airplane structural and engine vibrations to supplement the work along these lines of its own engineers. The Westinghouse Company is peculiarly adapted for such research, as for years they have maintained a separate research department solely devoted to the study of vibrations, not only in power mechanisms themselves but in the structures in which they are installed, with a view to elimination. Mr. Soderberg, the director of this work, went to Europe to gather all the data that foreign science can contribute to the subject. From such intensive research, information and suggestions may be obtained by the Materiel Division which may prove of material value in overcoming this difficulty in the field of aeronautics.

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STUDENTS GRADUATE FROM ADVANCED FLYING SCHOOL

A total of 33 students graduated as qualified airplane pilots from the Advanced Flying School at Kelly Field, San Antonio, Texas, on March 1st. Included among these students were five officers of the Regular Army, all of whom were assigned to Kelly Field for duty, 2 Naval officers and 26 Flying Cadets, viz: Regular officers -- 1st Lieut. Joseph B. Bailey, 2nd Lieuts. Howard E. Engler, Wilfred H. Hardy, Joe L. Loutzenheiser and D.M. Ramsay; Naval officers -- Lieuts. Wallace M. Dillon and Mathias B. Gardner; Flying Cadets -- George R. Acheson, John C. Berry, Robert E. Coulter, Lew W. Desrosiers, Lee F. Duncan, Wilbur Erickson, George R. Geer, Reginald Heber, Clarence W. Hudson, Ford J. Lauer, Daniel E. Lindsey, George H. Macnair, Forrest L. Neville, Charles B. Overacker, Budd J. Peaslee, Hansford W. Pennington, Leroy H. Prindle, Roland H. Ranney, Herbert E. Rice, Fred G. Richardson, Frank H. Robinson, Gordon P. Saville, Robert L. Schoenlein, Allen R. Springer, Herbert W. Vanatta, James F. Walsh.

In addition to the above-named personnel, 16 officers of the Air Corps, Regular Army, completed a special course in observation training at the Advanced Flying School, as follows: Lieut.-Col. Harry Graham, Majors James A. Mars, H.H.C. Richards; Captains Oliver S. Ferson, Chilion F. Wheeler, Wm.B. Mayer; 1st Lieuts. Benjamin B. Cassidy, William B. Clark, Clarence B. Lober, Bushrod Hoppin, Clarence F. Horton, Lewis R.P. Reese, Lawrence A. Lawson, John M. McCullough, Walter J. Reed and 2nd Lieut. Reginald R. Gillespie.

The majority of these last named officers were reassigned to the Air Corps stations from which they came at the time of their detail to the Advanced Flying School.

All of the 26 graduated cadets were recommended for commission as 2nd Lieutenants in the Air Corps Reserve. Nine of them, however, were assigned to active duty as Flying Cadets for a period of two years, with stations as follows: Cadets Hudson, Overacker, Prindle, Robinson and Saville to Mitchel Field, L.I., New York; Acheson and Macnair to Fort Crockett, Galveston, Texas; and Neville and Springer to Langley Field, Va.

Cadet Hari Cruz, of the Cuban Army, the only member of a foreign army graduating from the past term of the Advanced Flying School, successfully completed the special observation course.

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HIGHEST RANKING FLYING STUDENT

Lieut.-Colonel Walter Krueger, who has just been detailed to the Air Corps from the Infantry, will have the distinction of being the highest ranking student at the Primary Flying School at Brooks Field, Texas, where he has been ordered to report on March 1st.

Under the provisions of an order issued by the War Department last October, Army Officers in the various branches of the service are being given an opportunity to transfer to the Air Corps with the provision that they must earn their pilot's rating in the same manner as flying cadets, most of whom are youngsters just out of their teens.

Lieut.-Colonel Krueger is 46 years old, and received his original Army com-

mission in 1901. During the World War, among other important duties, he served as Chief of Staff of the Tank Corps, and was awarded the Distinguished Service Medal. His last station was at Fort McPherson, Ga. with the 22nd Infantry. He has always been interested in the question of aerial defense, and as an umpire during the Joint Army and Navy Maneuvers in the Hawaiian Islands spent many hours in the air observing the progress of events.

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PROGRESS OF CIVIL AVIATION IN GERMANY

Statistics in regard to German air transport in 1926, which have been recently issued by the Deutsche Lufthansa, show that the aircraft of the company covered about 3,816,100 miles -- 24% more than in the previous year. The total number of passengers carried was 56,268; baggage 384 metric tons, freight 258½ tons, and postal matter, etc., 302 tons. The number of passengers carried was 50% more than in 1925.

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ELKS AND SHRINERS VISIT CANAL ZONE

A boat load of more than 500 members of the Elks recently arrived at Panama aboard the S.S. DORIC. The boat was met about ten miles out at sea from Cristobal and bombed by a formation of Martin Bombers, D.H.'s and Pursuit planes from France Field. The bombs dropped were bundles of magazines, local papers and circulars of welcome. The visiting Elks were loud in praising the accuracy of the aviators in their bombing work, more than 50 bundles of paper were dropped and only five were seen to miss the boat. The Elks, therefore, slipped one over on the yelling news urchins by reading the morning paper before the boat docked.

On the following day, the Elks ran a special train to France Field, where they were met and shown around the field. A few of the leading newspapermen in their party were given an opportunity to see the Canal from the air. Mr. W.L. Wiley, Managing Editor of the Knoxville SENTINEL, Knoxville, Tenn., was among those to make a flight. He declared it to be his first flight but not his last, as he is now convinced of the future possibilities of aviation.

Several weeks later the S.S. ORACA arrived from New York City, carrying several hundred Shriners, headed by a delegation of Shriners from St. Paul, Minn. The reception extended to the visiting Nobles should have been very gratifying to them. A formation of DH's circled about their ship, while the PW-9's maneuvered above them.

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A PHOTOGRAPHIC FLIGHT IN PANAMA By Lieut. H.C. Downey, A.C.

Yes, we keep rather busy at France Field. The writer recently escorted Lieut. McDonald, in the photographic plane. He has been engaged for some time in mapping the Canal Zone and its appendages, which is quite a large order. Escort is rather a far fetched term, however, for Lieut. McDonald's DH-4-M2 ballooned up into the sky with amazing alacrity, while the writer's mount faithfully plugged and wheezed away with wide open throttle but appeared to get nowhere at all, despite 1400 revolutions per minute with the nose well above the horizon.

Later on it was found that the secret of the success of this climbing DH was a Martin Bomber propeller. So do we live and learn. However, when flying on the level taking pictures at 10,000 feet, the writer turned only 1450 to keep up with the photo ship turning 1500. The writer's plane had a Micarta prop and was a heavy tank ship equipped to carry 135 gallons of gas, while the photo ship had a 110 gallon tank. They were both supplied with 110 gallons of gas but, if anything, the photo ship was the heavier loaded plane with its camera and other appendages.

Lieut. McDonald cruised back and forth over Trinidad Lake clicking off his exposures, while the writer dogged his steps faithfully, the idea being that in case the photo ship or, for that matter, the other ship, is forced down, the survivor will observe closely where he landed or cracked up, as the case may be, and immediately report the location of the plane and the number and strength of the alligators, so that measures may be taken to rescue the victims or otherwise dis-

pose of them.

Flying over the jungle is quite a problem. Perhaps it would be advisable to jump with a chute and then perhaps it would not, for the alligators are hungry, and then there are the boa constrictors. However, we have very well serviced ships and well adjusted motors. And then we saw some wonderful cloud effects. They have clouds here and sunrises and sunsets that are a joy to behold.

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THE NEW FORD TRANSPORT ✓ By A.M. Jacobs

The use of the radio beacon, developed by the Materiel Division, was recently applied for the first time to commercial aviation when the Ford three-engined, all-metal monoplane transport flew from the Ford Airport, Dearborn, Michigan, to McCook Field, Dayton, Ohio. Its passengers consisted of Mr. William Stout, its designer, Mr. William Mayo, Chief Engineer of the Ford Company, and crew. Direction for the first half of the flight was from the radio beacon located at the Ford Airport, and for the latter half from the Materiel Division beacon. The experiment worked perfectly, the plane being guided directly above the landing field in a snowstorm which rendered visibility exceedingly poor. The take-off, the flyers said, was also made in a swirl of snow, but that did not deter the trip, as until very recently it would have done.

Gracefully, the big monoplane -- the most graceful type of plane that flies -- banked and nosed downward to land on the field. Neat and ship-shape was her appearance as she landed, and her doors were thrown open for inspection. Inside, wicker chairs for seven were ranged along the windows. The two-place pilot's cockpit was entirely glassed in, offering full protection from the cold and bad weather. The earth inductor compass indicator was noted among the instruments on the pilot's instrument board. Three engine instrument dials, those of the tachometer, the oil pressure gauge and the oil thermometer shone from each out-board motor, the pointers and numerals being radium-painted for visibility at night. The power is furnished by three Wright J-4 air-cooled engines, one in the nose, one on each side of the fuselage, suspended under the wing. At the right of the pilot was a lever, very much like an automobile gear shift in appearance, for operating the hydraulic brakes, with which the pilot was enabled to turn the plane in its own length.

To the rear of the pilot's seat for the use of the pilot or the assistant pilot, was a radio receiving set, while a small radio compartment immediately to the rear of the pilot's cockpit accommodated a radio operator. Messages of greeting, sent by General Gillmore from McCook Field radio laboratory, were received as the plane approached Dayton.

Mr. Donovan, formerly with the radio unit at the Materiel Division, now with the Ford Company, acted as radio operator for the trip, and it was good to see him and Mr. Roy Langham, also formerly with the Materiel Division, back upon their old stamping ground once more.

Remembering flyers' dependence upon weather conditions but a few years back it was good to think of our guests traveling to us on such a day in such safety and comfort. The plane itself aroused general interest and approval at the field. The return flight was made the same afternoon with radio beacon service.

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TWO MORE NEW MEMBERS OF THE CATERPILLAR CLUB ✓

The membership roll of the Caterpillar Club is mounting to respectable proportions. Up to this writing there have been 42 occasions where occupants of airplanes went over the side with parachutes and saved their lives. Actually, however, the membership of the Caterpillar Club is, as far as available information shows, 36. Two members twice saved themselves, Lieuts. Hunter and Barksdale, but the latter was subsequently killed in an airplane crash. Then there is Captain C.A. Lindbergh, Reserve, who is a fourth degree member.

The two newest members of the Club are Capt. F.R. Pratt, Medical Corps, and Lieut. L.C. Craigie, Air Corps. The NEWS LETTER Correspondent from Brocks Field relates the story of their jumps very briefly, as follows:-

"The morning of February 3rd, Lt. L.C. Craigie, A.C., instructor, and Capt. F.R. Pratt, Med. student, had the opportunity of deciding the best method of going over the side. Capt. Pratt had been showing skill and mastery of the art of

rolling and after a particularly good one he handed the controls back to Lt. Craigie -- 'only there weren't none left' -- Both officers left the ship at about 1800 feet and enjoyed the ride down and landed without injury with feeling 'kin to love for those beautiful, beautiful 'chutes.'

Through the unfortunate accident on February 26th at Buenos Aires, when in making the landing at the field two of the Pan-American airplanes collided, resulting in the death of Captain Clinton F. Woolsey and Lieut. John W. Benton, the Caterpillar Club gained two more members in the persons of Major H.A. Dargue, Commander of the Flight, and Lieut. Ennis C. Whitehead, who saved their lives by jumping with their parachutes. The actual membership of the Caterpillar Club to date is, therefore, 38, and the number of occasions where the parachute was successfully used in the extreme emergency is 44.

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CHIEF OF STAFF INSPECTS POPE FIELD

Major-General C.P. Summerall, Chief of Staff, made an inspection tour of Fort Bragg, N.C. recently, and included in the long list of units which came under his scrutiny was the detachment of the 22nd Observation Squadron at Pope Field. The General expressed himself as being satisfied with the well-kept appearance of the grounds and equipment and lauded the obvious spirit of cooperation existing between the Artillerymen and the personnel of Pope Field.

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OFFICERS DETAILED TO THE AIR CORPS

Six officers of other branches of the Army were recently detailed to the Air Corps and ordered to take training at the Primary Flying School, Brooks Field, Texas, viz; Captain Roy E. Craig and 2nd Lieut. Harold E. Walker, Cavalry; Lieut.-Col. Walter Krueger and 1st Lieut. Terrence J. Tully, Infantry; Capt. John A. Wheeler, Ordnance Dept.; and 1st Lieut. Francis H. Kuhn, Quartermaster Corps.

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ENLISTED MEN QUALIFY AS FLYING CADETS

The following enlisted men recently qualified for appointment as Flying Cadets and were ordered to take training at the Primary Flying School, Brooks Field, Texas, beginning March 1st: Air Corps -- Pvt. Coleman Clark, Aberdeen Proving Grounds, Md.; Privates Albert L. Baldock, John F. Garruto, Stewart C. Grim, Edwin L. Miller and James T. Solof, Langley Field, Va.; Pvt. Jesse A. Owensby, Maxwell Field, Ala.; Sgt. Harold E. Pielmeier, Wright Field, Ohio; Pvts. John H. Holtz, Paul F. Shock, Chanute Field, Ill.; Pvt. Aaron W. Johnson, Scott Field; Pvt. Herbert C. Sherman, Selfridge Field; Pvt. Royal Leonard, Fort Crockett, Texas; Cavalry -- Pvt. John W. Stewart, 6th Cavalry, Fort Oglethorpe, Ga.

NOTES FROM AIR CORPS FIELDS

Selfridge Field, Mt. Clemens, Mich., February 9th.

Since the return of the First Pursuit Group from the Canadian trip it has been working on pursuit tactics and the solution of problems preparatory to the combined maneuvers in April.

To date there has been considerable conjecture as to just where and with whom these combined maneuvers are to take place. One plan is to send the Group to Narragansett Bay for work with the Navy during their maneuvers in the Spring. The alternative is to send the Group to San Antonio where it can work in conjunction with the Second Division.

Tentative plans are being made to finish record firing at ground and tow targets in the near future here at the field. The Group is also to start bombing practice within the month.

Lieut. Luther S. Smith has been transferred to Kelly Field, Texas, and is to report at that station upon expiration of leave of absence.

Upon the arrival of pursuit planes piloted by Lieuts. Arthur G. Liggett and Charles H. Deerwester, and the Douglas Transport piloted by Staff Sgt. Byron K. Newcomb, all ships participating in the flight to Canada have now returned. The Transport carried mechanics and supplies for the trip.

Lieut. Julian B. Haddon has been ordered here after completing his tour in the Philippines.

Selfridge Field, Mich., February 15th.

While flying in formation and while coming out of a dive, Lieut. Mallory did not pull up soon enough and hit the tail surface of the plane piloted by Lieut. Hopkins, causing the controls to jam. At first Lieut. Hopkins was going to jump, but Lieut. Strahm signaled him not to jump but to try to land, which Lieut. Hopkins succeeded in doing. On the following day Lieut. Mallory, in order to avoid being taxed into by Lieut. Johnson, ground looped his plane after landing, causing one broken wheel.

Pvt. Herbert C. Sherman, 95th Pursuit Squadron, qualified for appointment as Flying Cadet and will be sent to Brooks Field for primary flying training on March 1st.

Lieut. Crowley cracked up a PW-8 at Buffalo Airport on Feb. 4th, washing out one wing and breaking a wheel. A wing was shipped from this field and installed by the Curtiss Company at Buffalo. Cadet Hovey and Sgt. Shannon in a DH transported a wheel on Feb. 10th. Lieut. Crowley then proceeded to Mitchel Field, arriving there at 4:15 P.M. on that date.

Lieut. Finch, pilot, and Capt. Collins, M.C., in a DH, on a flight from McCook Field for Selfridge, were forced down at Toledo, O., on account of darkness, landing at Ruthinger's Field. They resumed their journey early the following morning, reaching Selfridge Field at 8:00 A.M.

Lieut. Lyon, our old Supply Officer, came up from McCook, Feb. 7th in a DH, for the purpose of taking back Lieut. Tourtellot. On the same date Lieut. Tourtellot brought back one of the P-2's which had hydraulic brakes installed.

Lieut. Batten arrived here from McCook, Feb. 10th, for the purpose of transporting to that field Capt. Woolson, of the Packard Motor Car Company.

Lieut. Wolf and Capt. Edwards, in a DH, from the Radio Division, Signal Section, McCook Field, made a flight to Selfridge, being in communication with McCook during the flight. They reported that the signals came in clear.

Lieut. Frank O'D. Hunter returned to duty from the Walter Reed General Hospital, where he was receiving treatment, and resumed his duties as Operations Officer and Aircraft Accident Investigating Officer.

Lieut. Irwin S. Amberg resigned his commission, Feb. 19th to enable him to carry on the business of his father in Detroit. Lieut. Amberg will not sever his connection with the Air Corps entirely, however, as he has signified his desire to remain on the reserve list.

Headquarters, Air Corps Troops, Fort Bragg, N.C. February 1927.

Lieut. H.W. Gamble and Pvt. K.R. Cunningham of the Parachute Dept. limbered up our two training chutes recently by jumping with them, and now the season is in full swing, many applicants for future jumps having signed the list. This list

is growing so rapidly that already it begins to bear close resemblance to the detachment roll call.

Considerable volley ball activity around the barracks was the rule in the past few weeks. The interest manifested in the game was such that it was decided to make use of the up and coming talent by forming a league. Each officer of the five stationed here is the captain of a team, and schedules are worked out so that each team will play six games per week. Thus far the time has been devoted to practice but in the next four weeks league games will be played. Due to the fact that the teams are evenly matched, a hot fight for top honors is expected.

Lieut. Guy Kirksey with Tech. Sgt. Merson, flew down from Langley Field in an Amphibian and remained here a few days. They were bound for Florida on a photographic mission. Adverse weather reports from the South delayed their departure but they finally cleared for Parris Island.

Mrs. Harlan W. Holden, representing the Army Relief Society, again proclaims a 100% membership for the Detachment. This is the fourth consecutive year the outfit registered a membership of 100%. Although the money obtained from this source is turned in to Fort Bragg, credit for membership is allowed the Air Corps.

Lieut. H.W. Holden was reelected to the Fort Bragg Officers' Club Committee as athletic representative.

Norton Field, Columbus, Ohio.

The weather here has been rainy and foggy enough to satisfy any Londoner! Our C.O., Lieut. McKee, took advantage of the only decent afternoon in a long while to fly the new VE-9 to Fairfield and back!

The reserve officers flying from this station are all excited over a possible chance that we may get a PT-1 here. The Jenny is a good ship but, as we all know, "Variety is the spice of life". It will seem great to see something in the hangar different than the old standby.

We miss the old gang since the Model Airway ships discontinued operations. It is getting kind of lonesome for the checkered black and white nosed DH's, and the never failing questions of the passengers -- "How far are we from Langin or McCook?"

Crissy Field, Presidio of San Francisco, Calif., Feb. 7th.

Capt. Armin F. Herold, OIC Reserve activities at Salt Lake City, Utah, flew to Crissy Field from that place, bringing with him five parachutes for inspection by the Parachute Department.

Lieut. Willis R. Taylor just returned from San Antonio, Texas, where he was on duty in connection with the making of the motion picture "Wings".

Lieut. Wilkins reported for duty at this station from the Hawaiian Dept., after three months' leave.

Two Navy PN-9's, each carrying a crew of five men, flew up from San Diego last week and paid Crissy Field a short visit.

Lieut. Taylor of the California National Guard landed here in a DH last Tuesday on a cross-country flight from Los Angeles.

Capt. Giffin, of the Rockwell Air Intermediate Depot, piloting a Douglas plane stopped here on a cross country flight from San Diego.

Lieut. and Mrs. C.V. Haynes are making a motor tour of Southern California.

The Panama Air Force for the Month of January. (By Lt. H.C. Downey)

France Field pilots and observers have been engaging in aerial gunnery practice for the past several weeks, now that the so-called dry season is on. (It has rained every day thus far.)

The 7th Squadron already fired for record, and of the DH pilots on fixed guns Lt. R.B. Williams appears to have high score, he having made two excellent runs. On the first run out of 100 rounds he had 84 hits, making a score of 291. On the second, out of another 100 rounds he had 80 hits, or a score of 386, totalling 677 out of a possible 1000. He had 55 bulls. Lieut. J.E. Parker was second high man with 311 for the first run and 239 for the second, total 550. Lt. Dwight Canfield was third.

The same two pilots seem to have the cold calculating eye with the rear guns as well. This time Lt. Jimmy Parker made a score of 159 out of a possible 485 (97 rounds) on the first run, and 204 out of a possible 485 on the second run,

making a total of 363 out of a possible 970. Lt. Michael McHugo, observer, made third place with the rear guns.

In the 25th Squadron, which has not yet shot for record, Lt. James Flannery seems to have his sights well on the target, with flexible guns. Out of 194 rounds he made 40 hits or a score of 112. Lt. King out of 194 rounds scored 29 hits, or a total of 86 points.

Joy was rife here recently in the 25th Bomb. Squadron when a much indorsed letter was received from Gov. Walker of the Canal Zone granting authority to France Field planes to bomb two sunken ships out in Limon Bay near the entrance to the Canal. They are, respectively, the President Marroquin and the Carthage. The old hulks are out there rusting away in the very salt water, and the bombers are eager to get their sights on them. They will make excellent targets. No explosive bombs will be used. The planes will drop dummies and during all bombing practice a guard boat will be stationed near the targets to shoo away too inquisitive ones and so save them from getting in the way of a missile.

It is very gratifying, indeed, to see the excellent condition in which planes and engines are kept at France Field. The 63rd Service Squadron under Capt. Carl W. Connell is a very efficient organization, and Capt. Connell an able engineer.

Deterioration to wooden fuselages in the tropics is very rapid, especially down in the tail section where mud and water collect. Even metal fuselages are apt to rust rapidly in this climate. The only solution is constant care and attention, and the planes get it. The 63rd has some very good non-commissioned officers, Master Sgts. Mills, Scott and Hale being hard to beat, and Sgts. Young and Hagar being very efficient.

The squadrons, too, have good engineering organizations, and no better collection of similar airplanes can be seen anywhere in the States.

The 12th Photo Section, under Lt. George C. McDonald, has been busily engaged in T-1 mapping for the Corps of Engineers at Corozal. A mosaic of the entire Canal Zone is nearly completed and is a work to be proud of. Just recently Lt. McDonald and Sgt. Carducci took a fine photograph from 12,000 feet showing both the Atlantic and Pacific sides of the Isthmus and the whole Canal. The Laboratory at France Field is very completely equipped and well operated.

Lts. Merrick and Crocker, of the 24th Pursuit Squadron, appear to have the edge on the other pilots in practice bombing with small bombs from a PW-9. However, they have not bombed for record as yet and results are inconclusive.

During January the 7th Observation Squadron executed six missions, three for the Coast Artillery and three Infantry liaison missions with the Infantry.

The squadrons put in a total time of 143 hours and 35 minutes on cross-country, 105 hours, 35 minutes on aerial gunnery (both ground and tow target) 20 hours, 55 minutes on Infantry liaison and 6 hours Coast Artillery Observation.

A total time of 593 hours and 5 minutes was piled up, with the 24th Pursuit Squadron in the lead with 218 hours and 30 minutes.

On the 25th the Duke and Duchess of York arrived at the entrance of the Canal at 6:30 A.M. aboard the H.M.S. RENOWN, and France Field, although very busy with the Pan-American planes, gave them a splendid reception. Six Bombers, 13 DH's and 6 PW-9 pursuit planes circled around their ship in excellent alignment and it must have made a very impressive sight, if indeed their Highnesses were up early enough to see them.

Camp Nichols, Rizal, P.I., January 12th.

Headquarters, 4th Composite Group: The vacation season slipped in on us and Sgt. Arant started right out with 15 days' detached service at Baguio to recuperate, from what we do not know. Larsen of the Meteorological Section left his toy balloons and went along also. Lieut. Kase returned from a month's leave and looks much better than the skeptics predicted. Sgt. Musgrave of the Radio station was discharged and is now looking for a buffalo nickel to toss up to decide as to whether he will reenlist or not.

28th Bombardment Squadron: Capt. Eagle returned from detached service at the Southern Islands and assumed command. Captain Seaton was transferred to the Squadron from Hdqrs. Detachment, 4th Composite Group, on Dec. 15th and assumed command, vice Capt. Eagle, relieved, the latter being appointed Squadron Mess Officer and Adjutant.

66th Service Squadron: The Aero repair, under the able direction of Master Sergeant Pulliam, repaired and tested six DH-4 airplanes. The new steel fuselage photographic ship has been assembled and turned over to Flight "B" for the neces-

sary tests. The dope and paint shop, under the direction of Sgt. Brooks, recovered four complete sets of DeH wings and surfaces. Lieut. John D. Corkille was assigned to this organization and appointed Cost and Property Officer. Master Sgt. Pulliam Section Chief of the Aero Repair, is taking a 3 months' reenlistment furlough for the purpose of taking a pleasure jaunt thru the Southern Islands.

Clark Field, Camp Stotsenburg, P.I.

One of the outstanding events of the year at Camp Stotsenburg, the annual Sports Carnival, was held December 16 to 18. The 3rd Pursuit Squadron, called upon to participate in the carnival, put on a tactical demonstration which brought forth enthusiasm and favorable comment by all who witnessed it. Most of the spectators had never seen a Pursuit Squadron in action before and were very much impressed by the speed and maneuverability of the pursuit planes. The program was run off promptly and included tactical formation flying, bombing, machine gunnery, balloon sniping, parachute jumping and acrobatics. In the bombing demonstration a dummy airplane was used as the target, and the percentage of direct hits made was quite a surprise to the visiting officers. The Commanding General of Camp Stotsenburg was particularly well pleased with the demonstration and commended the 3rd Pursuit Squadron on the good showing.

The Air Corps was very well represented in the events of the carnival and took prizes as follows: Lieut. James W. Spry, Handicap Golf Tournament; Lieut. Julian B. Haddon, Low medal golf score; Mrs. Harry Mills, Ladies Golf Tournament; Mrs. Matthew E. Finn, 2nd place in three Gymkhana events.

Preparations are going forward for the annual maneuvers. The Division and Army and Navy maneuvers will take place in January. The Group expects to take the field early in February.

The Squadron totalled 106 flying hours for December. The tactical training program was completed with the exception of some machine gun firing.

Lieuts. Bobzien, Crawford and Schulgen accompanied the 26th Cavalry on a hike to Mount Pinabuto, the mile height summer resort of Camp Stotsenburg. While not very successful gathering game, they reported a wonderful time and greatly enjoyed the novelty of sleeping under blankets again.

Our baseball team suffered defeat and the loss of the series to the 24th Field Artillery. Our team played wonderful ball all season and led the league, but the last transport took away too much of our strength, especially in the heavy batters.

During the Carnival, the 3rd Squadron entertained 51 sailors from the Destroyer MacLeach. The sailors and the Air Corps men had a very enjoyable time together. The outstanding events during this visit were the Air Corps-Navy baseball game and the sailors' trip on mules to Camp Three in the local mountains.

Kindley Field, Fort Mills, P.I.

Flying activities for the month totalled 57 aircraft hours, including several cross-country trips to Olongapo, Manila and Cavite, and saw the completion of aerial gunnery practice. Although the compilation of figures is not as yet completed, showing the individual gunners' scores, the results of the gunnery practice are considered generally satisfactory. The majority should show up well if a method can only be found whereby a score can be figured on one's (rumored) contention that he never made a miss and the result of a subsequent checking up which brought the fact to light that the entire South Channel was covered by his statement.

The joint Army-Navy Exercises, set for Jan. 6th, 7th and 8th, and the Philippine Division Maneuvers, scheduled for Jan. 5th to 20th, inclusive, are demanding first attention this month. The Field's Engineering Department is busily engaged in the overhaul of ships and equipment and installation of radio on some of the cruisers. The Harbor Defense Commander will also hold his formal tactical inspection during the period, Jan. 17th to 29th, so, from all indications, the coming month will see many and varied activities at this station.

The holiday spirit held all personnel securely in its grasp, parties, entertainments and such other amusements as the limited confines of the "Rock" affords being in order while, judging from the array of brightly colored go-carts, velocipedes and other toys being proudly exhibited about the field by their owners, Santa was evidently good to the kiddies.

Our Commanding Officer, Capt. Knight, enjoyed a well earned rest over the holidays on detached service in the mountains at Camp John Hay, Lieut. Arthur Thomas

being in command during his absence.

The Squadron is soon to lose its Communications Officer, 1st Lt. Mark H. Redman, whose transfer to the Philippine Air Depot at Camp Nichols was recently ordered. The departure of this old timer is to be regretted, and we wish him good luck.

Lieut. S.P. Mills temporarily took over the duties of Communications Officer, being relieved as Engineer Officer by Lt. Lucas V. Beau, Jr. a recent arrival.

Other changes in post and squadron duties during the month were: Lt. J.A. Mollison relinquished his post as Adjutant and Personnel Adjutant to Lt. A.S. Albro; Lt. Mollison took over the duties of Organization Supply Officer, Fire Marshall and Agent Quartermaster vacated by Lieut. Arthur Thomas.

The non-commissioned staff of Flight "B" at Camp Nichols was further augmented by one Staff Sergeant from this field -- Staff Sergeant McKnight.

Since the last writing, the Fort Mills Baseball League progressed beyond the practice game stage and is now half way through the scheduled eight games for the League championship. The Air Corps standing, as represented by the 2nd Squadron, is only one thousand per cent, the scores of the four games played being 33-12; 12-9; 6-3 and 9-5. The prospects of the trophy ultimately finding a resting place alongside our other cups in the C.O.'s Office looms more certain every day.

Langley Field, Hampton, Va., February 3rd.

The Officers' Tennis Court in the seaplane hangar was opened for play and, from present indications, will be one of the most popular places on the post during the winter months. Ladies desiring to use the court in the mornings may make arrangements to have the seaplane hangar opened by telephoning the steward at the Officers' Club. This also applies to ladies desiring to practice golf.

Lieut. Kenneth N. Walker, C.O., 11th Bomb. Sqdn., ferried a Martin Bomber to Middletown, via Bolling Field, for overhaul, returning to Langley Field by rail.

The Douglas Transport, flown to Bolling last Saturday morning, returned to Langley Tuesday noon, being delayed by unfavorable weather conditions.

Colonel T. Araki of the Imperial Japanese Army, accompanied by four other Japanese officers, visited Langley Field. They confined their visit to the 2nd Bombardment Group and the Air Corps Tactical School.

Staff Sgt. Cobb, from the Boston Airport, was a visiting pilot during the past week, bringing as his passenger Major Barrett, C.A.C.

Lieut. House, Secretary of the A.C.T.S., had his cross-country to Bolling in an SE-5 cut short by motor trouble. He made a forced landing on the Yorktown Golf course.

Major Lohman, student in the ACTS, cross-countried to Bolling on the 29th. Capt. Day, A.C. Res., on a six months' active duty with the 2nd Bomb. Group, also made a cross-country to Bolling over the week end.

50th Observation Squadron: In addition to the regular training of personnel and the handling of all missions in cooperation with other branches of the service, this organization was given the job of conducting service tests on parachute jackets, dyes for tow targets, sand loaded bombs dropped in the water, delivery of unit parachutes, navy float lights and turbo type superchargers. With the above listed service tests to complete within the near future the squadron will have no trouble keeping busy.

11th Bombardment Squadron: The Squadron flew a total of 4 hours, 15 minutes during the past week, consisting of 23 flights.

The squadron is the only organization now entirely equipped with the new Huff-Daland LB-1 airplane. Service tests are being carried out, due to minor changes now being made, and the time in the air has been limited. Two ships are past the fifty-hour mark.

19th Airship Company: On Jan. 24th an interception problem was worked out with a ship at sea. Radio information was received from a large passenger steamer giving her position, course and speed at noon. At 1:00 P.M. the TC-9, in command of Capt. Chas. P. Clark, left Langley Field and, in spite of a thick haze in which the visibility was not over 3 miles, this ship was located 20 miles out at sea, southeast of Hog Island Light. The location of this vessel was a very spectacular affair, the TC-9 coming right out of the clouds over the steamer. The TC-5, commanded by 1st Lieut. W.A. Gray, which left Langley Field 30 minutes after the TC-9, also located this steamer shortly after the arrival of the first airship. The TC-5 maintained radio communication between the field, airship and steamer during the problem. Major W.H. Frank, Commanding Officer of Langley Field, a passenger on the

TC-5, was very gratified with the results of this tactical problem.

The following day the TC-5, commanded by Lt. W.A. Gray, made its usual monthly cross-country trip to Washington, where the airship was turned over to Lieut.-Colonel Fravel, Majors Reardan, Lincoln, Barry, Lieuts. Reeves and York for training flights for a few hours. The return flight to Langley Field was made as a night training flight, for Major Reardan, who piloted this airship.

2nd Photo Section: Of late this organization has been engaged in making a mosaic of outlying towns, villages and districts in the vicinity of Langley Field to a scale of one to four thousand. This large scale mosaic is to be installed at Headquarters, Langley Field, where it will assist in locating houses occupied by officers now quartered off the post.

A mosaic and a set of oblique photographs were recently made of Williamsburg, Va., "The Cradle of the Republic". These photographs are to be used by the Publicity Department of William and Mary College in constructing a model in relief of the historical community.

96th Bombardment Squadron: Lt. McReynolds and Sgt. Johnson recently completed a course at Edgewood Arsenal on the technicalities of laying a smoke screen. They reported they enjoyed the course very much, the weather during their stay being delightful.

It is with regret that we announce the death of 1st Sgt. James H. Smith, of this organization, on Jan. 27th. Sgt. Smith was exceptionally well liked and was to have been retired in a few days.

Notice to McCook Field: The ingenuity of the Engineering Department of the 96th Bomb. Sqdn. has proven itself with the installation of a novel system of heating oil and water on wintry mornings. For details on the matter, write to Master Sgt. Randle, Langley Field, who projected the system.

Staff Sgt. Harry G. Brown, of the 96th Bomb. Sqdn. was sent to Walter Reed General Hospital for observation.

Brooks Field, San Antonio, Texas, February 5th. *CEW*

With the present class almost two weeks behind in its schedule because of bad weather, the entire personnel is working over time in an effort to graduate the class by the last of the month. A complete flying and ground school course of five, instead of six months' duration, is to be tried out with the next two classes. This will give instructors approximately four weeks between classes in which to prepare their courses for the next siege. If practicable, academic leaves will be granted to those needing rest, relaxation and the "big, broad flexible outlook".

Cross-country flights made during January were as follows: Captain C.B. Oldfield to Fort Ringold, Texas; Lt. H.M. Wittkop to Muskogee, Okla.; Lieut. L.C. Craigie to Tulsa, Okla.; Lieut. C.W. Davies to Post Field; Staff Sgt. DeWald to Luling and Laredo, Texas; Lieut. Perrin to Harlingen and Brownsville, Texas; Lt. M.H. McKinnon to Cuero, Texas; Lt. R.D. Reeves and Lt. Gillespie to Dallas, Texas; Lieuts. H.R. Greenlaw, N.F. Twining and C.T. Meyers to Port O'Connor, Texas.

Lt. and Mrs. Wallace E. Witson are the parents of a son born Dec. 3rd.

Lieut. Charles Y. Banfill returned from his latest success with "Wings" and reassumed command of the 11th School Group Headquarters.

Lt. and Mrs. Leo Post and Lt. and Mrs. B.J. Toohar are new arrivals here. "Barney", you may recall, was one of the original charter members of the Air Corps, and we are proud to have such talent with us.

Master Sgt. Nichols arrived here from the Philippines and was assigned to the 46th School Squadron.

Staff Sgt. DeWald, one of our flying instructors for several classes, is leaving the service to fly for the Air Mail.

San Antonio Air Intermediate Depot, Duncan Field, Texas, Feb. 15th.

The Engineering Department of this Depot overhauled and repaired the following airplanes and engines during January: Airplanes - 5 DH-4M-2T; 3 DH-4M-2; 5 DH-4M-1; 4 Douglas O-2; 1 VE-9, 1 NBS-1, 1 OA-1A, 2 PT-1, Total 22. Engines -- 34 Liberty, 1 Wright, total 35.

The much needed PT-1 spares are now arriving at this Depot and will greatly facilitate the overhaul of the PT-1 planes.

In the Depot Supply Department, the work of packing engine parts in standard boxes is progressing nicely and will be the means of saving approximately 75% of the floor space formerly occupied by this material.

Lieuts. Thomas H. Gilbert and C. J. Kenney arrived here Feb. 15th from Post Field, ferrying two JNH planes to be turned in to this Depot.

Fort Crockett, Texas, January 20th.

The Post Exchange, 6 months old, is increasing in scope and business monthly. On Dec. 31st the Exchange completed the best month's business since its opening last June; profits are quite satisfactory.

The E. & R. Department received the first installment of the 8th Corps Area traveling library, consisting of 50 books of modern fiction - a welcome addition to the Post Library proper, consisting of about 400 books.

In addition to the regularly scheduled entertainments, including motion picture shows, a representative of the Christian Church of Galveston gave at the Service Club for members of the post a short play and interesting talks on subjects of current interest.

The Q.M. Dept. has been more than usually active in new construction and reconstruction. The post carpenter shop was moved to a new building much better suited to its purpose.

The administration building recently received a new embellishment, a sign 5 x 10 ft. bearing the six coats of arms and insignia of the 3rd Attack Group, and its squadrons, painted by an officer of this command. The sign is brilliant, the coats of arms standing out in twelve colors on a background of white.

One officer of the Reserve and six cadets left for Kelly Field to undergo examination for appointment in the Regular Army, viz; 2nd Lt. I.M. Palmer, Res., Flying Cadets M.D.S. Steenson, F.K. Park, E.C. Robbins, A.E. Cabana, W.W. Gross, O.C. George and F.V. Tompkins. All of the above spent much time in the last two months in preparation for the examination.

60th Service Squadron: The recreation room of the 60th Squadron is finished. It is furnished in a two-room apartment effect, the outer room (including pool and billiard parlor and card room) furnished as a hunting lodge, while an inner room is decorated as a drawing room complete in every detail to the overstuffed furniture, mahogany tables, floor and piano lamps and lounging corners in mahogany and dark green.

Basket ball was the principal athletic activity of the Squadron, with its team at present challenging any squadron of the Group for championship, having met with considerable success in games with outside teams.

8th Attack Squadron: The Squadron is feeling the loss of one of its officers, 1st Lieut. Ralph F. Stearley, who was relieved from assignment with the squadron and assigned to Headquarters as Adjutant.

Lieut. Howard M. Turner is on a 30 days' leave of absence visiting relatives at Avoca, Texas.

90th Attack Squadron: Flying was the principal activity of the squadron during the last two weeks, in addition to unusually heavy work in the care of its planes due to their being practically altogether exposed to the weather without hangars.

The Aerodrome: During the past week the Group construction detail started work on a two story meteorological office adjoining the Group Operations Office. This will be completed within a short time, making a total of five offices on the flying field, all built by home talent from salvaged lumber.

The wind again played havoc with the housing of the Group's airplanes. During the past 15 days four more tent hangars were either torn to shreds or blown completely to the ground by the wind. They have been erected since last summer and the attacks of the atmosphere and climatic conditions have rendered them in such a deteriorated condition that they will withstand very little further onslaught of weather. This leaves a total of eight hangars standing out of the original 22, divided as follows: 90th Squadron, 1; 8th Squadron, 5; 60th Squadron, 2. With the arrival of newly overhauled aircraft and visiting airplanes, in addition to the planes already here, it is a problem to determine which airplanes are entitled to shelter.

The contractors are on the ground and have started the erection of the new steel hangars to be placed at the eastern end of the north ell of the field. Until these hangars are ready for use, deterioration and damage to government property is bound to take place, because a large percentage of the Group's airplanes are exposed to the salt laden, wet, winter air.

Through arrangements between the Chief of Air Corps and the Navy Dept., ten U.S. float lights, Mark II, equipped with A F L. O. 1-a manually operated fuses

have been furnished to this Group for service tests. These floatlights are used for measuring drift when flying over water, while the airplanes are flying a straight course the float bombs are dropped overboard. After they are a mile or more astern the angle made between the float's direction and the longitudinal center line of the ship is measured. In measuring the drift radial lines are painted on the stabilizer from the center point of the back to the rear cockpit, these lines represent every five degree interval from zero to thirty degrees on each side. The observer faces to the rear, places his eye as close as possible to the center point and sights over the stabilizer, using a five degree reference line, being able to estimate the drift to within one degree. To date four of these float lights were tested, resulting with good visibility for an average of five minutes under heavy weather conditions of rough seas and strong winds. The tests thus far have been conducted by Lieuts. G.C. McGinley, A.L. Bump, Jr., and Sgt. Edw. Brown, all pilots of the 3rd Attack Group.

Training of personnel of the 3rd Attack Group since January 1st consisted of the following: (a) Aerial Training -- (1) Progressive instruction in formation flying to include rendezvous over distant objectives by individual airplanes and units proceeding to objectives via different routes; (2) Low altitude bombing; (3) At least one cross-country flight per month for each officer; (4) The application of attack tactics against ground targets; (5) Individual synchronized machine gun training. (b) Ground Training -- (1) Commissioned and enlisted personnel; Instruction and practice for both commissioned and enlisted personnel as required in the performance of their duties in the unit; (2) Enlisted Personnel - Recruit instruction for all men with less than six months' service.

Cross-country flights for the purpose of individual cross-country flying training, were made by the following personnel: Lieut. H.W. Anderson with Capt. Charles E. Brenn, M.C. to Kelly Field, Jan. 3rd, returning the following day; Lieut. G.A. McHenry to Kelly Field, Jan. 7th, returning the 9th; Cadet Alexander Cabana to Post Field, Okla., Jan. 8th, returning the following day; Cadet W.W. Gross, to Bartlett, Texas, Jan. 8th, returning the following day; Major Frank D. Lackland to Kelly Field, Jan. 11th, returning the 15th.

Lieut. G.C. McGinley was forced down at Ellington Field, while en route to Kelly Field, on account of motor trouble.

Lieut. R.F. Stearley made a cross-country flight to Kelly Field in a Douglas Transport with Lieut. A.H. Foster, for the purpose of ferrying to this station Lieuts. Barnes and McGinley, who ferried two O-2's to the San Antonio Air Intermediate Depot. Lieut. Foster was the pilot on the return trip.

Athletics of the 3rd Attack Group and other troops at Fort Crockett are on the boom, including soccer, basketball and winter baseball. Athletics in various forms are doing much for the Attack Group in efficiency, health and morale.

Lieut. Ralph F. Stearley left for McCook Field to attend a meeting of a Board of Officers in connection with aircraft instruments. On conclusion of the sessions of this Board, Lieut. Stearley will sit on another Board at McCook Field, convened for the purpose of adjusting tables of basic allowances.

The Air Corps Club Building was completed and furnished and is now in use, although its formal opening will not take place for a short time. This Club is a source of satisfaction to the officers and ladies of the command, as previous to this time there was no provision for a Club.

An Officers' Mess was established as a restaurant feature of the Group under a Chinese caterer. Visiting pilots will be extended the courtesy of three meals at the expense of the Club.

The formal opening of the Club will, it is expected, take the form of a reception for members of the Club and friends in the City of Galveston who have in a large measure made the club possible by their assistance in furnishing it as to actual furniture, rugs, draperies and incidentals.

A three act drama-farce was written by Lieut. John L. Hitchings and will be staged by officers of the command, the five character parts being taken by officers and the ladies. The play depicts the idiosyncracies of Helen of Troy and Sir Galahad and, in addition, explains the reason for the empty seat at King Arthur's Round Table.

Pope Field, Fort Bragg, N.C., February 25th.

Parachute jumping has lately constituted the chief sport of our personnel at the field. Jumps were made by Privates Dalton, Smith, Stephenson, Clark, Schweiß and Kolb. The latter suffered a sprained ankle, otherwise no hitch occurred and

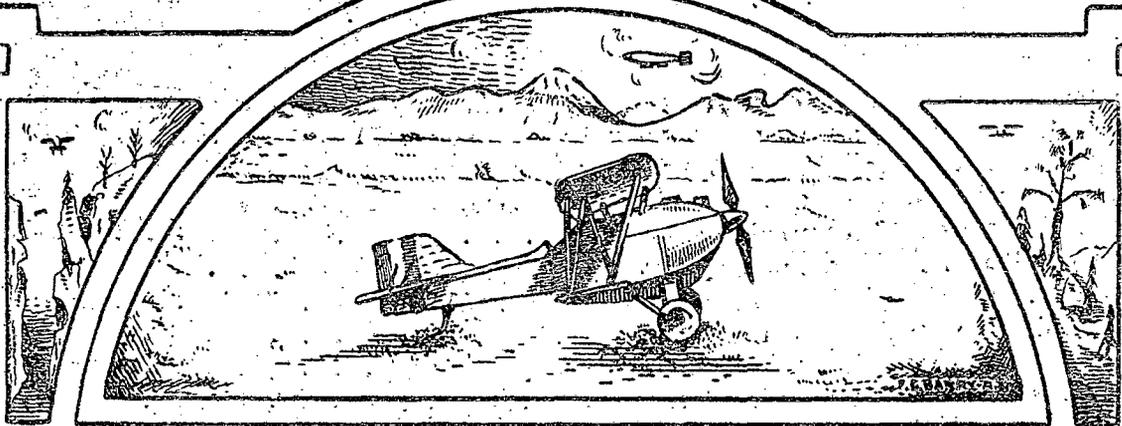
all concerned enjoyed the fun.

Capt. A.W. Stevens made an urgent flight to Langley Field last week in quest of photographic supplies necessary for conducting his project at Fort Bragg. He was piloted by Lieut. H.W. Gamble, and the round trip was completed the same day with plenty of time to spare.

Lieut. M.E. Gross of Maxwell Field was an overnight visitor here recently, his passenger being Private Rushing. He piloted an O-2.

Mr. Bellanca, with a party of three others, flew down from Richmond in one of his Wright-Bellanca cabin jobs and landed here for fuel. He remained only a few minutes, being desirous of making Charleston before nightfall. Judging from his own words, Mr. Bellanca is on an inspection trip, looking over the Carolinas with a view to establishing an aircraft factory somewhere close by in the south.

Ordinarily the roar of a Liberty motor is a most comforting sound, but such an infernal racket at 6:00 A.M. is not appreciated to its fullest extent by those who endeavored to garner a full share of sleep. When Lieuts. M.M. Murphy and Claire Stroh hopped off for Langley the other morning and climbed over camp several minutes before daylight they jumped the gun on every alarm clock on the post and completely annihilated something over 2000 man hours sleep. This rude awakening made quite a hit with our Artillery brothers. Some of the pilots charged Murphy and Stroh with running on retarded spark, with fiendish intent, but so far the charge has not been proved.



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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AIR CORPS MANEUVERS AND DEMONSTRATIONS

The Annual Air Force Maneuvers, to be held this year at San Antonio, Texas, with the Second Division, will be preceded by a series of demonstrations at the special service schools at Fort Benning, Ga.; Forts Riley and Leavenworth, Kansas, and Fort Sill, Okla. Planes and pilots from the First Pursuit Group at Selfridge Field, Mich., the Second Bombardment Group at Langley Field, Va., and the Third Attack Group at Fort Crockett, Texas, will participate in the maneuvers. Observation will be furnished by the 16th Observation Squadron at Fort Riley and the 12th Observation Squadron at Fort Sam Houston, Texas.

The demonstration at Fort Benning will be on May 3rd; at Fort Riley on May 5th; Fort Leavenworth, May 7th; and Fort Sill, May 9th. Thereafter the units will proceed to San Antonio, Texas, to arrive on or about May 11th.

The concentrated air forces will consist of 100 airplanes, 92 officers and 145 enlisted men. Types of airplanes will be distributed as follows: thirty pursuit, twenty bombardment, twenty attack, seventeen observation and thirteen transports. The staff, consisting of Brigadier-General J.E. Fechet, Army Air Commander; Major H.C. Pratt, Chief of Staff; Major John H. Jouett, AAS-1; Major Joseph T. McNarney, AAS-2; Major Carl Spatz, AAS-3; and Captain Ralph H. Wooten, AAS-4, will proceed on May 1st, witnessing the demonstrations en route to the maneuvers.

Twelve airplanes from the Third Attack Group with 13 officers and 25 enlisted men will proceed eastward from Fort Crockett, via New Orleans, La., and Maxwell Field, Montgomery, Ala., to Fort Benning, where they will be met by four pursuit airplanes and their complement of officers from Selfridge Field, and a like number of bombardment airplanes and personnel from Langley Field. The demonstration at this station on May 3rd will be observed by representatives of the Infantry, Cavalry, Field Artillery and Coast Artillery, and is planned to exhibit the possibilities of attack aviation. Thirty 100-lb. bombs and 200 25-lb. fragmentation bombs will be expended in this tactical maneuver. All transportation of personnel and spare parts will be effected by air, transport airplanes being used.

Upon the accomplishment of the attack demonstration, the planes and personnel participating will proceed to San Antonio via Maxwell Field, New Orleans and Tallulah, La.

On May 5th eight attack, eight bombardment and eight pursuit airplanes will be concentrated from their respective groups at Fort Riley. At this station the program will include a ground inspection, aerial review, aerial combat by pursuit unit, attack of a convoy and a battery by the attack planes, attack and defense of an ammunition dump by bombardment and pursuit, a smoke screen demonstration and a photographic demonstration. For the latter exercises, four observation airplanes will be furnished from the 16th Observation Squadron. Machine guns and bombs, including sixty 100-lb. demolition, will be expended in carrying out this maneuver.

As at Fort Benning, the formations completing their missions will proceed at once to the next station, Fort Leavenworth, arriving there for a similar demonstration on May 7th, which is to be repeated at Fort Sill on May 9th.

On May 11th, all the units which have participated in these demonstrations will be concentrated at San Antonio, with additional units from the First Pursuit Group at Selfridge Field and the 2nd Bombardment Group at Langley Field, which will have been moved from their home stations to San Antonio. The maneuvers will then take place, ending on May 21st.

According to a War Department press release, the 2nd Division, commanded by Major-General William D. Conner, is made up of approximately 6500 officers and enlisted men, constituting the only regular army division in the United States, all of whose units being garrisoned at the same post. San Antonio will witness the largest number of planes ever assembled in this country for maneuvers.

From the time the five score aircraft leave their respective home hangars early in May until their return well toward the end of the month, 475,000 air miles

will have been cleaved by their propellers. Incidentally, residents of more than twenty states will have had an opportunity to see the nation's war birds en route to and from their training grounds.

There will be two phases of the maneuvers in Texas. The first phase will involve the participation of all ground and air forces on the same side and is designed to develop staff functioning and the conduct of operations of large units in pursuance of the general plan of the Commanding General. In the second phase a part of the air units will operate in the attack of the ground troops and positions, special attention being given to the conduct of such attacks and the counter measures taken by ground and air forces.

With reference to the participation of the Air Corps, Mr. F. Trubee Davison, Assistant Secretary of War, made the following statement: "These maneuvers have four distinct purposes so far as the Air Corps is concerned. First, to give staff officers opportunity to handle air units composed of all types of combat planes. Secondly, to enable the personnel of one air unit class to study the effectiveness of other types. Thirdly, to test adequacy of bombing and attack formations by having them attacked by pursuit formations. And, fourthly, to give air and ground forces an opportunity to study their respective methods of operation.

"Another important object is to ascertain how well several groups of planes can carry out cross-country flights ranging from 1,500 to 2,100 miles on prearranged time-tables. The movements as planned run on express schedule with but narrow margins for possible unfavorable weather and other obstacles. In war, such obstacles would be disregarded, but in maneuvers, the problem will not permit practices that unduly endanger lives or property. For this reason the proposed time schedule will be delayed if weather conditions should prove unfavorable."

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✓ CAPTAIN H. C. GRAY BREAKS AMERICAN ALTITUDE RECORD FOR BALLOONS

The U.S. Bureau of Standards recently announced that the true altitude mark reached by Captain Hawthorne C. Gray, Air Corps, in his thrilling free balloon flight at Scott Field, Ill., on March 9th, was 28,510 feet. While this mark failed to eclipse the present world's altitude record for free balloons (35,424 feet) held by the German aeronauts, Suring and Benson, it surpassed by a considerable margin the American altitude record of 15,997 feet attained by Clifford B. Harmon on October 4, 1909.

Captain Gray, in his attempt to gain for the United States the world's altitude record for free balloons, started to lose consciousness, according to reports, when his barograph registered around 25,000 feet, because in the raw atmosphere and sub-zero temperature improperly adjusted tubes failed to supply him with sufficient oxygen from the three tanks in the balloon basket. It was stated that at 27,000 feet Captain Gray was overcome, but that he regained his senses at 17,000 feet to find his balloon falling at a rate of 1,000 to 1,200 feet a minute. Dizzy and intensely cold, he began to throw out sand ballast to check his fall. He was finally forced to use his fingers to tear the sand bags away, as the three special knives brought along to cut the ballast away had grown dull after he used them a short time.

Captain Gray succeeded in checking his rate of descent to about 600 feet per minute, his balloon finally crashing through some telephone wires on the roadside near Ashley, Ill., some 40 miles southeast of Scott Field, and into a ditch. While the resultant shock from the impact of the basket with the ground jarred him considerably, shattering his radio receiving set and some of the instruments, Captain Gray, aside from a slightly sprained ankle, suffered no injury. He was immediately placed in one of the three airplanes from Scott Field which had followed his flight and was rushed to the post hospital, the distance being negotiated in twenty minutes. A rest of several hours at the hospital restored him to his normal physical condition.

Despite the hard landing of the balloon, the recording barographs were not damaged, thus making it possible to send these sealed instruments to the Bureau of Standards for calibration.

Captain Gray became affiliated with the lighter-than-air branch of the Air Corps in 1921, and his attempt to break the world's altitude record marked the first time he had ever ventured in a balloon beyond 14,000 feet. In this flight he wore a heavy fur-lined suit with a parachute strapped to his back. The tubes from the oxygen tank led into his leather helmet. He still had a supply of oxygen left when he landed.

A native of the State of Washington, Captain Gray was born on February 16, 1889. After serving as a commissioned officer in the Idaho National Guard, he enlisted in the Army in 1915 with the sole intention of securing a transfer to the Aviation Corps. The exigencies of the service at that time prevented him from realizing his ambition, and it was not until September, 1920, that he was detailed to the Air Corps. During the War he was commissioned in the Infantry and rose to the rank of Captain. He was transferred in that grade to the Air Corps, Regular Army, in August, 1921.

Captain Gray graduated from the Balloon School at Ross Field, Arcadia, Cal.,

in 1921, and from the Balloon and Airship School at Scott Field in 1924, subsequently serving as an instructor at the latter school. He also graduated from the Primary Flying School at Brooks Field, Texas, and completed the special course in heavier-than-air observation at the Advanced Flying School at Kelly Field, Texas.

In the Gordon Bennett International Balloon Race last year, held at Antwerp, Belgium, Captain Gray, representing the Army Air Corps, won second place when he covered a distance of 599 kilometers.

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SEVERE SQUALL WRECKS AIRPLANES AT FORT CROCKETT

A squall of intensity and severe proportions suddenly struck Galveston and vicinity at 1:06 A.M. February 18th, lasting for about 15 minutes. The storm came without warning and, in its short lived intensity, caused severe damage to the flying equipment of the Third Attack Group.

All tent hangars standing when the squall struck were torn to ribbons by the gale. Two Douglas O-2 planes of the 8th Attack Squadron were completely wrecked, remaining a twisted mass of debris, which was disassembled and shipped to the depot for major overhaul. Three other O-2's of this squadron were so badly damaged as to require shipment for complete overhaul.

Two new Curtiss O-1's of the 60th Service Squadron were badly damaged, both requiring overhaul at the San Antonio Air Intermediate Depot. Of the remaining seven planes, all of the 90th Attack Squadron, including the Douglas C-1 Transport, a JN-6 and five O-2's, all were damaged to some extent, requiring minor repairs before they could be flown. Subsequent inspections have shown that only three of these planes are in proper condition for flying, the others receiving structural damages, such as bent fuselage members, strained fittings, etc.

The squall was twisting in effect, and its first blast wrecked the tent hangars and the ships inside, tossing them around until completely wrecked, this despite the fact that they were secured by lines to steel, corckscrew ground stakes.

The planes of the 90th Attack Squadron fared better, inasmuch as they were staked in the open, tailed into the wind. Yet they received a severe beating and pounding against the ground, resulting in several broken tail skid fittings and bent members.

The "Jenny" took off from the line and ended its solo hop about 100 yards from its starting point, hiding on its nose behind the operations office, with its skin still whole.

It was unfortunate that at the time the two new steel hangars had not yet reached that stage of completion allowing them to house the airplanes. As a result the Attack Group is now carrying on limited training and preparation for maneuvers with only four airplanes available. It is expected to shortly receive, however, enough planes to enable the Group's participation in the maneuvers as scheduled.

One lesson derived from the experience is in the fact that upon warning of high winds or storms, planes in or near tent hangars should at once be removed. Although nothing could have been done in this case, because of the sudden striking of the storm without warning, it was found that no ships staked outside were as completely wrecked or suffered nearly as much damage as those in tents.

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AIRMEN TRAVELING BY RAIL TAKE OUT ACCIDENT INSURANCE

The above heading would strike the casual reader as somewhat odd, but, as the familiar expression goes, "strange things do happen". Quite recently Major Frank D. Lackland, Commanding Officer of the Third Attack Group and of Fort Crockett, Galveston, Texas, and Captain Joseph H. Davidson, Operations Officer, left Galveston by rail for Fort Benning, Ga., to attend a conference in preparation of a program of Attack demonstrations for the Infantry School to be held in May.

This was Captain Davidson's first trip on a railroad in five years, and Major Lackland's first one in three years, although both have covered the United States by air during those periods. Many members of the Attack Group were in favor of furnishing an official chaperone and guide to insure the safe conduct and arrival of the two officers.

In making their Pullman reservations, both asked dubiously regarding the relative safety of upper and lower berths, and before leaving the ticket window Captain Davidson slyly took out one week's Travellers Accident Insurance in view of dangerous travel by rail. Major Lackland followed suit, feeling that it would be a shame if they should be in the same accident and he should not collect while "Jo" would. After careful admonitions by friends to call the porter "George" and not to sleep in the berth hammocks, the two doughty aviators were turned over to the graces of the train conductor for safe delivery at their destination.

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THE HOW AND WHY OF THE CATERPILLAR CLUB

The Caterpillar Club is a mythical organization in this country which has had a more or less spontaneous growth since the forced jump of Lieutenant Harold R. Harris in 1922. There seems to be a great deal of uncertainty in regard to the exact origin of the Caterpillar Club, as a number of people in the newspaper game, as well as in the Parachute Unit of the Materiel Division at McCook Field, Dayton, Ohio, think they were among the prime movers in establishing this club.

The clearest story so far obtained on the organization of the Caterpillar Club was that it started with a discussion among two Dayton newspaper men, Mr. Morris Hutton, reporter, and Verne Timmerman, photographer, of the Dayton HERALD, and Mr. M.H. St. Clair of the Parachute Unit at McCook Field. This discussion took place at the time of Lieut. Harris' sensational jump. The future success of the parachute was foreseen, owing to the success which attended Lieut. Harris' jump from a very rapidly falling and disintegrated airplane. The suggestion was made that a club should be organized, composed only of people whose lives were saved by the use of the parachute when forced to leave an aircraft in flight. Probably the name of the Club suggested itself by reason of the fact that the parachute is made of silk, a product coming from the caterpillar cocoon.

The Caterpillar Club is not an organization. It has no officers, constitution or by-laws. As it now stands it simply consists in the collection of data in regard to emergency parachute jumps, with a short statement regarding the circumstances and a picture of the person saved. These are mounted in the Caterpillar Club album and no other formality, except an occasional press notice, is indulged in.

There are at this writing 39 members of the Caterpillar Club, with a total of 45 life-saving jumps. Some of the members have made more than one jump, Lieut. Frank O'D. Hunter and Lieut. Eugene H. Barksdale (deceased) jumping twice, and Capt. Chas. A. Lindbergh, Reserve, using the chute on four occasions.

The 45 jumps mentioned above are divided as follows:

Army Air Corps	32	
Marine Corps	2	
U. S. Navy	2	
Commercial	5	
Air Mail	4	45

The only emblem thus far suggested shows a drawing of a caterpillar which a Dayton painter sketched on the frame of the Caterpillar Club display board in the Parachute Unit of the Materiel Division, McCook Field. Recently, however, the Irving Parachute Company of Buffalo, New York, sent gold pins of a caterpillar design to individuals whose lives have been saved with the use of the Irving parachute.

The Materiel Division, it is understood, is now considering an "official" insignia, showing the caterpillar mounted on a mulberry leaf, to be mounted on a ring instead of a pin, owing to the fact that there is no authority for officers in the military service wearing ornaments of this nature on their uniforms.

The Club, of course, has no official significance, and there are no funds available for the purchase of emblems of this nature. However, owing to the fact that the number of eligibles has now grown to an appreciable amount, it may be desirable to establish an organization and arrange for the distribution of a suitable insignia by popular subscription among the members.

The list of persons saved by parachute jumps from airplanes during flight is given below, as follows:

<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place</u>
1920			
August 24	William O'Connor	Civilian	McCook Field, Ohio.
1922			
October 20	Harold R. Harris	1st Lieut.	McCook Field, Ohio.
November 11	Frank B. Tyndall	1st Lieut.	Seattle, Wash.
1924			
April 23	Mr. Bottomfield	Civilian	Kelly Field, Texas.
May 13	E.H. Barksdale	1st Lieut.	Fairfield, Ohio.
June 5	W.W. White	2nd Lieut.	Kelly Field, Texas.
June 13	Walter Lees	Lieut. ORC	Dayton, Ohio.
June 18	John A. Macready	1st Lieut.	Dayton, Ohio.
July 11	A.R. Crawford	2nd Lieut.	Kelly Field, Texas.
August 29	W.E. Coggin	Private	Bolling Field, D.C.
August 29	L.L. Koontz	1st Lieut.	Bolling Field, D.C.
October 16	W.M. Coles	Gunner, USN	Coronado, Cal.

<u>Date</u>	<u>Name</u>	<u>Rank</u>	<u>Place</u>
1924 (Cont.)			
November 4 1925	W.E. Lynd	Captain	Kelly Field, Texas.
March 6	C.D. McAllister	2nd Lieut.	Kelly Field, Texas.
March 6	Chas. A. Lindbergh	2nd Lieut.	Kelly Field, Texas
March 20	Frank O'D. Hunter	1st Lieut.	Dayton, Ohio.
April 6	L.E. Mix (Marine Corps)	Sergeant	Quantico, Va.
April 10	J.Thad Johnson	1st Lieut.	Eaglesmere, Pa.
May 22	C.H. Schildauer (Navy)	Lieut.	Lakehurst, N.J.
June 2	Chas. A. Lindbergh	Lt.Reserve	St. Louis, Mo.
July	Mrs. Irene McFarland	Civilian	Cincinnati, Ohio.
August 17	K.J. Gregg	2nd Lieut.	Lavernia, Texas.
October 1	F.O. Rodgers (Marine Corps)	Lieut.	Langley Field, Va.
October 10	Fred C. Nelson	1st Lieut.	St. Louis, Mo.
November 11	Leonard S. Flo	2nd Lieut.	Wright Field, Ohio.
November 11 1926	John McGlynn	Private	Wright Field, Ohio.
March 5	Frank O'D.Hunter	1st Lieut.	Selfridge Field, Mich.
March 24	E.H. Barksdale	1st Lieut.	McCook Field, Ohio.
May 10	Horace M. Hickam	Major	Langley Field, Va.
May 10	Harold Geiger	Major	Langley Field, Va.
June 17	J.T. Hutchinson	1st Lieut.	McCook Field, Ohio.
June 17	Paul Stanley (Observer)	Civilian	McCook Field, Ohio.
August 8	John I. Moore	1st Lieut.	Austin, Texas.
September 15	Chas. A. Lindbergh, Pilot	Air Mail	Ottawa, Ill.
September 17	C.L. Williams	1st Lieut.	Hawaii
November 3	Chas. A. Lindbergh, Pilot	Air Mail	Covell, Ill.
November 12	Chas. E. Widmer, Pilot	Air Mail	Hollywood Hills, Cal.
December 23 1927	Warren D. Williams, Pilot	Air Mail	Bowling Green, Ohio.
January 18	Roderic M. Krider	Cadet	Kelly Field, Texas.
January 18	George T. Shlepper	Cadet	Kelly Field, Texas.
February 3	Laurence C. Craigie	1st Lieut.	Brooks Field, Texas.
February 3	Fabian L. Pratt, Medical Corps	Captain	Brooks Field, Texas.
February 15	Carl G. Ashley	Private	Galveston, Texas.
February 27	Herbert A. Dargue	Major	Buenos Aires, Argentina.
February 27	Ennis C. Whitehead	1st Lieut.	Buenos Aires, Argentina.

As far as records are available, five airmen of foreign countries saved their lives through parachute jumps; Pilot Officer Tentland, Captain, E.R.C. Scholefield, Sergeants H.C. Steanes and W.J. Frost, of the British Royal Air Force, and Lieut. Nils Soderberg of the Royal Air Service of Sweden.

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GRADUATION OF STUDENTS FROM PRIMARY FLYING SCHOOL

The Class of September, 1926, to March, 1927, was officially graduated from the Primary Flying School, Brooks Field, San Antonio, Texas, on February 26th. A total of 44 Regular Army officers, 14 Reserve officers, 7 National Guard officers, 31 Flying Cadets and 3 enlisted men successfully completed the academic and flying requirements, viz:

<u>Officers</u>	<u>Officers</u>
2nd Lieut. James W. Andrew	2nd Lieut. Donald Dunford, Inf.
2nd " Glenn O. Barcus, Cav.	2nd " George J. Eppright
2nd " Henry R. Baxter	2nd " Richard A. Gilley
2nd " Thurston H. Baxter	2nd " Samuel R. Harris
2nd " John W. Bowman, Cav.	2nd " William F. Howarth, Cav.
2nd " Harvey L. Boyden, Cav.	2nd " Henry L. Hughes
2nd " James C. Burwell	2nd " Frank G. Irvin, Inf.
2nd " Oscar F. Carlson	2nd " Alfred H. Johnson
2nd " Demus T. Craw, Inf.	2nd " Reuben Kyle, Jr.
2nd " Wm. M. Creasy	2nd " Herbert C. Lichtenberger
2nd " Ward J. Davies	2nd " Gregg M. Lindsay
2nd " Richard H. Dean, S.C.	2nd " Edmund C. Lynch

Captains(Cont.)

2nd Lt. Charles W. McGeehan
2nd " Mervin J. McKinney
2nd " Robert J. Martin
2nd " Morris P. Nelson
2nd " Paul B. Nelson
2nd " Raymond D. Palmer, Cav.
1st " Ewart G. Plank
2nd " James G. Pratt, Cav.
Capt. Fabian L. Pratt, M.C.
2nd Lt. Shelton E. Prudhomme
2nd Lt. Edward D. Raney
2nd " Harry McK. Roper
2nd " Charles A. Ross
2nd " Josiah Ross
1st " Augustine F. Shea, F.A.
2nd " T.A. Sims
2nd " Manning E. Tillery
1st " Gervais W. Trichel, CAC.
2nd " Clarence D. Wheeler
2nd " John F. Woodbridge

Enlisted Men

Tech. Sgt. Robert E.L. Choate
Staff Sgt. Samuel J. Samson
Master Sgt. Earnard Wallace

Reserve Officers

2nd Lt. Edward H. Alexander
2nd " Kenneth K. Ayer
2nd " Allen A. Barrie
2nd " Robert H. Berg
2nd " Marvin B. Harlow
1st " William S. Johnston
2nd " John A. Kerr
2nd " A. Elliott Merrill
2nd " James A. Riviere
2nd " Russell E. Robertson
2nd " Frank B. Stuart
2nd " William H. Taylor
2nd " Carl F. Theisen
2nd " Ernest K. Warburton

Foreign Cadet

R. Morloto, Cuba.

NATIONAL GUARD OFFICERS.

2nd Lt. William K. Ennis, Texas.
2nd Lt. Francis D. Graham, Mo.
2nd Lt. James H. McKenny, Mich.
2nd Lt. Francis M.S. Miller
2nd Lt. Louis T. Reichers
2nd Lt. Homer L. Sanders
2nd Lt. Forman J. Stone

FLYING CADETS

John Q. Adams
Jack M. Bird
Joseph H. Bissoll
William B. Blaufuss
Harold F. Brown
Lester W. Bryant
Bryan A. Bunch
Malcolm M. Cloukey
Bryan S. Cooper
Luther E. Dooley
Reginald J. Elmore
Donald F. Gayer
Harry W. Generous
Robert D. Johnston
Harry C. Kristofferson
Fred M. Lanter
Harry C. Lewis
George A. Malkmus
George B. Manning
Lester Munger
Franklin S. Nelson
Clement K. Philips
Ranson C. Reed
Harold C. Robinson
Elmer P. Rose
John S. Snyder
Thomas L. Suter
William L. Woodruff
James C. Youngblood
Theodore M. Wright

The Regular Army officers and Flying Cadets left for Kelly Field for advanced training, while the Reserve and National Guard Officers were relieved from further training and reverted to inactive status upon reaching their respective homes.

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MACHINE GUN AND BOMBING COMPETITION AT LANGLEY FIELD

The annual Machine Gun and Bombing Competition of the Army Air Corps is scheduled to take place at Langley Field, Va., June 5th to 20th next. Air Corps officers participating in these matches will be designated from each tactical organization in the United States and Panama, as well as a maximum of two teams from the Office Chief of Air Corps. Although no officers have as yet been designated from either the Naval Air Service or Marine Corps Air Service, an invitation has been extended by the Secretary of War to the Secretary of the Navy inviting participation by the flying personnel under his jurisdiction. The National Guard will also be invited to enter in these matches, but not to exceed five teams.

The competitions in aerial gunnery during these matches comprise events for pursuit pilots, attack pilots and observation pilots, using synchronized guns and firing at both ground and aerial targets; also an event for observers, using flexible machine guns installed in the rear seat of observation and attack airplanes and firing at ground and aerial targets.

The bombing competitions consist of low altitude bombing by pursuit, observation and attack pilots from an altitude of 300 feet, as well as intermediate

(5,000 feet) and high (8,000 feet) altitude bombing by bombardment teams.

The type of airplanes which will be used during these events will comprise the latest service type equipment available in our tactical units, such as P-1 pursuit planes, O-1 and O-2 attack and observation planes, NBS-1 and possibly LB-5 bombardment airplanes.

The ground targets employed are of the "C" type, the same as used in target practices by ground troops equipped with the rifle. The target employed for low altitude bombing consists of a bulls-eye, 12 feet in diameter, inclosed by a 50-foot periphery. A hit on the bulls-eye counts 25 points. Other hits are scored by actual measure from center. For example, a hit 8 feet from the center counts 24 points, a hit 10 feet, 23 points, etc. Hits beyond the periphery count zero.

The target for intermediate and high altitude bombing consists of a bulls-eye with a 100 foot radius, on which a hit counts 100 percent. Other hits are scored by actual measurement from the center of the target, a deduction of 1% being made for each 10 feet from the center down to and including a distance of 100 feet from the bulls-eye. A deduction of 1% from that point is made for every five feet therefrom.

The target used for aerial machine gunnery consists of a tubular sleeve, approximately 15 feet in length by 3 feet in diameter at the front, with a black band 5 feet in width around the center. Hits on the black band count 5; hits in the forward section count 4 and hits on the rear section count 3.

The executive officer who will have charge of the Matches will be Major Lawrence Churchill, now stationed at Langley Field, Va.

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NEW STUDENT CLASS AT PRIMARY FLYING SCHOOL

The new class at the Primary Flying School at Brooks Field, San Antonio, Texas, consisting of 62 student officers and 152 Flying Cadets, reported and are already undergoing the required drill and ground school subjects preliminary to regular flying training.

Major and Mrs. James E. Chaney held open house at their quarters for the new permanent and student officers.

Mr. Ruggles, of Orientator fame, together with the Flight Surgeon, the Officer in Charge of Flying, and several highly trained aides are very busy initiating the new classes into the illusive art of "Orientating". An individual record of proficiency is being made which will serve as comparison with the student's flying record to determine how accurately his flying career can be predicted by these tests.

The other day a press photographic syndicate of London, Eng., wrote in for a photograph of the bathtub machine which is used for training and testing air pilots. Assuming that the maneuverable bathtub in question referred to the Ruggles Orientator, a photograph of that apparatus was forwarded.

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DEATH OF LIEUT. PHILLIP FRANK CABELL, AIR CORPS RESERVE

Second Lieut. Phillip Frank Cabell, Air Corps Reserve, met his death at 10:40 A.M., February 15th in the crash of a JN-6 airplane in which he was making a training flight.

About 9:50 A.M. Lieut. Cabell, with Private Carl G. Ashley, of the 60th Service Squadron, took off on a practice flight. Nearly an hour later the attention of persons on the post of Fort Crockett and along the seawall of the City of Galveston was called to the plane at about 3,000 feet altitude, a mile south of the city, by an extraordinarily loud roar of its motor. According to the statements of many eye witnesses, including Major Frank D. Lackland, Commanding Officer, the plane was pulled out of a steep dive, and the wings buckled in mid air. The passenger was seen to leave the ship at about 2500 feet, his parachute functioning normally, dropping him into the water of the Gulf of Mexico.

Immediately upon the crumpling of the wings, the ship went into a tight fast spin, crashing into the Gulf, about a mile from shore in a depth of 30 feet of water. Small parts of the tail surfaces remained in sight above the surface of the water, though at times submerged by a smooth swell. Personnel of the post went into action at once. A plane was sent out for observation purposes to mark the spot and act as guide for rescue parties. An officer was dispatched to the nearest boat at the Galveston Red Cross Life Saving Station, which was manned in record time

by six volunteer life guards, and proceeded under oars to the rescue.

Private Ashley unbuckled his parachute as he dropped into the water, about 250 yards from the wreck, and cleared the chute. While swimming, he stripped to his underwear and swam for about thirty minutes until the boat reached him and picked him up in an exhausted condition.

Another plane was dispatched to fly low and guide the boat to the wreck, because of the difficulty in seeing over the crests of swells from the small boat.

When the rescue boat reached the scene of the crash, the life guards, in diving, found Lieut. Cabell's body tightly wedged in the cockpit by the wing wreckage which had imprisoned him. The body was removed by clearing away wreckage with knives and axes and brought to the shore at once. Hurried examination showed Lieut. Cabell to be dead, and the body was taken to a funeral establishment.

Private Ashley's story of the accident follows:

"I was a passenger in the JN-6 airplane in which Lieut. Cabell was killed. We were flying over the Gulf and had done a couple of wing-overs. The pilot put the ship into a dive and was just pulling it out when the wing buckled. The nose was just coming above the horizon when the wing folded up. We had started the dive at about 2500 feet. The wing folded in and mashed in the fuselage. I could see Lieut. Cabell crouched toward the right side as if trying to get out of the way of the wing. Everything was all jumbled up, and it did not look as though the pilot could possibly get out. After I saw no chance for the ship, I unbuckled my safety belt, stepped upon the side of the fuselage, and stepped off. I dropped clear and never touched any part of the ship. I yanked the rip cord of the chute a couple of times and it opened. After it opened, I unbuckled the straps and got ready to let go and swim when near the water. After hitting the water, I was clear of the chute altogether. I stripped my clothes and swam around until picked up.

Lieut. Cabell appeared normal in every respect, and took off and flew well."

A Board of Officers, consisting of Capt. Charles E. Brenn, M.C.; 1st Lieut. E.H. Wood, A.C.; and 1st Lieut. Angier H. Foster, A.C., was appointed to investigate the accident.

Lieut. Cabell is survived by his wife, Mrs. Constance Cabell, and five-year old daughter, Barbara, both of whom witnessed the accident and crash.

Lieut. Herbert W. Anderson, A.C., was detailed as personal aide to the family and officer in charge of funeral arrangements.

On February 17th, funeral services were held at the Chapel of a Galveston Funeral Home, the body being accorded full military honors. Honorary pallbearers were officers of the 60th Service Squadron, to which Lieut. Cabell had been assigned, and others with whom he had become closely associated.

The active pallbearers consisted of the six Flying Cadets of the Third Attack Group. The funeral procession was witnessed by several thousand citizens of Galveston, who paid homage to the first pilot of the Third Attack Group to be killed by accident since the arrival of the Group at this station.

Lieut. Cabell's remains were shipped to San Antonio for cremation, in accordance with the wishes of the family.

Lieut. Cabell had been assigned to the Third Attack Group for a period of six months' active duty, beginning January 1, 1927, and during the short length of time since his arrival he had attained the respect of his associates, and had actively engaged in all activities of the Group. He and his family quickly took their place in the officer personnel of the Group, in a pleasing manner, which made all who were associated with them glad to call them friends.

JUST A SIMPLE TRIBUTE

In Memory of Lieutenant Cabell

Just a simple tribute to a comrade of the air,
Taps for him has sounded, and his roll is called up there;
Fearlessly, he answered, when the call of Duty came,
Willingly responded, when the orders bore his name.
Ever bright and happy, with a smile of ready cheer;
Thoughtful first of loved ones, wife and baby dear.
So, we pause a moment, as a little prayer we say,
Night, for him, has fallen - however bright our day.
Cherished be his memory, we must "carry on",
He would have us faithful, now that he is gone.
God, in all Thy mercy, watching from above,
Bless the babe and mother, with Thy wondrous love.
This, a simple tribute, from our hearts comes true,
May it speak a message, for 'tis all that we can do.

- Gale H. Townsend, 8th Attack Squadron

V-5653, A.C.

KINDLEY FIELD PUTS ON ITS BATTLE TOGS

By the News Letter Correspondent

Kindley Field, Fort Mills, P.I., recently presented an aspect savoring somewhat of a combined summer recreation camp and a military unit in the field, as well as the usual peaceful scene prevailing "fore we went to war", the different impressions gained depending on the direction one happened to be facing. In other words, in trying to meet up with the requirements of the Harbor Defense War Condition period, we pitched our tents along the front of the barracks, with the guy ropes ideally located to stumble over when coming off the porch, moved in and each night suffered our carcasses to take on new callouses by actual contact with that "canvas you love to touch", covering the Gold Medal cots - and all this right in the shadow of the barracks housing the real bunks, mattresses, pillows, 'n'everything. Officers' tents occupied the space between headquarters and the barracks and presented a war-like appearance, what with the varied assortment of the implements required of the profession in the field laid out in neat array on the bunks, from the double harness on down to the lowly mess gear and canvas water bucket. When passing along the east side of the barracks nothing unusual greeted the eye until, upon rounding the corner of the mess hall and kitchen, a pair of field ranges sheltered by a tent fly were found doing as valiant duty as though they had been located leagues away from the modern Army ranges which stood only a few feet away, cold and unused -- but not forgotten.

The prescribed field ration only served to iron out the wrinkles for commissioned and enlisted personnel alike and we learned more about the wares of such humans as Dold, Armour and Swift during those few days than we had ever dreamed existed. Mess kits and canteen cups, of course, did the exact duty for which they were built, which made the heavy Quartermaster crockery seem not unlike excess baggage as it appeared stacked upon a spare table butt, when it eventually came back into its own it offered a very welcome respite from having every meal one of those delectable sour-sweet concoctions of corned-bill, apple-sauce, rice, gravy and similar delicacies thrown together in one plate.

But, as all things must end, so ended the "war", we having learned that we can do it if we have to and be none the worse for the experience, and, incidentally, proved the fallacy of the argument "that one cannot camp on his own doorstep".

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NIGHT ANTI-AIRCRAFT TESTS

By A. M. Jacobs

Sometime ago the Air Corps NEWS LETTER published a description of the two targets being developed by the Materiel Division for the Coast Artillery for the purpose of furnishing objectives for spotting practice with anti-aircraft guns. During September-November, 1926, these targets underwent test at the Aberdeen Proving Grounds, the Douglas C-1A and a DH being sent with pilots from this field for the purpose. A Coast Artillery report recently received on these maneuvers gives some interesting side lights to the airman on anti-aircraft development.

For 3-inch and 105 mm. guns, the report informs us, A-1, B-2, B-4, B-6 (Materiel Division) and Navy type targets were tried out. The A-1 and B-2 targets were too small to be satisfactory. The B-4 (16-foot sleeve target) was towed successfully by a DH airplane at altitudes varying from 1500 to 9000 feet. Stable and rigid, it rode fully inflated throughout its entire surface at less than 100 feet below the level of the towing plane, which facilitated observation of fire from the planes. It was visible to slant ranges of about 5500 yards under average conditions of visibility. The B-6 (18-foot sleeve target) had all the advantages of the B-4 target with the added advantage of larger size. Under normal conditions of visibility this target could be followed at slant ranges to 6500 yards. It was not so satisfactory as the B-4 target from an Air Corps point of view, since it increased the drag on the towing plane, causing that part of the cable near the target to kink when the target was released and requiring that the hook be resoldered to the uninjured portion of the cable after nearly every release. An endeavor will be made to discover a cable that does not kink.

The Navy target wagged at the tail and rode under-inflated except when towed at slow speeds by such planes as the Douglas transport. It was then completely satisfactory from the Artillery point of view. It is a 23-foot sleeve target. From the Air Corps point of view it was less satisfactory because of the snarling of the tow line upon the target's release and because it was impossible to maintain altitude in a DH plane when towing it.

The Flag target (Type B-5), also designed by the Materiel Division, as originally received was a flag 12 feet long by 6 feet wide with a wooden stick across the width. The length of the stick causes trouble in launching and the flag was modified locally by 3 by 24 feet, 4 by 24 feet and 4 by 36 feet. This target was used for machine and 37 mm. gun practice and was considered the most satisfactory so far developed. The Air Corps 18-foot target was considered the best for anti-aircraft gun fire practice. Colors for these targets were experimented with and it was found that deep red was the most suitable for day firing and white for night use.

A test to learn the ability of sound locators to track a plane was made on the Douglas C-1A equipped with Liberty motor, geared down propeller and long exhaust stacks. The partial silencing, it was thought, would make it difficult to locate. For comparison, a DH was flown over the same course as the Douglas at about 15 minute intervals, using two sound locators. The two planes, however, were picked up and tracked at equal distances.

Greater progress in anti-aircraft work, the writer of the report concludes, has been made during the year 1926 than during the entire period since the war. Progress in machine guns, we read, has been substantial, consisting less in increased ability to hit the target than in a better comprehension of the problems, pointing to their early solution. A 3-inch gun of greater accuracy, range and rate of fire has been developed. Two successive models of improved searchlights have been procured. Distant electric control has been adopted, and a sound locator system, which decreases the searching time and increases the range of picking up the target, has been worked out. The result has been an increase in range at which targets may be engaged, the increase in the volume of fire from a salvo each 5½ seconds to a salvo each three seconds, and the hits per battery per minute from two to seven.

Searchlight spotting tests were also conducted in conjunction with sound locators, the following scoring system being used: A "spot" was credited when the beam was flashed on the plane without searching; a "half-spot" when the plane was illuminated within 10 seconds after flashing of searchlight; a "quarter-spot" when the plane was illuminated within 20 seconds; and an "eighth-spot" when the plane was illuminated within 30 seconds after flashing of the searchlight. A miss was scored if the plane was not illuminated until 30 seconds had elapsed after the searchlight was turned on, at which time the light was occulted. The following table is interesting:

Number of attempts to illuminate plane	461
Percentage of spots obtained	2.70
Percentage of half-spots	18.60
Percentage of quarter-spots	14.75
Percentage of eighth-spots	1.75
Percentage of misses	62.30

It is believed by the artillery that with two of the lights of a platoon equipped as pilot lights and with atmosphere corrections applied, the plane would generally be illuminated within about 15 seconds.

Larger targets for longer ranges and higher altitudes are desired, and possibly a special airplane should be designed for towing such targets. For the present, the B-5 Flag Target and the B-6 Sleeve Target -- if a towing cable can be procured which will not kink -- will be adopted for use in 1927.

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AIRPLANES SEARCH FOR BANDITS ✓

Twenty minutes after the robbery of a bank recently at Auburn, Kansas, the Commanding General at Fort Riley, Kansas, received a wire from Topeka, requesting aerial assistance in locating a Chevrolet coach of given colors. Ten minutes later five planes of the 16th Observation Squadron at Marshall Field took the air, each plane carrying two officers, and each pilot furnished complete instructions as concerned routes for reconnaissance, etc. Before the planes had an opportunity to overtake the fleeing bandit he was captured near Topeka. All main highways and thoroughfares leading from Auburn were well policed by airplanes.

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SPECIAL STUDY BRANCH IN FIELD SERVICE SECTION

In order to meet the requirements of the Office of the Chief of Air Corps, it has been found necessary to establish within the Field Service Section, Fairfield, O.

a Special Study Branch, the purpose of which is to make a thorough investigation, with resultant charts or analyses, of problems coming in which are other than immediate. These special studies comprise such subjects as wash-out rates on airplanes, coordination of five-year program, effect of war stocks on future appropriations, special materiel studies for the General Staff, etc. Captain Shiras A. Blair, formerly Chief of Maintenance Branch, has been placed in charge of this Section.

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CONSOLIDATION OF FIELD SERVICE SECTION WITH OTHER SECTIONS OF MATERIEL DIVISION. Fairfield, Ohio.

The Field Service Section, is looking forward with keen interest to the physical consolidation of this Section with the other sections of the Materiel Division. It is anticipated that this move will be made sometime in June, and it is believed that greater efficiency will be secured from this physical consolidation. At present the Field Service Section is separated only by approximately nine miles, but due to the present rush of business this short distance makes considerable difference in the handling of urgent matters. The physical consolidation of all Sections of the Materiel Division at one location will greatly improve the efficient handling of the problems constantly confronting the Materiel Division. It is believed that this move will be of great benefit to the Service.

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ALABAMA NATIONAL GUARD AIR CORPS ACTIVITIES By 1st Lt. Wm. H. Beatty, Alabama N.G.

Roberts Field, Birmingham, Alabama, home of the 106th Observation Squadron, Alabama National Guard, is already grooming itself for the 1927 encampment. Observers have begun refresher work, and will be prepared to radio their reports and sensings with accuracy and rapidity. Practice in releasing drop messages from substantial heights is also planned, realizing that under service conditions this would have to be done to avoid betraying the location of position.

Flights are made constantly. Every Saturday afternoon and Sunday the whir of motors is incessant, whereas frequent flights are made during the week, interspersed with not infrequent cross-country flights.

The Douglas O2-C, brought from Santa Monica by our instructor, Captain Duncan, has been given over 100 hours of flight. Preparations for extensive mosaic mapping practice are under way, the completion of which will add more hours to this ship.

The esprit de corps of the squadron could hardly be improved upon. The recent report of the War Department, showing that we have done more flying than any other National Guard squadron of the country, has filled the men with just pride. A long waiting list for members is on file, and the recruiting officer finds no difficulty in maintaining the personnel.

The squadron has done much to prove the efficiency of the army type parachute. A number of enlisted men and several officers have made jumps. At the last encampment no less than seventeen jumps were made without injury of any kind.

We have been pleased to have visits from several Navy fliers from Pensacola. Our field is situated only about two miles west from the heart of the city, and is adapted for landing any type of plane. Cross-country fliers are invited to include our field in their itinerary. It is only a convenient hop from Memphis, Nashville, Atlanta and the Gulf.

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LANDING A DH IN THE SNOW By Lt. Herbert W. Gamble

The writer feels called upon to add a bouquet to the cloud of bricks that is being cast in the direction of our good old fashioned DH's these days. During the recent big snow here, when Pope Field, Fort Bragg, N.C., was covered to a depth of two or three feet, a DH was reported as being due in from Anacostia, D.C. Immediately the hangar gang predicted a crack-up and gathered for the show. When the ship hove in view the pilot was warned of conditions by the prominent display of a huge red flag, but he elected to chance a landing inasmuch as a nearly exhausted gasoline supply afforded him no alternative. He brought the ship in slowly, dropped it in the snow and was instantly enveloped in a cloud of flying flakes. With abated breath we onlookers rushed to the "rescue", but were astounded as the subsiding geyser of snow revealed old man DH right side up. It had rolled only about 100-

feet after landing. Then we were treated to the most impressive sight of all, when the ship turned and slowly and steadily taxied through drifts that had successfully defied our largest trucks and could hardly be negotiated by 10-ton caterpillar tractors.

Yes, Sir, the old Liberty-DH combination has proved to be a hard one to beat. It is being outlawed every day by our demands for greater performance, but the final passing of the Old Reliable will surely leave a touch of regret in many hearts.

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SHASTA COUNTY GIVES A SON IN SERVICE OF THE NATION

Peace has its heroes no less than war, and the Nation mourns when its sons, pioneering in military aviation, are claimed by the hazards of the service. In the tragedy at Buenos Aires there is a peculiarly greivous significance for California. For Lieutenant John W. Benton, who with Captain Clinton F. Woolsey, met death when two planes collided over the flying field almost on the eve of the aviators' departure for Brazil after a goodwill visit, was a Californian in whom Shasta, his native county, took great pride.

Benton was one of the very flower of the Air Service. The war called him into military aviation, and when the war was over he left the army. But the call of the service took him back, and he again put on the uniform of the flying corps.

It was because Benton was skillful and brave that he was chosen for the friendly mission to South America. Such qualities justify the pride that Shasta County took in the career of Lieutenant Benton. But in addition to this there were sterling qualities of character and capacity for friendship that made him loved as well as admired. The Nation will sympathize with his family and friends in their bereavement, and will share with Shasta County in sorrow for the loss of a son who gave his life in the great enterprise of cementing the friendship of the Americas.

--Editorial, San Francisco Chronicle.

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AIRMEN AT POPE FIELD FIGHT FIRES

The Air Corps detachment at Pope Field, Fort Bragg, N.C., has already begun the fight against the numerous big range fires that attack the reservation each spring. The boundaries of the firing range encompass approximately 200 square miles and, in spite of the utmost care and diligence exercised by the military personnel, the fires appear with disconcerting regularity. Once a fire has attained good headway it sweeps through the high grass with amazing swiftness and intensity, leaving in its wake a swath of charred pines and Blackjack oaks. In addition to the damage incurred by the timber forests is the havoc created within the game life that falls a victim to the flames. Such fires, if not vigorously opposed, might even endanger human life and place much valuable property and equipment in jeopardy.

The actual flight against the Fort Bragg reservation fires is done by the Artillery personnel, but the Air Corps renders valuable aid in patrol work. By airplane patrol the entire area is closely observed, and because of watchfulness many small fires are nipped long before they assume devastating proportions. Even after the fires are spotted and reported the fliers continue to aid by hovering over the danger area and communicating to the men below by means of dropped messages. The observer aloft is better able to cover the fire zone and thereby note its progress at different points. Many times a dropped message serves to divert the fight to a more strategic sector. Great credit is due the fire fighters on the ground for their hard work and skillful handling of the situation, but it is obvious that the assistance rendered by the airmen greatly increases their efficiency and thereby shortens the combat.

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BULL TAKES SUDDEN DISLIKE TO AIRPLANE

On his return to Crissy Field, 1st Lieut. Willis R. Taylor, Air Corps, told a tale of a battle between a DH-4 and a bull at the Coalinga, Calif. Municipal Field recently. It seems that the City Fathers, in order to obviate the necessity of cutting the grass, allowed cattle to graze on the flying field, letting them in at night and turning them out in the morning. Among the bunch let in to graze on the

day Lieut. Taylor landed on this field was a bull with an unfortunate disposition who immediately took a violent dislike to the DH discovered squatting on his territory. Working himself up to a frenzy, he charged. The guard, who had been hired by Lieut. Taylor to watch the ship, without a horse or appropriate weapons, was unable to put up much of a defense. As a Toreador he was a washout, for the bull well nigh wrecked a lower wing before his desire for vengeance was satisfied. Lieut. Taylor says that the next time he has a forced landing at Coalinga he is going to pick some other field.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS PERSONNEL

Changes of Station: Major Carlyle H. Wash, 1st Lieuts. Ralph B. Walker and Alvin C. Kincaid, Kelly Field, and 1st Lieut. Homer B. Chandler, Brooks Field, to March Field, Riverside, Calif., for duty.

Major Frederick L. Martin, Comdg. Officer, Bolling Field, D.C., to Office Chief of Air Corps for duty.

1st Lieut. Thomas D. White, Bolling Field, to Peking, China, to pursue course of study in Chinese language.

Capt. Floyd E. Galloway from Langley Field, Va. to Chanute Field, Ill., for duty.

1st Lt. Silas C. Hyndshaw from Panama Canal Zone to Chanute Field, Ill., for duty.

Captain Orlo H. Quinn from Office Chief of Air Corps, Washington, to Kelly Field, Texas, for duty.

Major George H. Lovell, Jr., from Bolling Field to Rome, Italy, for duty as Assistant Military Attache.

2nd Lieuts. Prentice E. Yeomans and Paul A. Jaccard relieved from further training at Primary Flying School and assigned to 2nd Division, Fort Sam Houston, Texas, for duty.

Relieved from duty in Air Corps: 1st Lieut. Milo C. Calhoun, from Primary Flying School, Brooks Field, and assigned to 18th Field Artillery, Fort Sill, Okla. for duty.

1st Lieut. Nicoll F. Galbraith to 1st Field Artillery, Fort Sill, Okla.

2nd Lieut. R. H. Bridgman to 4th Cavalry, Fort Meade, S. D.

2nd Lieut. Holger N. Toffey to Coast Artillery and duty in Hawaii.

Promotion: 2nd Lieut. John S. Griffith to 1st Lieut. with rank from February 15, 1927.

Resignation: 1st Lieut. Irwin S. Amberg.

Retirement: Master Sgt. John H. McCabe, 70th Air Corps Squadron, Clover Field, Santa Monica, Calif.

1st Lieut. Louis C. Simon, Walter Reed General Hospital, to appear before Army Retiring Board for examination.

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AIR MAIL PILOT WINS HARMON TROPNY

Shirley J. Short, considered the Ace of the Post Office Air Mail pilots, was awarded the Clifford B. Harmon Trophy for 1926 by the American Section of the International League of Aviators. The presentation of the Trophy to Mr. Short was made recently by President Coolidge.

The Harmon Trophy is awarded annually by the International League of Aviators to the aviator in each country affiliated with the League who is adjudged to perform the most meritorious service for the advancement of aviation in his country.

Pilot Short flew 2,169 hours, 14 minutes between July 1, 1923, and November 30, 1926, without serious mishap, on scheduled air mail flights, night and day, in all weather and in various types of airplanes used by the Post Office Department. This achievement, in the opinion of the members of the International League of Aviators, entitled him to the award of the Trophy. During the past year he was in the air a total of 718 hours, in all kinds of weather, and 47% of his flying was done at night.

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FRENCH AIRMEN MAKE FLIGHT TO MADAGASCAR

Lieut. Bernard and Chief Mechanic Bougeault, who successfully completed a Paris-Madagascar flight and return, were given a tremendous welcome at the comple-

tion of their trip, when they landed on the Seine in front of the Eleriot factory. Mr. Leygues, Minister for the Navy, together with high officials and distinguished aviators, were present. The City of Paris welcomed them officially at the Hotel de Ville. Lt. Bernard was made an officer of the Legion of Honor as a result of the flight, and Mechanic Bougeault will be promoted. Mr. Liore, the constructor of the Liore & Olivier Leo-190 seaplane flown by Lieut. Bernard, was also made an Officer of the Legion of Honor.

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"ED" TELLS ABOUT HIS JOB IN AN ENGINEERING OFFICE

AIRPLANE BRANCH, McCook Field, Mar. 10

Our Motto - When better Airplanes are built, we would like to see 1.

Or as the boys out in the Service laughingly put it - Them guys in the Airplane branch wouldnt know a good airplane if they seen it.

Friend Ed :

It looks like I wont ever get a chance to tend to my private correspondents any more Ed on acct theres 3 Typewriters amongst abt 11 or 12 boys all of which write Books and Reports & Pieces for the Technicle papers. Further & more my Chief Lt. Dichman had a pair of Rubber Heels give to him for Christmas which makes it practically impossible to grab off a little Govt Time without him getting wise to it & so a Fello has about as much privacy around the Airplane Branch as a gold fish. What I Mean Ed for Instants when I was a young fello down on the Border everybody had their own Job & every Job included a private office where you did your thinking & the etc. The Supply officer had a swell remodelled airplane Crate & the Transportation officer had a private Truck & the Adjutant had a whole Adobe House & some of these joints was fitted up pretty Elegant depending on how close the Owner watched the Division Dump. And when a Fello retired to his office to study the Problems of the day & work out a new improved Plan of national defence which would make it necessary for him to accept the office of Chief of air service in a couple of years at the outside did anybody start hammering a calculating machine in his Ear or a messenger rush up & throw abt 1000 lousey blue prints on his desk or the Chief of the structures unit come around & ask you a lot of Questions that you didnt know no suitable Answers for & what & the H--1 Ed a fello dont have no leesure for Self improvement & the good of the Service like we used to have on the Border.

When you work in an Engineering office you dont know what is coming next so you have to be Quick on your Feet. For instants just now my Chief Dike comes along on his new rubber heels & I was so shagrinned I had throwed this letter in the waiste basket & made 6 Passes with a Slide Rule before I found out that he wasnt looking around to see if anybody was loafing on the Govt but only wanted to brag about making a 18 Snider in his 609 that morning & had to pick on his own department so as nobody would dast to say O horsereddish lieutenant & walk out on him. Well Ed all us slaves gathered around & felt his Mussels & envied his strong Breathing butt when alls said & done Ed what have these perfect men like Earl E. Liederman & Dike & all them got to be so proud & stuck Up abt. They may be perfect between the collar Bone & the Pavement Ed but outside of that the Flight surgeon assumes no responsibilities & you can think up your own Insults.

But Be that as it May Ed, its probably all right to trust Supply officers & adjutants & maybe even Project Engineers with offices to themselves but when theres a lot of High Powered assorted scientific Intelligenzia distributed along the building from the Lighter than Air branch clear down to Zettles bombing squad at the end of the hall you cant be too careful abt keeping everything open & above Board. Anybody knows that if you leave a Scientist by himself too much hes liable to grow a set of whiskers or wear spats on you & have you at a big disadvantage in a argument, & if you realize there are any no of boys around here that wouldnt think no more of sitting down before breakfast & Writeing a Book or designing a GAX or something any more than you would of sending your tailor a bum check you will appreciate the difficultys of maintaining a atmosphere of military Peace & Quiet.

Just for example here a while back we had a colledge professor temporarily around the Airplane Branch with a Vandike Beard & oversize horn rimmed specks. Well Ed that wasnt nothing in itself to get all heated up over because God knows McCook field has had plenty of visiting scientists with whiskers of 1

kind & another. Nevertheless pretty soon everyone around the Airplane branch began to ack kind of queer & their conversation begun to sound very Ph.D. with a broad A & they took to looking down their nose at the Boys from the other branches that didnt have no scollarly Atmosphere around their place. Well Ed it was all right to be a little class conscious vs the power Plant & armament branches & other illiterit organizations but when they begun to High Hat even the Project Engineers it looked like the Airplane boys had got completely out of control. So the better element around the field seen that something had ought to be done & held a meeting but nobody could think of any remedy until Lt. Zettle chief of the armament Branch steps up & says I'll show these ----s where they get off at & he halled off & had a sign put on the door of his office to the viz -

UNLESS IMPORTANT

*	PLEASE DEFER ALL INTERVIEWS	*
*	UNTIL AFTERNOONS	*

Well Ed we done our best to smile in the face of this blow & everybody in the Airplane Branch rallied around & quit shaving & throwed away their garters & sprinkled soup on their vest & Jawn Roshay even got out his velure hat & musterd colored overcoat & Laddon bought a rubber collar. Nothing was overlooked. The atmcsphere around the Branch became thicker & more scollarly all the time & when Sutton returned from M.I.T. & put over the idea of wearing a fur lined flying suit turned inside out to look like a New Haven eskimo it began to look like we might hold our own. Then the colledge Prof left us whiskers & all but Dike flang himself into the breach by letting his own whiskers grow which were thicker & wilder than the Profs anyway so everything was hotsy totsyt & the armament bloc begun to wish they hadnt spoke up out of their turn.

But Ed you cant mix scholarship & military discipline, because just as we had victory in our grasp Major Curry up & has a uniform inspection for all officers & there was Dike with a Ellegant beard 5 days old & even a loop of spagetts hung on the second button of his blowse. Doc Burka who is exhibit A among the bohemian scollars of the Equipment branch admitted that Dike might even have got by at a Johns Hopkins reunion, but thats either here or there because it was what Major Curry said to Dike that ruined the prospects of us boys in the airplane branch & now the H--l is a fello going to get ahead as a scientist & scollar if hes got to get all polliced up for military inspections.

So now they got the windows open & the floor swep & everybody has pulled up their socks & throwed away the greasy vests & you might just as well be frying pancakes in a restaurant window with a white coat & be done with it for all the chance you got to be exclusive & learned looking. Not that yr correspondent cares but I hate to see poor Dike going around looking so unhappy in his new uniform with his face washed & the sign that was the cause of it all still on Zettles door. Drop in some time & we'll show it to you.

Yrs truly,

Ed.

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SAFETY IN FLYING OVER MOUNTAINOUS COUNTRY.

Every effort is being made by the Army Air Corps to minimize the hazard incident to flying over mountainous sections of the country. Planes are being equipped with smoke candles giving forth a dense gray smoke, easily distinguished from smoke caused by ordinary fires, whereby it is hoped to direct speedy relief to airmen who have made forced landings or wrecked their planes.

While the use of yellow dope on airplane wings has served to make it easier for pilots flying relief planes to discern disabled planes on the ground, difficulty was experienced in locating them in mountainous regions, rendering necessary searching parties on foot. In such regions as the mountains of Pennsylvania, this work is extremely slow and hazardous.

The use of smoke candles in signalling from the ground to relief pilots in the air will no doubt save the lives of pilots in a crash or a forced landing by the prompt dispatch of medical aid before they are overcome by exposure. It is anticipated that the peculiar nature of the smoke issuing from these candles will cause persons, especially those residing in mountainous or sparsely inhabited sections, to make a prompt investigation of the source thereof.

SIR ALAN COBHAM VISITS SELFRIDGE FIELD

Sir Alan Cobham, famous British aviator, recently visited Selfridge Field, Mt. Clemens, Mich., while on a tour of inspection of American airplane plants and flying fields. He made a tour of the field and hangars and expressed admiration for the demonstrations and equipment shown him by Major Lanphier, Commanding Officer of the 1st Pursuit Group. Sir Alan flew to the Ford Airport from Selfridge Field with Eddie Stinson and then left for New York.

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AIR CORPS HEADQUARTERS ROOM AT NEW YORK UNIVERSITY

The Air Corps room in the new Daniel Guggenheim Aeronautical Building is fast nearing completion, according to Lieut. Frederick M. Hopkins, head of the Air Corps activities at New York University. This room is the headquarters of the Air Corps, and here will be delivered all the lectures on aviation that deal with the R.O.T.C. in this college.

The spirit of aviation pervades the room. The wall space is occupied by glass cases containing airplane accessories, such as the most modern machine guns, aerial bombs, and delicate airplane instruments. Several of the cases are also devoted to books on aeronautical subjects. When all the books are received, the library will amount to about 150 volumes, many of which have been loaned by the Chief of Air Corps for the express use of the members of this unit.

In addition to the various airplane instruments belonging to this unit, there is also a complete sending and receiving wireless set. This equipment will be used this spring in connection with observation missions from Mitchel Field. The room is also equipped with communication tables at which the members of the unit are trained in radio communications, both transmission and reception. The Air Corps Unit has received from the Signal Corps of the Army the various modern aircraft radio sets for instructional purposes.

For observation work the unit has at hand the Air Mail route maps from New York to San Francisco and the Army Airways map from New York to Los Angeles. A terrain board is being used with an ingenious set of panels for instruction of the advanced course men in artillery réglage, infantry contact, and reconnaissance.

In the motor laboratory of the Guggenheim Building a Liberty motor received from the Air Corps has been installed, and a requisition has been forwarded for an airplane of the Sperry Messenger type.

The unit has now enrolled 155 students and 11 officers. Four of the student officers are at present receiving flying instruction at Brooks Field, San Antonio, Texas.

NOTES FROM AIR CORPS FIELDS

Langley Field, Va., March 16th.

20th Bombardment Squadron: Six flights were made last week, totalling 3 hours and 55 minutes. Training and flying activities were seriously hampered by the untimely visit of a regular arctic snowstorm which paralyzed practically all field endeavors.

Capt. Willis H. Hale returned from detached service at McCook Field, but did not bring an LB-5 with him as was anticipated.

Lieut. E.M. Morris, pilot, with Sgt. Wiedekamp, crew chief, and Lieut. W.K. Andrews, pilot, with Sgt. Garcia, crew chief, left for Fairfield, Feb. 24th in two Martin Bombers. Lieut. Andrews and Sgt. Garcia had a forced landing at Cumberland, Md., due to motor trouble. In landing the ship came in contact with a live wire and was completely destroyed by fire. Neither of the occupants were seriously injured. Sgt. Garcia is in the hospital at Cumberland, Md., while Lieut. Andrews returned to this field. In 1923 Sgt. Garcia, while undergoing treatment at the same hospital, apparently made the acquaintance of several pretty nurses there and often expressed the desire to return. His wish, it seems, was gratified. It is understood that Sgt. Garcia is physically able to return to Langley Field, but lacks the necessary clothing. A supply of same was sent him by parcels post and it is possible he hopes for a delay in the mails, which is likely on account of the snowstorm. Some fellows are born under a lucky star.

Second Lieutenant Donald Hunt Stuart, Reserve, assigned to active duty for training with the squadron, March 1 to June 30th, 1927, was appointed Assistant Armament Officer. 1st Lieut. Edwin H. Basset, Reserve, on duty with the 20th for several months, was transferred to the 11th Bombardment Squadron. We regret the loss of our mess officer, wish him well in his new assignment, and hope that the "Beanery" will efficiently function under the able management of 2nd Lieut. Leo C. Wilson, Reserve, our new mess officer.

19th Airship Company: A party of officers, headed by Maj. Westover, comprising members of the A.C.T.S. at Langley Field, made a visit and inspection trip to the lighter-than-air activities on Feb. 22nd. In the airship hangar the visitors were met by Captain Clark, Commanding Officer of the 19th Airship Company, who gave them a brief course of instruction in all lighter-than-air work. On Feb. 24th Capt. Clark, accompanied by Warrant Officer Lassiter and crew of four men, left for Lakehurst in the Airship TC-5. While on duty at Lakehurst patrol flights were made along the Atlantic Coast in search of the wrecked plane of Lieuts. Gray and Harris who are known to have fallen at sea in the fog during their flight in a DH from Mitchel to Langley Field on February 17th.

Lieut. Starkey was appointed Officer in charge of the Airship Hangar and Company Operations Officer in addition to his other duties.

On Feb. 25th the Airship TC-9, piloted by Capt. Stone and Lieut. Skinner, made a cross-country flight to Bolling Field, taking off from Langley Field at 10:00 A.M. and landing at Bolling Field at 12:30 P.M. Half an hour later the TC-9 took off for the return flight with Col. Fravel, Majors Lincoln, Reardan and Barry on board as pilots, landing at Langley at 5:30 P.M.

General A. Hamilton, Coast Artillery Corps, spent an entire day at the airship hangar, inspected the hangar and the two sister ships, TC-5 and TC-9, and received from Capt. Clark, Commanding Officer, instruction in all lighter-than-air work. Free and observation balloons were inflated and rigged to demonstrate this lecture. General Hamilton was given a demonstration flight in the TC-9 over Fort Monroe, Cape Henry, Cape Charles and Hog Island.

A soccer team was organized from the enlisted personnel and several games were played. Advantage was taken of the fine weather during this month to overhaul the small craft for the summer season.

20th Photo Section: Lieut. Kirksey, C.O. of the 20th Photo Section, and Tech. Sgt. Merson, photographer, returned March 5th from Florida, where they were on detached service since Jan. 17th. The project which they completed for the U.S. Geodetic Survey called for a strip along the east coast from Miami to Palm Beach and along the west coast from a point on the coast about 35 miles west of Fort Myers to Cape Sable. These photographs were taken from 10,000 feet altitude with a tri-lens camera. A Loening Amphibian was used for the job.

GENERAL NEWS OF THE FIELD: Major Junius W. Jones, recently reporting from Panama, took over the duties of Post and Wing Operations Officer, relieving Capt. E.G. Galloway, Commanding Officer, 50th Squadron.

At a recent meeting of the officers, the following were elected to various offices of the Club; President, Major W.H. Frank; Council: Representatives -- Golf, Major D. Johnson; Tennis, Lt. E.Q. Faust; Entertainment, Lt. E.J. House; Bridge, Lt. L.S. Webster; Hunting, Fishing and Boating, Capt. C.P. Clark; Sec. & Treas., Lt. K.N. Walker.

Lt. and Mrs. Muir Fairchild announce the birth of a daughter on Feb. 15th at the Fort Monroe Hospital.

Lt. and Mrs. Kenneth N. Walker announce the birth of a son on Feb. 18th at the Fort Monroe Hospital.

Capt. and Mrs. Black were the guests recently of Capt. and Mrs. Hale. Capt. Black, before his transfer to Baltimore last spring as officer in charge of National Guard Air Corps activities, was C.O. of the 96th Bomb. Sqdn. here.

Lieut.-Commander Wicks, C.O. Naval Air Station, Anacostia, D.C., stopped off here recently en route to Florida.

On March 4th Lt.-Col. and Mrs. Thos. C. Turner, Capt. and Mrs. Ralph J. Mitchell and Lieut. and Mrs. Walter G. Ferrel of the Marine Corps entertained the officers and ladies of Langley Field with a Mardi Gras Dance at the Hampton Country Club. This was one of the most successful affairs of the social season and the costumes were varied and interesting.

Crissy Field, Presidio of San Francisco, Calif., March 14th.:

Senator Bingham of Massachusetts paid a visit of inspection to Crissy Field and also to the Pacific Air Transport Co., Air Mail carriers, located at the east end of this field, and discussed operating conditions of the Air Mail with the manager, Mr. Tyler. Senator Bingham, who last year put through the bill appropriating \$250,000 for night flying beacons, was surprised to learn that as yet there are no beacons on the Pacific Coast.

Lieut. John R. Glascock left recently in his Packard for San Antonio on one month's leave.

Major H.B. Clagett, Air Officer, 9th Corps Area, and 1st Lt. Willis R. Taylor, made a cross-country flight to Los Angeles and return.

In spite of the recent heavy rains, the flying field is in fair condition for flying.

The Saturday Evening Post recently sent a number of the originals of their magazine illustrations which have been framed and hung in the Day Room and add much to the appearance of the place.

Sgt. E. Asherowsky, transferred in grade from the 63rd C.A.(A.A.) to take charge of the 91st Squadron mess, is modestly receiving compliments on the improvement in the quantity and quality of the food and appearance of the mess hall and kitchen. Sgt. Asherowsky is an experienced cook and has been a mess sergeant for 15 years.

San Antonio Air Intermediate Depot, Duncan Field, Texas, March 2nd.

Temporary buildings Nos. 38, 39, 40, 41, 43, 45, 122 and 123 of this post were salvaged and the material therefrom is being used in the construction of the new set of Commanding Officer's quarters, on which work is progressing rapidly.

Lieut. A.W. Vanaman, Chief Engineer Officer of this Depot, returned from Fort Crockett after making an inspection of all wooden type airplanes at that field.

Mr. Albert H. Ottenpohl, Parachute Inspector of this Depot, recently made a visit to Post Field, Okla., to make a physical inspection of all parachutes there and to instruct personnel in the latest approved methods of parachute packing and maintenance.

Lieut. Harper, ferrying an O-2, arrived here Feb. 21st, and Lieut. McGinley, ferrying an O-1, arrived Feb. 23rd from Fort Crockett, Texas. They left here in an O-2 on their return flight.

Several JN's were ferried from Post Field, Okla.; and turned in to this Depot. Capt. Richard H. Ballard and Lieut. C.W. Cousland arrived Feb. 19th; Lieut. G.L. Davasher and Corp. Lyman R. Ellis arrived on the 21st; and Lieut. Donald G. Stitt arrived on the 18th. All returned to Fort Sill by rail.

The Air Women's Club gave a dinner Friday evening, Feb. 18th with Mrs. J.H. Pirie and Mrs. A.W. Vanaman as hostesses, to the Air Corps officers of this vicinity and their families, at the Duncan Field Officers' Club. About 150 guests were present and enjoyed a most charming occasion.

San Antonio Air Intermediate Depot, Duncan Field, Texas, March 14th.

The following is the production of the Engineering Department of the Depot in the overhaul and repair of airplanes and engines for February -- Airplanes: 7 PT-1, 2 DH-4M-1, 1 Douglas O-2, 1 Douglas O2-C, 3 DH-4M-2T, total 14: Engines: 33 Liberty, 1 Curtiss D-12, total 34.

Preliminary work on maintenance and supply in connection with the coming Air Corps and 2nd Division Maneuvers is engaging the earnest attention of this Depot.

This Depot received two new Douglas O2-C's from the factory. They will be assigned to Fort Crockett.

Lieut. Harry A. Halverson left for the Rockwell Air Intermediate Depot for conference on supply matters. He will then proceed to the Douglas Aircraft Factory at Santa Monica to obtain a C-1-C plane and ferry it to this Depot.

Mr. Ray P. Whitman, Assistant to the General Manager and Chief of Inspection of the Consolidated Aircraft Corporation, arrived here March 8th for a visit in connection with the maintenance and operation of the PT-1 airplanes.

Lieut. Walter H. Reid, Air Corps Instructor with the Texas National Guard at Houston, was a visitor at this Depot recently.

Flying activities at this Depot during the preceding two weeks were greatly hampered on account of rainy weather and muddy field. However, the sun is now producing spring, with a hint of summer, so we hope shortly to make up for lost time.

Fort Crockett, Galveston, Texas, February 5th.

The 8th Attack Squadron, 90th Attack Squadron and 60th Service Squadron, now well settled permanently in barracks, with practically all necessary reconstruction and new construction finished, are devoting practically the entire time to work on the airdrome, the airplanes being kept in excellent condition, considering the ravages of the weather and the planes at present without housing.

The construction of steel hangars is progressing. The Zempster Contracting Co. is to be congratulated upon its promptness in starting the work and its speed of construction. The fabricated steel frame work for a 110 ft. by 200 ft. hangar is finished, and it is expected to have planes in the hangar within two weeks. Second Lt. A.T. Schneider, Infantry Reserve, was appointed inspector of the work.

Flying training has been hampered to some extent due to inclement weather, there being a continuous fog over the island for almost an entire week.

The monthly athletic meet of Fort Crockett was held Jan. 29th, the 60th Service Squadron for the second consecutive month winning the pennant with its associated additional privileges. Spring baseball has started, the Q.M. Dept. taking the lead in building its own baseball diamond on the parade ground at Fort Crockett. With the early arrival of Spring on the Gulf, the number of golf players among the officers has increased, with its attendant rivalry and bragging. Other activities include fishing and surf bathing, which has just commenced.

On February 1st the Fort Crockett's Officers' Mess was put in operation at the Air Corps building. The mess at present consists of about 16 members, served by a Chinese caterer. On Thursday night the mess serves about 30 guests at chop suey dinner. Visiting pilots are extended the courtesy of three meals at the expense of the Air Corps Club.

The Air Corps Club Building, completed a short time ago, is now being enlarged with a wing on the east end, and is being completely enclosed on three sides by a wide screened porch overlooking the Gulf beach.

Cross-country flights to Kelly Field were made by Sgt. Wm. M. McConnell in a C-1; Lieut. R.W. Harper with Private Parsons in an O-2; Lieut. G.C. McGinley with Staff Sgt. H. Lipp; Lieut. H.S. Vandenburg in an O-2; Sgt. E.A. Brown with Staff Sgt. Hightower; to El Paso, Texas, Lieut. A.H. Foster with Sgt. Wiseman, returning via Kelly Field.

Flying Cadet Frank K. Park, 8th Attack Sqdn., left for New York to board a transport for his new station in the Panama Canal Dept.

3rd Attack Group, Fort Crockett, Texas, March 7th.

The Group Parachute Officer recently conducted a service test on a parachute liquid container and several days later another test on a parachute food container. From appearance, both tests were satisfactory, but the official report on the tests is not yet known.

Training of the personnel of the Group during the past fifteen days consisted

of (a) Aerial Training -- Formation and dummy bombing; formation simulated machine gun training; formation flying; attack raids, applying the principles of attack tactics against ground targets; flight training of Air Corps personnel; cross-country flying. (b) Ground Training -- Combat orders and Field Service Regulations for commissioned personnel and instruction and practice for both commissioned and enlisted personnel as required in the performance of their duties in the unit; also recruit instruction for all men with less than six months service.

Cross-country flights were made by the following personnel: 2nd Lt. H.M. Turner pilot, with 1st Lt. C.R. MacIver to Kelly Field; 1st Lt. Floyd A. Lundell with Corp. Lupton to Kelly Field; Flying Cadet W.W. Gross to Bartlett, Texas; 2nd Lt. H.S. Vandenberg to Kelly Field, returning with Lt. Gibson of that field; 1st Lt. W.R. Sweeley with Sgt. Hines to Kelly Field; 2nd Lt. K.W. Boyd with Pvt. Ritchie to Kelly Field; 2nd Lt. G.C. McGinley to Kelly Field, ferrying Lt. H.S. Vandenberg to that station.

Flying Cadet E.A. Cabana, pilot, with Private Sebatole as passenger, started on a cross-country flight to Kelly Field, Feb. 12, but due to motor trouble was forced to land about 20 miles from this station. Cadet Cabana had been flying at an altitude of approximately 150 feet due to low clouds and fog, and when his motor failed had very little time in which to maneuver for a safe landing. In avoiding a collision with a house directly in the path of the airplane he hit a telephone pole and landed on a fence, wrecking the airplane and tearing down several hundred feet of fence. Cadet Cabana and Pvt. Sebatole escaped uninjured and returned to this station by automobile.

Lt. H.W. Anderson with Lt. W.E. Baker made a cross-country flight from Galveston to Pensacola, Fla. Lt. Anderson returned solo, stopping at New Orleans en route.

Lt. R.F. Stearley and Lt. G.A. McHenry made a cross-country flight to Kelly Field, returning the following day.

The Third Attack Group was inspected under full field equipment on Feb. 12th, followed by pitching of shelter tents and display of equipment.

Lt. Wm. R. Sweeley left this station February 14th on two weeks' leave of absence, touring by automobile.

Lt. Hoyt S. Vandenberg, who was on detached service for several weeks in connection with the filming of the motion picture "Wings", will return to this station shortly, his plane, a Curtiss C-1 being overhauled at San Antonio.

The regular season of pistol target practice for the Group commenced Feb. 10th, and will be completed April 10th. A pistol range was installed between the parade ground of Fort Crockett and the Gulf Seawall.

A new baseball diamond was constructed on the post for the coming season.

The monthly Athletic Meet, held Feb. 26th was by far the most successful yet held from the standpoint of interest, enthusiasm and athletic excellence. The 60th Service Squadron won the meet, the 90th Attack Squadron running second and the 8th Attack, third. This is the third consecutive month that the 60th won the pennant, with its accompanying special privileges.

Colonel James R. Pourie, Quartermaster General of the 8th Corps Area, visited Fort Crockett for two days in February, making an inspection of all buildings relative to plans for a 1927 C.M.T. Camp. Later advices indicate that the camp will not be held at Fort Crockett this year.

Lieut.-Commander J.H. Ingram, U.S. Navy, visited Fort Crockett on Feb. 18th, expressing interest in the post radio installation.

Flying Cadet F.V. Tompkins, accompanied by Mrs. Tompkins, left Fort Crockett March 4th for New York to board a transport for Honolulu where he will be assigned a new station in the Hawaiian Department.

The Air Corps Club of Fort Crockett, installed in its new club house, is proving itself valuable to officer personnel in every way. A new wing is being added to the club, as well as a wide porch, adjacent to Galveston's seawall boulevard, with the 3rd Attack Group private bathing beach immediately below.

Headquarters, 2nd Division, Air Corps, Fort San Houston, Tex., March 8th.

The 12th Observation Squadron had a discouraging experience attempting to complete the annual practice in aerial gunnery. The work of constructing buildings, the training for the annual Corps Area inspection, and the regular observation missions with the troops of the Second Division all contributed to making a special expedition to Fort Crockett for aerial gunnery out of the question. It was therefore decided to eliminate tow target firing and use the rifle range at Camp Bullis, 15 miles away, for firing the "B" course, TR 440-40. At first the ships based at

Camp Stanley, five miles further north, for clearing jams and reloading, but due to the limited time available and the large number of Kelly Field students flying from that field it was decided to clear a small field at Camp Bullis, just off the rifle range.

In the meantime, bad weather interrupted operations for several days, long enough for the rats at Camp Bullis to eat up a considerable portion of the "C" targets. When flavored nicely with paste, targets seem to make a very palatable food for rats. One can imagine the delight with which Lieut. Ogden and Sgt. Carr caught one of the rodents red-handed and exterminated part of the nuisance.

The weather finally cleared and it seemed as though the pilots and one observer would be able to complete the course in short order, when, before the first clear day had only just begun, a stiff norther blew in. We tried to fire anyway, but even with the targets roped and staked they insisted upon taking off without power, and once more operations ceased. The weather continued to prevent operations, until now there are only three days left before the foot troops will be marching to Bullis for their annual rifle practice. Such is the record of the 1927 aerial gunnery practice. C'est la guerre!

In a detached squadron the personnel required for duties classed as overhead are of such number that unless the squadron is kept up to full strength it is difficult to carry on all the functions normally expected of the organization. The squadron was therefore fortunate in having its depleted roster augmented by 23 recruits, which has put it over the top in strength.

Camp Nichols, Rizal, P. I., February 8th.

6th Photo Section: The Photo Section was the scene of feverish activity during the past month due to Division Maneuvers. Several mosaics were laid covering the theatre of operations, transported and dropped by airplane to the forces in the field. Flying time for photography of approximately 12 hours was accomplished to cover this period.

Flight "B", 2nd Observation Squadron: During the early part of the month the Flight participated in the Joint Army and Navy Maneuvers, reconnaissance flights performed during these maneuvers were very successful and the missions carried out to the satisfaction of all concerned.

From January 10th to 19th the Flight participated in the Annual Philippine Division Maneuvers, with headquarters at Clark Field, Camp Stotsenburg. The personnel consisted of Capt. D.B. Howard, 1st Lts. C.C. Chauncey, Hez McClellan, H.A. Bivins, F.I. Patrick, S.P. Mills, A.S. Albro, H.P. Rush, 2nd Lt. P.W. Wolf, Warrant Officer B.H. Mills and 21 enlisted men. The commissioned personnel went to Clark Field and returned via air, while the enlisted personnel used trucks for transportation. Six DH-4B's comprised the flying equipment from Camp Nichols, all servicing of planes being accomplished by facilities available at Clark Field. The Operations Office for the maneuvers was established in the Radio Hut at Clark Field. This proved ideal in that all missions were expedited due to no delay in receipt of communications.

From Jan. 19th to Feb. 1st preparations for record practice in aerial gunnery were carried out.

66th Service Squadron: The Electrical Dept. under Staff Sgt. Andrew F. Nygard, has been working over time installing 12-volt systems on DH-4's. The ships are to be used in conjunction with the Coast Artillery searchlight practice.

First Sgt. Luther Warren was ordered to Langley Field, Va., and Sgt. Albert Rothstein to Mitchel Field, N.Y., via the Panama Canal. Sgt. Thomas Canfield was ordered to Brooks Field and Sgt. Delmar G. Lee to Kelly Field, Texas. All these men returned to the United States on the February transport. We wish them luck at their new stations.

Master Sgt. Wm. B. Pulliam took on another three years and a 3 months' furlough at the same time. At present he is touring the Southern Islands.

28th Bombardment Squadron: The Squadron participated in the Division Maneuvers, Jan. 9th to 10th. Three NBS-1's simulated three flights of three airplanes each proceeded to Clark Field and established base.

Flight "A", represented by Capt. Seaton and Lieut. Corkille, bombing team #1; Flight "B", represented by Lts. Lundberg and Bond, bombing team #2; Flight "C", represented by Lts. Koontz and Carr, bombing team #3.

Their first mission was a raid on the enemy's supply base at San Fernando. Flight "C" took off at 8:35, climbed to 4,000 ft. flying southwest and approached

the target from the west, bombed the objective at 9:00 P.M., anti-aircraft lights came on at 8:59.

Flight "B" took off at 8:50 P.M. and approached the target from the east, bombed the objective at 9:01 P.M. Flight "A" took off at 8:50 and approached the target from the North, bombed the target at 9:05 P.M. from an altitude of 500 feet. Bombing was simulated, the force of attack consisting of six 300 demolition bombs to each airplane, a total of 54 bombs being delivered on the objective.

All flights delivered their attack and got away without any of the ships being picked up by searchlights. On Jan. 10th a second raid was made on the same base. Flight "C" took off at 1:30 A.M., climbed to 4000 feet, approached the target from the southwest, and attacked the objective at 1:50 A.M. Flight "B" took off at 1:35 A.M., climbed to 3000 feet and approached the target from the southeast, attacking objective at 2:00 A.M. Flight "A" took off at 1:47 A.M., approached the target from the north and attacked objective from an altitude of 1000 feet at 1:59 A.M.

Both raids were a complete success, all ships functioning satisfactorily, the cooperation and morale of personnel being excellent. The results of attack assumed to be the destruction of enemy supply base, silencing of anti-aircraft batteries and general demobilization of the enemy.

Lt. Walthall departed on D.S. for 30 days, visiting the Southern Islands.

Clark Field, Camp Stotsenburg, P.I., Feb. 8th.

January was a very busy month for the personnel of this field. With the ending of the holidays preparations for the annual maneuvers began at once. The Army and Navy Maneuvers were followed by the Division Maneuvers and then the 60th C.A.C. (A.A.) came to Stotsenburg for annual anti-aircraft practice.

The 3rd Pursuit Squadron sent out scouting planes over the China Sea and Pacific coasts of Luzon on Jan. 6th, and on the following day a formation of nine airplanes made a successful surprise attack on Corregidor. On the return flight from Corregidor Lieut. McMullen was forced down into a cane patch about 20 miles southwest of Clark Field, and due to a sunken road between two short fields nosed over, slightly damaging the plane. Lt. McMullen was not injured. On Jan. 10th the Squadron simulated attack aviation operations against the Division on the march.

The Third Pursuit Squadron has been flying anti-aircraft missions since January 25th with the usual amount of flying for long periods and at odd times during the days and nights with a tow target.

Sgt. Lambert J. Sherin, Privates Arthur A. Johnson, Edward T. Barrett and Jerome G. Hibbard were scheduled to leave for the States in February.

Master Sgt. Wm.C. Hunter, 3rd Pursuit Squadron, will be retired from active service Feb. 1, 1927. He has been in the Army since October 13, 1900. From the date of his entry into the service until Oct. 21, 1912, Sgt. Hunter was in the Infantry. He then transferred to the 1st Aero Squadron and finished his time in the Air Corps. Sgt. Hunter arrived at Clark Field with the first detachments in August, 1919, when the field was under construction, and remained until his retirement. His loss to the Squadron is regretted, and the personnel extend to him congratulations on his excellent record and well earned retirement.

Kindley Field, Fort Mills, P.I., February 8th.

Capt. Louis R. Knight rejoined and assumed command of the 2nd, bright-eyed and refreshed from a holiday sojourn at the Army's famous old watering place 'mongst the pines at Baguio and, although he failed to accomplish the coveted hole in one, is highly enthused over the excellent golfing at the resort.

Lieut. Mark H. Redman wound up his duties at Kindley Field and departed for his new station, the Philippine Air Depot, Camp Nichols, Rizal.

Lt. Arthur Thomas is off on a period of detached service seeing a bit of the Islands prior to his scheduled departure from this land of sunshine to his homeland on the next transport, due to sail Feb. 16th.

Captain Knight Does His Stuff

On a pebble strewn stretch of sandy beach, bathed in the glow of a soft and mellow moonlight and, from the side, by the brilliance of a battery of flood lights with the gentle music of the South Channel waves lapping the sand as an overture, was enacted an enjoyable "get-together" on the evening of the 29th, when Capt. Knight brought himself into prominence as a provider of novel entertainment by giving a beach party for the officers and ladies of the field, with Capt. and Mrs. E.E. Adler, Capt. and Mrs. Dudley B. Howard and Lt. and Mrs. James W. Hammond, wash-end

guests from Camp Nichols, also present.

With a field range established on the old pier at the south hangars, Capt. Knight, even though long since famous as a confirmed epicure, proved beyond a doubt that he's a real connoisseur of good eats by providing a seemingly endless round of such tasty appetite pacifiers as hamburgers, hot dogs, rolls, salads and trimmings and other knick-knacks. That the consensus of opinion carried the party as a real treat, not from the mere standpoint of the chow provided but in the sense that it furnished a welcome departure from the "cut 'n dried" forms of entertainment usually prevailing on the Rock, goes without saying.

Exploring the Mysteries of Carabao Isle, or Twenty Thousand Dives Under the Sea.

Winding up the required inspection of outposts, five post officers with their wives and three days' provisions, 15 life preservers and a lot of nerve, boarded the "Osprey" and told Skipper Tate to make Fort Frank.

'Twas too rough to land at Fort Frank's one wharf so the good ship was put into an inlet on the lee side of Carabao. Sam Mills, officially and supposedly interested in mooring our boat, was seen pushing a camera around a large boulder as the modern Swiss Family Robinson did their best to negotiate a sixty degree slope.

Following a complete inspection of the Fort, conducted by Lieuts. Burns and McLean, Coast Artillery, the visitors played bridge, horseshoes and Kelly Pool until about four thirty in the afternoon when it was decided to make a try for Kindley Field. That there were babies crying and an anxious C.O. we were sure.

The "Osprey" reared, pitched and dived. Those who had not had enough exercise on the cliffs and the thousand and one steps and stairs, soon equalized with bailing. Where the boat received its name is not known, but it must, at some time, have been mothered by a submarine.

Too scared to be ill, we slid up against the home station just as the motor said "Phut-phut" and passed out. Future outpost inspections will be made on "ration" boats.

The Annual Joint Army and Navy Maneuvers, held during the war condition period, demanded much attention on the 6th, 7th and 8th. The squadron participated by flying reconnaissance missions over an area of 20 miles north, south and west of Corregidor. The prompt location of, and reports made to the Harbor Defense Commander as to the strength and movements of the "enemy fleet" called for and received much commendation from the powers that be.

That the statement set forth in the November News Letter that Kindley Field was out for the express purpose of copping the trophy in the Detachment Baseball League of Fort Mills, and the prediction then made that it would attain its goal was no vain boast, is attested by the official results recently published which shows the Air Corps, as represented by the 2nd Squadron, with 1,000 percent-- and all scheduled games played. The team is now dilligently keeping in tune for a crack at the Fort Mills championship and we are all optimistic enough to believe that they will bring that trophy home, too.

Selfridge Field, Mt. Clemens, Mich., March 15th.

In the last issue of the News Letter it was stated that Lieut. L.C. Mallory had to ground loop his plane in order to keep from running into Lieut. Thad C. Johnson while landing in formation. This was in error, as at the time this incident occurred Lieut. Johnson was on leave.

Lieut. Gregg arrived from Kelly Field where he has been on duty in connection with the filming of the motion picture "Wings". He flew to Selfridge via Columbus, Ga.; Maxwell Field; Nashville, Tenn.; and McCook Field.

On March 5th a flight of planes under command of Major Lanphier flew over Detroit about 10:30 A.M. in the course of regular maneuvers. The flight was unusual in that about 20 planes took part in it, while ordinarily before this flight only 12 to 15 planes were the most that could be seen at one time in the vicinity of Selfridge Field.

Lieut. Hopkins made a parachute jump from a JNS plane piloted by Lieut. Finch. The jump was made from an altitude of 2600 feet, and Lieut. Hopkins landed near the edge of the Clinton River.

Lieut. Ogden Goodell, AC-Res. was ordered from his home, Grand Rapids, Mich., to active duty at Selfridge Field, for a period of 4 months from March 1st,

16th Observation Squadron, Fort Riley, Kansas.

Flying activities during the last month at Marshall Field varied from attempt-

ing to locate bank robbers to protecting payroll convoy.

Lieut. James M. Nevans flew a Curtiss O-1 to Chanute Field to take an enlisted man there for a school course.

On Feb. 24th two planes were attached to Cavalry forces for maneuvers: one plane being assigned to a squadron of Cavalry. Lieut. Homer C. Munson piloted a DH and Lieut. R.E. Randall an O-2. Cavalry officers were detailed as observers. The nature of the airplane mission was reconnaissance.

Pilots at Marshall Field made a number of service tests on the Curtiss O-1 and O-1-A.

Now that the inclement Kansas winter weather has passed, the aerial observation course in connection with the Cavalry School is resumed. The remaining two aerial observation missions for the students in the Cavalry School concerns G-4, and includes 7 cities surrounding Fort Riley. In order that difficulties in grading the reports can be minimized, aerial photographic mosaics were made of these 7 cities by Sgt. Dawkins with Lieut. A.L. Jewett and Sgt. Walsh and Sgt. Wagner with Lieut. Harvey F. Dyer.

After a series of hard fought games the Air Corps "copped" the post championship pennant in basketball this season, the first time in Fort Riley athletic history that the aviators wrested a championship from the Cavalrymen. The victory was gained in a close match between Troop C, 2nd Cavalry, and the aviators, each team having lost only one game during the season, necessitating a playoff between the two teams. The aviators won by the score of 22 to 18. Last year they lost the championship by a one game margin to Troop F, 2nd Cavalry. The letter men on the team were Lt. Fisher, Pvts. Brady, Coons, Hamilton, Costa, Burkhart, Moore, Blackwood and Glanzer.

The Air Corps "Non-Coms" bowling team started strong, but hard luck came early in the season. Some of the bowlers were sick in hospital which materially weakened the team. The old veteran "Abe" Ruel finished with the second highest score of the post, average 166. "Abe" says he is getting old and his arm "Ain't what it used to be". He is our new Flight Chief, having joined us as replacement for Master Sgt. Harry Secord, who retired.

Prospects look good for a fast Air Corps baseball team this season, which threatens the Cavalrymen with the loss of another pennant. Some of our old baseball stock who were discharged some time ago decided that this organization is the best place that they have seen, and have come back to the fold. These additions, with the fine materials we already have, promises some keen competition this season. The warm spring days we are having occasionally has brought some of the boys out with their gloves to get their arms in shape.

At the Air Corps Club party on Feb. 23rd. given Lieut. and Mrs. Homer C. Munson, the Air Corps officers and their wives gave a novel silver fruit dish to Lieut. Ralph E. Fisher and his bride for a wedding present. The party was given at the Munson residence in Junction City, and a good time was had by all.

Post Field, Fort Sill, Okla., March 18th.

Captain A.W. Stevens temporarily suspended operations on his photographic project at Fort Bragg in order to comply with orders directing his travel by rail to McCook Field. The exact nature of his assignment at Dayton was not divulged, but from all indications it involved experimentation in photography. Captain Stevens was absent from Pope Field about ten days and upon his return reported considerable excitement at McCook such as mid-air explosions and the like.

Lieut. Ward F. Robinson recently returned from Chanute Field where he successfully completed the Armament course of the Air Corps Technical School. Almost immediately he availed himself of a ten days' leave of absence and, in company with Mrs. Robinson, departed for points South. Before leaving on his vacation, however, he managed to wedge in a cross-country to Washington and return. Lieut. Claire Stroh accompanied him on the Washington flight.

Field Service Section, Materiel Division, Fairfield, O., Feb. 28th.

In order to assist in maintenance problems and supply difficulties throughout the Air Corps, the Field Service Section is being more frequently called upon to send representatives for the purpose of assisting the field organizations in problems and difficulties of this sort. Mr. Charles H. Calder and Mr. William D. Kennedy recently returned from an extended trip to Mitchel Field and Langley Field.

From the expression of opinions of the Commanding Officers of these stations they rendered a great deal of assistance to the local Engineering and Supply Officers. At the present time Mr. Marley and Mr. Longletz of this office are at Middletown Depot for the same purpose, and Messrs. Calder and Kennedy recently reported to Kelly Field for a two weeks' stay to assist that station in straightening out present supply difficulties.

Major George H. Brett visited the Middletown Air Intermediate Depot to confer with Major Weaver regarding the work to be carried on at Middletown during the spring and summer.

Lieuts. Barney M. Giles and Omer O. Niergarth ferried P-1A airplanes from Garden City, New York, to Wright Field.

An Air Corps Basic Tables Revision Board met each day at the Field Service Section from January 17th to 24th, the following being members of the Board: Major Henry H. Arnold, President; Major George H. Brett; Captains Vincent B. Dixon, Ralph H. Wooten, Harold McClelland, Wm. D. Wheeler; 1st Lieuts. Earl S. Hoag, Clayton L. Bissell, Roy W. Camlin, Delmar H. Dunton, Harold Lee George and Ralph F. Stearley. Lieut. Omer O. Niergarth was the Recorder.

In addition to the above, Lieuts. Ira R. Koenig and Harry G. Montgomery were detailed to serve as advisers on Lighter-than-Air equipment, at the request of the President of the Board. Mr. Leon Armour was also directed to be present at all sessions of the Board.

The Board reviewed carefully reports and correspondence which had been submitted, pertaining to the important and difficult subject of Basic Tables of Allowances. Revision of existing circulars was considered, and it is hoped that the results of the conference will be made available to the Air Corps in the near future.

In the preparation of illustrated Air Corps Catalogs, it is essential that a representative of the Field Service Section be present at the factory during the production period in order to secure all necessary information and suitable photographs. Mr. Neff of this office is now at the Curtiss Airplane and Motor Company, Garden City, Long Island, N.Y., getting the necessary data for the compilation of Catalogs showing up-to-date changes in the O-1 and P-1 types and to secure additional information for the preparation of a catalog for the new AT-4 training plane.

Wright Field, Fairfield, Ohio, March 1st.

Assistant Secretary of the Navy Warner and Assistant Secretary of War Davison were visitors at Dayton recently. Secretary Warner was honored with a dinner at the Engineers' Club, and sometime later Secretary Davison was the guest of honor at a banquet on February 25th at McCook Field. Both of these events were largely attended by officers from Wright Field.

Major and Mrs. A.W. Robins entertained at luncheon on February 25th, the guest of honor being Secretary Davison.

Lieut. C.C. Nutt and Capt. A.H. Thiessen returned Feb. 15th after 10 days' trip to Langley, Mitchel and Bolling Fields, for the purpose of coordinating the meteorological work at these stations.

Lieuts. Crane, Cornelius and Taylor arrived from Selfridge Field, Feb. 21st, each pilot bringing a P-1A to be overhauled at the Fairfield Air Intermediate Depot. Lt. Plummer arrived Feb. 22nd in another P-1A which he left at the repair shops for overhaul.

Capt. Edward Laughlin, Engineer Officer, and Lt. H.A. Bartron, Depot Supply Officer, returned to the Depot Feb. 16th after an extended aerial tour to the different stations in this Control Area. The purpose of the trip was to acquaint themselves with the peculiar conditions at each station and to give such counsel and assistance as might be required by Engineer and Supply officers at all activities.

Several additional quarters are being repaired and remodeled for the use of Wright Field officers.

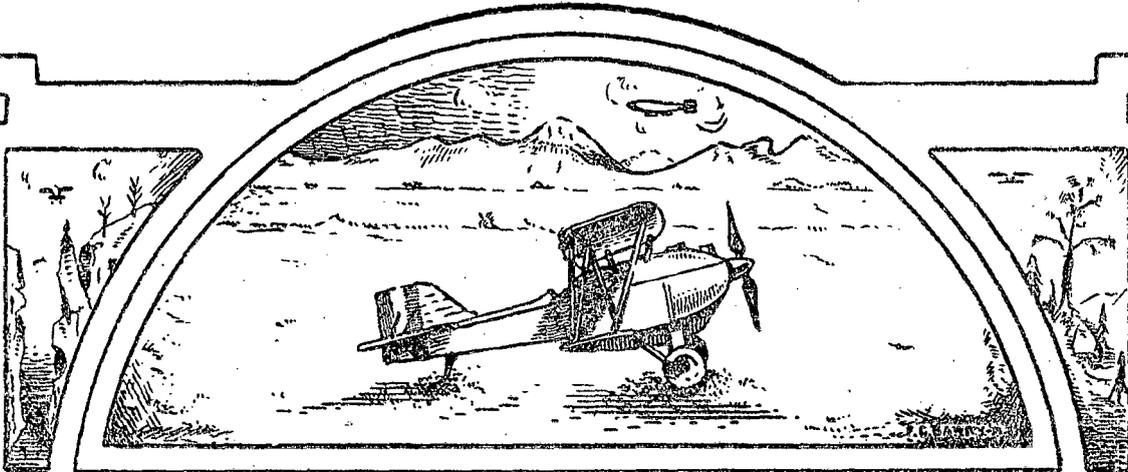
Mr. Robert Hancock, from the Pittsburgh Airport, recently took a course of instruction at the Parachute Department.

Mr. Elmer J. Briggs, foreman of the Engine Repair at San Antonio Air Intermediate Depot, was at this station for a week in January, the particular object of his trip being to familiarize himself with the methods of overhaul of Curtiss D-12 engines, as carried on at the Fairfield Depot.

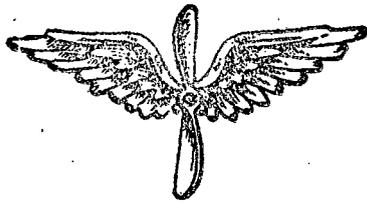
Five P-1B airplanes were ferried from the Curtiss factory at Garden City, Long Island, to Wright Field early in February, by the following pilots from this station: Capt. John G. Colgan; Lts. B.M. Giles, O.O. Niergarth, Chas. W. O'Connor and F.E. Cheatle.

Bowling averages on the Post Gynasium for period Nov. 1, 1926, to February 15, 1927, are as follows: the seven highest in each division being given: Lt. Bartron, 163; Maj. Robins, 162; W.O. Brewer, 151; Lt. Hamlin, 159; Capt. Laughlin, 151; Lt. Savage, 151; Lt. Stewart, 150. Ladies -- Mrs. Robins, 135; Mrs. Brown, 132; Mrs. Myers, 132; Mrs. Van Pelt, 123; Mrs. Thickstun, 117; Mrs. Dunlap, 114; Mrs. Dooney, 109. Enlisted men -- Pvt. Highie, 163; Pvt. Britch, 163; Pvt. Sherman, 157; Sgt. Flynn, 154; Sgt. Pielemeier, 152; Sgt. Dooney, 146; Civilians -- Messrs. Van Pelt, 176; Stephens, 153; Williams, 141; F. Harris, 137; T.H. Brown, 135; Hargrave, 133; Myers, 126. Individual high game, Mrs. Myers, 207; Pvt. Britch, 253.

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April 26, 1927

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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AIR CORPS OFFICERS COMMENDED FOR ACTS OF BRAVERY ✓

Lieuts. Earle H. Tonkin and Eugene E. Batten, Air Corps, were recently commended for their cool-headedness and bravery in extremely trying situations while piloting an airplane.

The incident involving Lieut. Tonkin occurred while he was returning from Washington to Dayton, Ohio, in a DH-4M1 airplane. When over the city of Springfield, Ohio, a connecting rod of his engine broke, punching a large hole in the crankcase. Gasoline and oil spouted out, throwing flames over the plane and through the cockpit over Lieut. Tonkin. This officer stated afterwards that he had utter confidence in his parachute and considered jumping, but then thought that the burning plane might fall in the city and cause a serious fire and perhaps deaths. He, therefore, decided to stay with the plane, glided to an open place on the edge of the city and landed it. The plane was very badly damaged in landing, due to the extremely rough ground. Lieut. Tonkin then jumped out and completed the extinction of the fire by rubbing his gloves along the burning fabric of the fuselage, slightly burning his hands in the process.

In a letter to Lieut. Tonkin, the Hon. Dwight F. Davis, Secretary of War, stated:

"I have been informed that while flying over the city of Springfield, Ohio, your plane caught on fire due to a broken connecting rod and that instead of immediately using your parachute, you, at the risk of your own life, glided the burning plane to the edge of the city, thus preventing undoubted loss of life and property of the citizens of Springfield.

"It is my desire to commend you on your judgment and coolness in this trying situation and to assure you that your action is worthy of the highest tradition of the Air Corps."

In the case of Lieut. Batten, the incident occurred during a night flight in the vicinity of Dayton, Ohio, when experiments were being conducted with a certain type of bomb. Lieut. Batten piloted a Douglas Transport, and the passengers in the plane were Captain A.W. Stevens, Lieuts. J.M. McDonnell and George W. Goddard, and Mr. Oswald. The latter was dropping the bombs, with small parachutes attached, through an aperture in the floor of the fuselage of the Transport. Normally a time fuse automatically explodes the bomb when at a distance of about 600 feet behind the carrying plane. The first bomb was released while the plane was circling over Wright Field, Fairfield, Ohio, at an altitude of about 1300 feet. Through a defective fuse the bomb exploded prematurely about ten feet under the ship, between the rear cockpit and the tail. The heavy impact shook the ship throughout and the flash temporarily blinded all the personnel on board.

Lieut. Batten immediately found that the elevator control was seriously affected, and he had to use all the strength in his knees and arms to hold the controls forward and keep the ship in flying position. In this emergency he displayed great cool-headedness, courage and flying ability. Concluding that the ship was seriously damaged, he instantly endeavored to warn all personnel to take to their parachutes. Not being able, however, to obtain immediate communication with those in the fuselage, he determined to land the ship if it was in any way possible. After further testing the controls he found that there was a chance to bring the plane and all aboard to earth in safety. So skillfully did he maneuver the damaged airplane that a good landing was made in the darkness on Wright Field, with the aid only of the landing lights with which the airplane was equipped.

When the imperiled airmen reached terra firma it was learned that all of them had been prepared to jump with their parachutes after the first shock of the explosion. An examination of the airplane disclosed that all wooden ribs in the trailing edges of the lower wings and some in the upper wings were broken and detached. Two steel compression members between the lower longerons were bent up in V-shape, and the ribs in the tail structure which, fortunately, were of Duralumin metal construction throughout, were bent to a reverse camber, retarding the lifting power and elevator control of the plane. The fabric on the bottom of the fuselage

was torn into shreds and loosened on the tail wings and other surfaces of the fuselage.

The great advantage of steel construction in aircraft was forcibly demonstrated in this incident, for had the tail of the plane been of wood construction it would have been destroyed and the plane would doubtless have instantly gone into a nose dive, making it difficult for the pilot and his four passengers to jump with their parachutes.

In recommending that Lieut. Batten be officially commended for his bravery, the Chief of Air Corps stated:--- "I thoroughly believe that Lieut. Batten's coolness, his skill and determination are directly responsible for saving the lives of these four men who were flying with him."

In concluding his letter of commendation to Lieut. Batten, the Hon. F. Trubee Davison, Assistant Secretary of War, stated: ---

"It is my desire to commend you on your coolness in this emergency, your skill and determination which saved the lives of the four men flying with you. Your action is worthy of the highest tradition of the Air Corps and the United States Army."

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PILOTS GRADUATE FROM ADVANCED FLYING SCHOOL

With the recent graduation dance and the graduation exercises several days later, another class of airplane pilots passed out to augment Uncle Sam's aerial force. The dance was well attended, as was the graduation ceremony, many from other fields attending. The class of pilots just graduated from the Kelly Field Advanced Flying School were confronted with exceptional difficulties due to the unusual bad weather during the latter part of the course, which necessitated some crowding of the work to comply with the curriculum. The graduation exercises were carried out in the Aviation Club at Kelly Field, with Brigadier-General Frank P. Lahm, Commanding the Air Corps Training Center, presiding.

The address was delivered by Major-General William D. Connor, Commander of the Second Division and Fort Sam Houston. Diplomas were presented by Major Frank M. Andrews, Commandant of Kelly Field, and Major Carlyle H. Wash, Executive Officer, presented the wings. General Connor presented the flying cadets with their reserve commissions.

The new class of 46 officers, 3 enlisted men and 35 Flying Cadets, a total of 84 students, the names of whom were given in the last issue of the NEWS LETTER, with the exception of Lieut. Motzfeldt of the Norwegian Air Service, Lieut. D.S. Cornwell of the U.S. Navy, Cadets Lee W. Desrosiers, Roland H. Ranny and Reviere, reported for advanced flying training on the same day the graduation exercises for the preceding class took place.

For the above class of 84 students, 20 instructors were assigned, who will carry out training as outlined under the direction of Major F.M. Andrews, Commandant of the School, with Captain B.S. Wright as Operations Officer and Director of Flying, and Lieut. Clyde A. Kuntz, his assistant.

The group of instructors with the present class is composed of 1st Lieuts. A.F. Ballard, T.W. Blackburn, C.E. Duncan, J.M. Gillespie, W.C. Goldborough, W.S. Gravely, E.C. Kiel, W.A. Maxwell, Y.A. Pitts, Ned Schramm, J.W. Monohan, G.M. St. John, J.G. Taylor; 2nd Lieuts. E.F. Booth, E.E. Partridge, L.S. Jamieson, L.S. Smith, R.A. Snavelly and Y.H. Taylor, and Master Sergeant E.F. Nendell.

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THE JOINT ARMY AND NAVY MANEUVERS IN PANAMA By the France Field Correspondent

The war is over. The enemy, represented by the Pacific Fleet, has come forth bravely and has gone on its way up the Atlantic.

The Maneuver was on, beginning at 5:00 P.M., March 1st. The Sixth Composite Group, less the 25th Bombardment Squadron, moved to the Pacific Side for the maneuvers, going into camp at the Advance Base established at Albrook Field. This part of the group, consisting of Group Headquarters, Group Operations, the 24th Pursuit Squadron, and the 7th Observation Squadron, established a shelter tent camp and immediately took up the patrols necessary for the defense of the Pacific Side of the Canal. The 25th Bombardment Squadron was left to operate out of France Field on call of the Group Commander. In addition to our Force, the Coco Solo Air Force (friendly Navy) established a Base at the Perles Islands for sea patrol work.

One Army Air Corps Pilot was detailed with them, acting as Liaison Officer and pilot of seaplanes.

As the alert went into effect at 5:00 P.M., March 1st, our first patrol was dispatched at this hour with a mission to cover the sea area south of the Canal Zone, to a distance of approximately twenty miles, and report any signs of enemy activity in this area. The patrol was in touch continuously with the Field by two-way radio. It discovered no signs of the enemy. The following morning a patrol, consisting of one DH with Lieut. Parker as pilot, and Lieut. Dowman as observer, took off one and one-half hours before dawn. This patrol reported that it could see no signs of any enemy Fleet, but that it did notice peculiar flashes against the clouds, which resembled a battle in progress. These flashes appeared to them to be at a distance from seventy-five to a hundred miles out to sea. The information was immediately passed on to G-2 of the Department for Transmission to all concerned. It was decided to send out a long distance patrol to assist in covering the sea area. At daylight, Colonel Fisher as observer, and Lieut. Gaffney as pilot, took off and flew out to sea about one hundred miles. At this distance the leading submarines of the hostile Fleet were picked up. These consisted of submarines 4, 8 and 25. Report was at once made of the information gained. In addition to these patrols, a long distance patrol was established at David to cover the bases and possible landing places between that point and Chame, on the Pacific Side. To prevent possible attack via the Atlantic, patrols covered the Gatun Locks and the Atlantic entrance to the Canal, beginning at dawn each day. These patrols worked out of France Field. All patrols on the Pacific Side were continuous throughout the day, using single Observation planes. On the morning of the 3rd, the before daylight patrol, Lieut. Williams, pilot, and Lieut. Hutchins, observer, by the use of flares, discovered and reported the whole of the first division of the Naval Attacking Force. All pursuit and observation planes were ordered into the air at once to attack enemy planes before they could take off their ships or wherever found, the Observation now simulating attack planes. At the same time, the Bombardment planes were directed to proceed at once and attack the Fleet, paying particular attention to the airplane carriers, transports and battleships, in the order mentioned. Everything went off as planned, and many of the enemy planes were attacked while still on the catapults or on the water. Our pursuit planes showed itself to be much faster than anything flown by the enemy. No plane of the enemy was able to cross our shore line before being attacked by our pursuit ships. One-half hour after daylight, the Bombardment Squadron crossed Albrook Field en route to bomb the Fleet. At this time, friendly Pursuit joined them and furnished Pursuit protection for the bombardment of the enemy Fleet. Our Pursuit, using fragmentation bombs, attacked the Airplane Carrier "Langley" at five minutes after six, and at this time all their planes were in the air. It is believed that one fragmentation would so damage the decks of this Carrier as to make it impossible for planes to again land upon it; consequently, all planes would have been lost by reason of being compelled to land in the water upon return to the ship. This, it is believed, is going to be quite a problem for Naval Airplane Carriers. The bombardment planes bombed the Fleet as per orders, without interference from enemy planes.

While no decision was made by any umpires in this matter, it is believed that no enemy bombardment plane could have reached the vicinity of the Locks, and that if the land force is sufficiently strong in Pursuit, the chances are very much against daylight bombing ever being successful in the Canal Zone. The flares dropped over the Fleet on the morning of the 3rd, caused the battleships to stand up, as one Naval Commander expressed it, "like islands". This will have to be reckoned with in any attack by a Fleet at night, as it enabled our Coast Defenses to immediately go into action and would undoubtedly have caused a great deal of damage to the Fleet. Three enemy planes were compelled to land on Albrook Field and the pilots were interned for the duration of the War. One of these was a Navy Amphibian piloted by Lieut. Wyatt, the Naval Officer who recently mapped Alaska by aerial photography. Three Navy training type planes, late in the morning swooped down upon Albrook Field. It is presumed they were simulating bombing. However, when they landed a few minutes later out of gas, and we saw that they were similar to our JN's we did not feel that we had been damaged very much. We did not have any planes on the ground at this time. As these planes came to attack the Field, there were two PW's on their tails. At eight o'clock the War with the Navy ceased, and the land battle began. In this the Naval Forces did not participate, and the only part taken by the Army Air Force was an occasional reconnaissance and photographic mission.

The dispatch and efficiency with which the Air Force operated at Albrook Field was very gratifying to all concerned, and the Department Commander expressed his

entire satisfaction with the work of the Air Force during the maneuvers.

At the critique all speakers, both Army and Navy, expressed their belief that the first and greatest necessity for proper defense of the Canal is a large Air Force.

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SUCCESSFUL RADIO MISSION IN THE PANAMA CANAL ZONE

A successful remote control radio mission was recently executed in Panama by Lieuts. Howard and Canfield as observers and Lieuts. Parker and Williams as pilots. Under the decision of the Joint Army and Navy Radio Control Board, in order to prevent confusion, all radio missions in the vicinity of a powerful Army or Navy radio station must be handled by that station.

Station NAX of the Navy is located at Cristobal. Accordingly, a 132 set of the Air Corps was turned over to the Navy and was keyed by wire from France Field. The radio equipment used in the planes consisted of a 134 transmitter and an unshielded receiving set, which makes the feat the more remarkable. The modulated buzzer system was used.

Both planes established communication over a distance of 90 miles. They flew down past San Blas, and in the region of the Darien mountains apparently encountered the dead spot known for a long time to the steamship service. After they passed the above mentioned spot the signals became increasingly louder.

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MORE ABOUT CAPTAIN GRAY'S ALTITUDE FLIGHT

The News Letter Correspondent from Scott Field, Belleville, Ill., gives further information on the altitude flight made by Captain H.C. Gray, Air Corps, when he broke the American free balloon altitude record by reaching 28,510 feet and established two new altitude records for balloons of the 7th and 8th categories. The Correspondent goes on to say:

"On the afternoon of March 9th Captain Gray appeared before the assembled multitude resembling a large, brown bear preparing for winter hibernation; climbed into his wicker basket, glanced at the 80,000 cu.ft. single-ply, hydrogen-filled bag swinging overhead; adjusted the instruments; supervised the distribution of 4,500 lbs. of sand ballast to be expended on ascent; verified the oxygen apparatus; turned on a jazz tune on his radio, and with a cry, "O.K., let her go", slipped up into the sky.

"One hour and forty-seven minutes later the reconnaissance plane spotted him throwing out ballast and coming down very rapidly into someone's cow pasture. When the observers landed they found Captain Gray none the worse for his experience; a trifle weak, perhaps, who wouldn't be? He passed out at 27,000 feet, due to the failure of his oxygen apparatus and did not recover consciousness until his balloon had descended to 17,000 feet. Captain Gray stated that upon ascent he rapidly discharged ballast, and due to the fact that this had to be done by cutting the individual sand bags with a knife it entailed a considerable physical strain. Imagine throwing 3,900 pounds of sand tied up in sand bags of 33 pounds each. At 12,000 feet he used his first oxygen and at no time did he feel otherwise than normal. The last thing he remembered in ascent was checking his instruments at 27,000 feet. The thermometer registered 32 deg. below zero; he was still discharging ballast; the radio reception was very clear; he felt rather cold and numb, but there was no physical warning that he was about to lose consciousness. The next thing he remembers was regaining consciousness at 17,000 feet. The bag was falling rapidly in spite of the fact that it had a tendency to parachute due to the loss of gas which caused the silk fabric to cling to the net which covered it.

"Captain Gray immediately proceeded to attempt to check his fall by releasing the remaining ballast. The actual landing was not any rougher than the average balloon flight.

"Captain Gray will be remembered by his excellent showings in the last National and International Balloon Races, where he placed second on both occasions."

Captain Gray's official report to the Chief of Air Corps covering his flight is, in substance, as follows:

"The balloon used on this flight, No. S-30-241, was made of single-ply silk, rubberized, aluminum coated fabric, with silk net, inflated with approximately 70,000 cubic feet of Hydrogen, with a lift of 72.8 pounds per thousand; barometer corrected to sea level of 30.03, Temperature 47.3; weather conditions clear, no ceiling; wind surface, 10 miles per hour E. NE.; time of departure 1:18 P.M.; weight of pilot with parachute and special clothing 215 pounds; weight of instruments and miscellaneous equipment, 163 pounds; weight of balloon with supplies, 726 pounds; disposable ballast, 4,520 pounds.

Special equipment for the flight ---

Leather reindeer-fawn skin lined flying suit.

High top fleece-lined leather moccasins, laced front and back, wool knit breeches, two helmets.

Three oxygen cylinders with two sets of regulating valves. High gauge pressure on these cylinders was 2000 pounds, 1800 pounds and 500 pounds, respectively. During the flight these cylinders were carried inside of the basket. It was necessary to mount them high, as there was not sufficient room lower in the basket. Further, in this position they were more convenient to drop by parachute in case of emergency. In landing the basket was dragged into a ditch in such a manner that one high pressure gauge was broken entirely from the fitting and lost in the mud and water in the bottom of the ditch. The other high pressure gauge case was broken, jamming the instrument. Both low pressure gauges were jammed, showing in one case 4 pounds pressure and in the other case 6 pounds. During the flight those low pressure gauges were adjusted at $1\frac{1}{2}$ pounds when oxygen was being used.

Two barographs, Julien P. Friez, 40,000 ft., Nos. 11 and 14.

One thermograph, Julien P. Friez, No. 15.

One 50,000 ft. altimeter.

One Model 1923 Rate of climb indicator.

One Guster stetoscope.

One Atwater Kent, Model 32 radio receiving set, with loud speaker and tuned loop.

Special rack to carry sand bags was suspended from the concentrating ring.

Special parachutes were constructed by which individual items of equipment might be dropped with least damage to same or to property on which it might land. These parachutes were designed, constructed and drop tested under the supervision of Mr. Ross Asbill, Foreman of the Fabric Department.

Unbalasting was provided for by having sand bags each containing 50 pounds, suspended from the rack shown. The plan was to split these sand bags with a knife, permitting the sand to flow out. The two spring blade parachute knives became dull within the first 7,000 feet, the commercial hunting knife lasted through the remainder of the flight, though becoming dull during the latter part of the flight, and it was necessary to puncture the bags with the sheath knife and tear them open by hand. This method was not at all satisfactory and will be changed on future flights. Hoppers and automatic devices were considered but discarded due to the possibility of their remaining open in the event the pilot fainted, permitting the balloon to go to dangerous altitude. The sand bag arrangement was preferred in view of the fact that it was possible to go only so high as the pilot had strength to cut the bags, when the balloon would overshoot its equilibrium point and start down. This is exactly what happened in this flight.

On landing the pilot was carried by airplane to the Station Hospital at Scott Field, arriving there approximately 30 minutes after landing. It is evident the oxygen apparatus was not satisfactory. In the next flight it is contemplated adopting the new type of gas mask to conserve oxygen. This flight lasted but 1 hour and 47 minutes, and two of the 200-inch tanks were emptied. In the third tank the pressure was reduced to 500 pounds, showing an excessive waste of oxygen without benefit to the pilot. The 100-inch cylinder of oxygen was held in reserve in case of having to leave the balloon by parachutes.

The type A-2, helmet was not used, as it was considered it did not afford proper protection in the event of encountering intense cold, due to the exposure of the throat, nose and forehead. This helmet has been reconstructed and will be tested in a later flight. The helmet used could be improved by having it shaped to conform more closely to the pilot's head, particularly the nose, also the eye holes are not cut in the proper shape. The adjustable mouth cover with oxygen inlet formed a convenient means of applying the oxygen after high altitude had been attained without the inconvenience of wearing same throughout the flight. It is believed, however, that this type cannot be made to economize oxygen. The long cape of the helmet fitted snugly within the collar of the flying suit is preferred, as it assures that

cold air will not come in direct contact with the skin. This helmet was worn on this flight and proved very comfortable with the exceptions noted, i.e., nose piece too flat and helmet did not conform to shape of head. It is believed that helmets should be designed for each individual pilot who is to participate in this type of flying.

The Free Balloon Instrument Case, Type A-2, is a light, convenient, compact and complete unit, providing a maximum protection for the instruments. The landing of this flight was rather severe, yet none of the instruments in the case were injured in the least, except the commercial thermometer, 50-cent, type, which was fastened on the face of the case with no protection for its glass tube, and which was broken. The thermometer for which the case was designed was not provided, hence the use of the cheap commercial one.

Radio reception was excellent up to an altitude of 27,000 feet where the pilot passed out. In falling to the bottom of the basket the loop connections were broken. Special programs produced by KSD and KMOX of St. Louis, Mo., were heard perfectly. The directional effect of the loop was pronounced, and with time these directions could have been brought to give exact locations over the ground. The development of this feature of locating positions by radio should be developed, as it should prove of great value in flying above clouds or in foggy weather. There being no Government sets available at Scott Field, a commercial set was used, which proved extremely rugged. In landing, the jar was sufficient to break the oxygen apparatus, as noted, break the basket, and tear the set out of its cover which was supported by shock absorber elastics in the basket, break the hinged door off the case, splitting the case in one place and making numerous dents and scars in the wooden case of the set. All tubes were injured, and two of them, jarred completely out of their sockets were broken. The case went on into the ditch and was filled with mud. All that was done to restore the set to perfect operation was to clean out the mud and insert new tubes. The set is now operating with the original batteries and horn. The loop was broken almost beyond repair.

The barograph and thermograph were forwarded to the Bureau of Standards for calibration.

The cloudless sky permitted observation of the balloon to within a few minutes of landing by means of Signal Corps theodolites, which were established on a three mile North and South base; using two instruments it was thought possible to observe the flight throughout and make accurate calculations as to altitude made.

During the flight it was found impossible to discharge sand ballast sufficiently to maintain a rate of ascent of 800 feet per minute which had been predetermined, to check radio reception, to control the oxygen apparatus, make entries in the log and note instruments. About all that was done was to pour sand and listen to the radio, with an occasional check on the instruments. Sufficient time was not taken in this flight to make proper observations.

In descent the balloon, with appendix spider loop loose, formed a perfect parachute, and when the ballast was expended the rate of fall was varying between 600 and 700 feet per minute, at which speed the landing was made. The severe shock of landing was due to striking the far side wall of a ditch which acted the same as striking a wall. After striking the first ditch the balloon tore its way through 8 or 10 telephone wires, dragging the basket across a paved road into a drainage ditch on the other side.

Summary, -

1. Oxygen equipment must be improved in efficiency.
2. Unballasting methods to conserve pilot's energy must be developed.
3. Experimentation with radio reception for the locating of positions by directional effect of loop is recommended.
4. High altitude work of experimental nature may be very readily carried out by the use of "free balloons."

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FRANCE FIELD ENTERTAINS MEMBERS OF CONGRESS

France Field, Panama Canal Zone, acted as host recently to a party of Congressmen, some of whom arrived at the Zone on the Transport ST. MIHIEL and others on the liner, CRISTOBAL. Arriving on the morning of March 15th, they were greeted by a formation of pursuit planes from France Field.

The following day Lieut. Percy ferried Congressman Perkins, of New Jersey, in a DH airplane to the Pacific side. Mr. Perkins, who does considerable flying, is an enthusiast on the subject and enjoyed his flight immensely. He and Lieut. Percy traveled as far down the Pacific side as the Chepo River, noted for its alligators and other somewhat undesirable inhabitants. The views, however, are magnificent, as Mr. Perkins can testify.

Lieut. McDonald, on March 19th, ferried Congressman Crague to Balboa, and the latter was likewise delighted with the wonderful view of the Canal. The following day saw the return of Congressman Perkins and Lieut. Percy.

On Sunday, the 20th, a delegation of Congressmen visited France Field, members of the party being Senator Barkley, of Kentucky, and Representatives Perkins of New Jersey, Dennison of Illinois, Johnston of Illinois, Milliken of Mississippi (a captain in the U.S. Army during the World War), Huston of New Jersey, Dickinson of Iowa, Collins of Missouri and Eastlick of Tennessee.

Congressman Carl R. Chindbloom, of Chicago (10th Illinois District) flew over from Balboa with Lieut. Wimsatt as pilot, while Congressman Thomas S. Williams (24th Illinois District) and Henry T. Rainey (20th Illinois District) of the Military Affairs Committee, arrived in a Martin Bomber piloted by Lieut. King. All were greatly pleased with their trip.

The Congressional delegation was entertained by the officers of France Field, while Lieuts. Merrick, Douglas and Percy put three PW-9 pursuit planes through their paces. Mr. Perkins made a short speech expressing his appreciation of the courtesies extended and assuring his audience of his continued support of the Air Corps. The France Field officers appreciate the fact that our legislators were willing and even eager to ride in the same planes they use for every day operations.

Later in the day some of the party, including Congressman Perkins' four daughters, took a plunge in the waters of Limon Bay from the France Field swimming pavilion and enjoyed it very much. The four girls proved to be excellent swimmers.

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AIRSHIP SEARCHES FOR BODIES OF AVIATORS ✓

The Airship TC-5 recently took off from Langley Field, Va., for the purpose of searching the surf and coast along the Barnegat Bay section of New Jersey to locate, if possible, the bodies of Lieuts. William A. Gray and Willard L. Harris of the 19th Airship Company, who are believed to have been drowned in an airplane crash in this locality after flying into a heavy fog. The search was made with the Naval Air Station at Lakehurst, N.J. as a base, and several flights were made under varying weather conditions, scanning the water along the shore while flying at various altitudes. Although the TC-5 type airship is remarkably suited for this kind of work, none of the numerous observers aboard could find any trace of the bodies or the submerged fuselage of the airplane. Various official and unofficial theories as to the exact location of the accident and the effect of the violent storms and tides since the accident were considered in determining the exact area for the most intensive search. Although the exact point on the beach where the plane first touched in its crash is believed to have been more or less definitely located, parts of the wreckage were found scattered over a distance of 40 miles or more along the beach. Owing to this fact, the search was finally abandoned and the TC-5 returned to Langley Field.

The crew on these flights was Captain Clark, pilot in command; Warrant Officer Lassiter, pilot; Staff Sergeant Wheeler, rigger; Corporal Schneider, radio operator; Staff Sergeant Quinn and Sergeant Camire, engineers.

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ESCAPED PILOTLESS BALLOON CAUSES WILD SPECULATIONS ✓

Wild rumors at Langley Field and vicinity as to the number of passengers carried away and drowned at sea were caused as the result of the escape from its mooring of a Type "D-2" barrage balloon with which the 19th Airship Company was conducting experimental tests in cooperation with the Coast Artillery. Fortunately, this type of balloon carries neither pilot nor passenger.

It is contemplated using these balloons for the purpose of maintaining an air barrage around fortifications and other strategic points of limited area. This particular type has an initial volume of 15,000 cubic feet, and can expand to a total volume of 24,000 cubic feet. It is expected to attain a maximum altitude of 15,000 feet, a 1/8-inch cable being used in order to reach this altitude.

An element of excitement was introduced into these tests when one of these little balloons broke away from the winch while being taken out of the big hangar. It rose rapidly and disappeared toward the Southeast in a high wind and was recovered about 75 miles off the Virginia Capes by the Steamer PASTORES, of the United Fruit Line and taken to New York City. The accident was caused by strong wind gusts from around the hangar doors, which caused the balloon to yaw back and forth violently and cut the cable on the leading off gear, which was made for ordinary balloon use and not suitable for small cable.

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UNFORTUNATE ACCIDENT AT CAMP STANLEY, TEXAS

An unfortunate accident, resulting in the death of three men, occurred at Camp Stanley, Texas, which was being used by Kelly Field as a gunnery range. 1st Lieut. Benedict A. Coyle, Cadet John W. Green and Private, 1st Class, Rudolph C. Bartel, were killed as a result of a mid-air crash at an altitude of about 150 feet. Lieut. Coyle and Private Bartel were taking off in a Douglas O-2, when they drifted into contact with Cadet Green, who was flying along in a DH training ship. Cadet Green was firing on the target range when the accident occurred, and apparently the crash occurred before either pilot realized his danger. Both ships came to the ground in a heap, and the flyers were instantly killed. Lieut. Coyle was taking off to return to Kelly Field when the accident occurred.

Lieut. Coyle is survived by his widow, Mrs. Mabel Coyle, of Kelly Field. He was born in Canada in 1891, enlisted in the Infantry in 1913, and was stationed at Kelly Field for several years. He was commissioned a 1st Lieut. in the Infantry (Reserve Corps) on Nov. 27, 1917, and was transferred to the Air Corps, Regular Army on July 1, 1920. He graduated from both the Primary Flying School at Brooks Field and the Advanced Flying School at Kelly Field during 1926.

Cadet Green was transferred from the last class of the Primary Flying School to the Advanced Flying School. He is survived by his mother, Mrs. Agatha Green, 6515 North Maplewood Avenue, Chicago, Ill.

Private Bartel enlisted in the Army on July 27, 1925. He is survived by a sister, Mrs. L.W. Lozen of 6568 Hurlbutt Avenue, Detroit, Mich.

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PLANS FOR RECEPTION ON RETURN OF PAN-AMERICAN FLIGHT ✓

It is contemplated that the Pan-American flight will make its final official landing at Bolling Field on May 2 when Major Herbert A. Dargue, leader of the flight, and his associates will nose their planes to the ground and thus complete the last lap of their dramatic and spectacular journey to Latin-American republics with messages of good will from President Coolidge and the people of the United States.

Escorted by planes from Langley Field, Va., and greeted by planes stationed at Bolling Field, the Pan-American fliers will make their triumphant entry into Washington where they, on landing, will be met by high government and army officials including Secretary of War Dwight F. Davis, Assistant Secretaries of War Hanford Mac Nider and F. Trubee Davison, Major-General Charles P. Summerall, Chief of Staff, and dignitaries representing foreign nations, especially those included in the Pan-American Union.

The only shadow cast over the joyousness of the homecoming of the airmen from their 20,000 mile flight over tropic seas, rock-bound coasts and impenetrable jungles is that of the ten Army Air Corps pilots who took off at San Antonio, Texas, where the flight started, only eight return. Two of the "Good Will" fliers --- Captain Clinton F. Woolsey and Lieut. John W. Benton --- lost their lives at Buenos Aires on February 26 when their plane, "The Detroit", collided with Major Dargue's flagship, "The New York".

Still, even though two of the planes were destroyed in the accident at Buenos Aires, there will be but one gap in the formation as the ships come soaring in over Bolling Field. One of the gaps was filled early in April when "The New York 2nd" was flown from Panama to Porto Cabollo, Venezuela, where it joined its sister ships on their northward journey.

The Pan-American fliers, scheduled to reach Miami April 24th, six days ahead of their original schedule, will be met off the Florida coast by a group of Army planes headed by the Chief of Air Corps, who will have the distinction of being the first to welcome the fliers on their return to the United States. From Miami

the planes will travel northward to Washington via Jacksonville, Savannah, Wilmington, N.C., and Langley Field.

The members of the Pan-American flight are Major Dargue, Captains Arthur B. McDaniel, Ira C. Eaker, Lieuts. Ennis C. Whitehead, Charles McK. Robinson, Muir S. Fairchild, Bernard S. Thompsen and Leonard D. Weddington.

Although no definite decision has as yet been reached as to where the Pan-American planes and their crews will be sent following their arrival in Washington, they will not go on an extensive tour of American cities such as originally intended for the reason that they will be in need of rest after the gruelling grind of long hours and heavy responsibilities they have gone through during the past four months. Major Dargue and his fellow fliers, aside from the task of piloting their planes more than 20,000 miles and keeping their motors in perfect running order, were called upon to participate in dozens of social events which further taxed their physical resources.

The five planes left San Antonio on December 20, followed the east coast of Mexico, crossed the Isthmus of Salina Cruz and proceeded to Panama with stops in Honduras and Nicaragua. From Colon the flight went to Colombia, returned to the Canal Zone and flew along the west coast of South America as far as Valdivia, Chile, where it crossed the Andes and reached the Atlantic side at Bahia Blanca, Argentina. Following the east coast, the planes flew to Buenos Aires and made 1400 mile round trip up the Parana River to Asuncion, Paraguay. Next come Brazil, the Guianas and Venezuela. At Trinidad the flight left the mainland and made a series of hops which covered the Lesser Antilles, Porto Rico, the Dominican Republic, Haiti and Cuba.

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SECRETARY DAVISON TO INSPECT PACIFIC COAST STATIONS

A thorough survey of Army Air Corps and other military activity along the Pacific Coast is to be made by Hon. F. Trubee Davison, Assistant Secretary of War, following the Army maneuvers at San Antonio, Texas.

Mr. Davison plans to leave Washington, May 4 in one of the tri-motor transport planes recently purchased by the War Department. He will arrive in San Antonio on May 10th, making stop-overs at Dayton, Scott Field, Fort Leavenworth, Muskogee and Fort Sill.

The tour of California is scheduled to start on May 22nd, when Mr. Davison will fly from San Antonio with stops at El Paso and Tucson. From San Diego he will proceed to Los Angeles and San Francisco with intermediate stops between the two cities. The transport to be used in one of the newest types of Army aircraft. It is a monoplane with a cruising speed of about 100 miles an hour, has seating capacity for ten persons, and each of its three air-cooled motors develops 225 H.P. Mr. Davison, who began flying in 1916 and is an enthusiastic pilot, will share with Lieut. Lester J. Maitland the task of piloting the plane from Washington to the Pacific Coast and back.

Accompanying Mr. Davison on his trip to the coast will be Brigadier-General William E. Gillmore; Porter Adams, President of the National Aeronautic Association and H.J. Adamson, Civilian Assistant to Mr. Davison. Mr. Davison expects to complete his inspection tour by May 31. He will return to Washington, with stops at Salt Lake City, Cheyenne, Fort Riley and Scott Field.

"I intend to spend several days in San Diego, Los Angeles and San Francisco," said Mr. Davison, "in order to inspect the various military activities in the vicinity of these cities but with particular stress upon Army aviation expansion along the Pacific Coast.

"I am particularly anxious to familiarize myself with conditions at Rockwell Field and March Field. The latter station is to be reopened and developed as one of the Army's important training centers as well as a station for combat planes. It will form one of the most important adjuncts in our aerial units. Rockwell Field is to be developed as a station for pursuit units of which there are none now on the coast.

"I had hoped to be able to go as far north as Seattle but, unfortunately, I find that I have not sufficient time on this occasion. I expect to follow up the expansion of the air defenses on the west coast with another personal inspection and I plan to visit the States of Washington and Oregon then."

Aside from Rockwell and March Fields, Mr. Davison plans to visit Fort Rosecrans, Camp Lawrence, Clover Field, the Los Angeles National Guard Airdrome, Fort McArthur, Ross Field, the Presidio of Monterey, Fort Winfield Scott, Fort McDowell, Fort Barr, Fort Mason, Benecia Arsenal, Fort Funston, Fort Baker, Fort Miley and the Presidio of San Francisco.

NEW OFFICERS IN THE ARMY AIR CORPS

As the result of a special examination held January 17 to 21, 1927, to fill vacancies remaining from the fiscal year ending June 30, 1926, 19 candidates from civil life and from enlisted flying cadets were tendered appointments as 2nd Lieutenants in the Air Corps, Regular Army, and assigned to stations as follows:

Second Lieut. Irvin Alverta Woodring, Air Corps Reserve, Flying Cadets John Edward Bodle, William Harold Doolittle, Russell Keillor and Ernest Harold Lawson to Selfridge Field, Mich.; Captain Lewis Love Bowen, Air Corps Reserve, and Sergeant Charles Clifford Coppin, Jr., 88th Obs. Sqdn. to Marshall Field, Fort Riley, Kansas; Flying Cadets Alexander Everett Cabana, Burton M. Hovey, Jr., Earl Clinton Robbins and Mark D.S. Steensen to 3rd Attack Group, Fort Crockett, Texas; Staff Sgt. Richard Eastman Cobb to the Boston Airport, Boston, Mass.; 2nd Lieut. Henry W. Dorr, Air Corps Reserve, and Flying Cadet Russell Scott to Mitchel Field, N.Y.; Flying Cadets Dale Davis Fisher and A.J. Kerwin Malone and 2nd Lieut. Willard R. Wolfenbarger, Air Corps Reserve, to Langley Field, Va.; Flying Cadet Elwood Richard Quesada to Bolling Field, D.C.; and Flying Cadet Carlisle Iverson Ferris to Hawaiian Department

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ARMY AIRMEN SEARCH FOR MISSING MAIL FLYERS ✓

Crissy Field pilots searched the country south and east of San Francisco for four days for trace of Edward Neher, pilot and Alfred Schaller, office manager of the Pacific Air Transport, Inc., who were last seen alive when they left Fresno on Sunday morning, April 3rd, at 3:00 A.M. on the run to San Francisco.

Several persons reported having seen the missing monoplane through the haze Sunday morning circling over Crissy Field, and a seat cushion fished out of the Bay apparently substantiated the theory that the missing men had perished in the Bay until Mr. Tyler, manager of the P.A.T., stated that mail planes were not equipped with cushions of that type. Even the vicinity of the Farallone Islands was thoroughly investigated in the belief that they may have over-flown their objective in the fog.

On Wednesday morning, April 6th, a Miller & Lux ranch hand found the tangled wreckage of the mail plane in the swampy area near Gustine, 90 miles southeast of San Francisco, a place notorious among pilots for its dense fogs. It had evidently crashed in the fog at high speed. Both men were killed outright.

Airplanes had passed the scene of the tragedy within three miles many times, but as the monoplane was partly submerged in the swamp it was not seen.

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A NEW DIVISION IN THE OFFICE CHIEF OF AIR CORPS ✓

The creation of an Inspection Division in the Office of the Chief of Air Corps is announced. The new division is headed by Major F.L. Martin, whose adventures in Alaska were features of the Round-the-World Flight.

The Inspection Division is an agency directly representative of the Chief of Air Corps, manned by Air Corps personnel, and charged with overcoming problems connected with the practical operation of aircraft and air stations. It has not been charged with inspection of material purchased from contractors, or with laboratory tests; such work will continue to be handled by the Materiel Division.

The organization of the Inspection Division results from the fact that the airplane and its equipment have introduced many thousands of highly technical problems into warfare. This is true to an extent undreamed of by the general public. Even those in close contact with aviation frequently fail to fully appreciate the staggering amount of technical knowledge represented by aircraft. In one standard type of airplane there are more than five thousand different parts. The most complex developments of chemistry, electricity and all the vast range of the mechanical arts, enter into the manufacture and repair of these parts. A list of the metals used in airplanes, engines and equipment reads like a list of all the known metallic elements. A statement of the mechanical processes employed sounds like a summary of everything known about mechanics. Whole libraries have been written about metallurgy, woodworking, aircraft textile fabrics, vacuum bulbs and dozens of other divisions of knowledge, all of which are vital to the manufacture and operation of military aircraft.

The management of an active flying field is much more like the management of certain industrial activities than it is like that of an infantry regiment. Even

in the realm of tactics, it is difficult to find parallels in other types of military organizations.

The Inspection Division is charged with the adaption to Air Corps needs of such standard industrial management systems as will assist in handling this highly technical work. It inspects such systems after installation.

All the systems for the maintenance and inspection of equipment employ forms based upon a simple and effective device known as the calendar inspection record. Forms vary according to the nature of the equipment, but the principles employed are the same throughout.

A somewhat similar device is familiar to automobile owners in the form of a lubrication chart specifying the intervals at which the different parts of the automobile should be lubricated. It will be noted, however, that this arrangement does not provide any record of work that has been done. The calendar inspection record employed by the Inspection Division accomplishes many more purposes than the simple device just referred to.

In addition to outlining the work so as to remind the mechanic at the proper times, and so that the work will always be accomplished by the routine method that has been found best, the calendar inspection record provides a complete record of all inspection and maintenance operations performed by the mechanics. It also provides a record of all inspections by personnel, whose duty it is to inspect the activity.

One outstanding requirement is that all calendar inspection record forms shall be posted on walls, bulletin boards or otherwise exposed instead of being hidden away in files. This facilitates the use of the inspection systems for a quick determination of the status of the activities where they are used. Such determination may readily be made by the so-called "spot check" method. In applying this method to the airplane, for instance, the mechanics' record (on the calendar inspection record form) is verified by checking the status of two or three items on the record (chosen at random) against the actual condition of those parts of the airplane as determined by visual inspection. If the two or three random items are correct, it may be assumed that the record as a whole is a correct representation of the condition of the airplane. From the record, the detailed condition of the airplane may be determined at a glance.

The systems at present provide for inspection and maintenance of airplanes and other flying material, including parachutes, camera, radio equipment and armament. They provide also a standardized system for handling the work and records of operations offices at air stations.

These systems have been under development for as long as three years, practical tests having been conducted at Kelly, Mitchel and Bolling Fields. As the result of these tests, installation of the systems at all Air Corps stations was decided upon. The approved schedule requires completion of this work before the end of the present calendar year.

The work of installation is progressing rapidly. It would appear that a large section of Air Corps personnel has for sometime redognized the need for more systematic inspection and maintenance of aircraft, hence the inertia which usually greets an innovation is in this case replaced by a positive demand for the new system.

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KELLY FIELD PERSONNEL GO TO MARCH FIELD

With the start of Major Carlyle H. Wash, Air Corps, for his new command, March Field, Riverside, Calif., recently, the first step to the reconditioning of that field and the inauguration of the new training plan has been taken. Major Wash was followed a few days later by 1st Lieut. A.C. Kincaid, who is to be Adjutant; Lieut. R.B. Walker, Engineer Officer, and Lieut. H.B. Chandler, of Brooks Field, who will be the Air Corps Supply Officer. With them went the following non-commissioned officers: Technical Sergeant Fletcher J. Cox, 43rd School Squadron; Staff Sergeant James A. Forrest, 70th Service Squadron; Staff Sergeant Edgar R. Henderson, 68th Service Squadron; Sergeant Fred Van Alatine, 68th Service Squadron; Corporal Frederick J. Bremmerman, 10th School Group Hdqrs., and Private 1 Cl. Michael Kieado, 68th Service Squadron.

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MILITARY SERVICES EXEMPT FROM TEXAS NEW GAS TAX

Through the efforts of Acting Mayor Phil Wright, of San Antonio, the Air Corps was rendered exempt from the new 3¢ gasoline tax which threatened to curtail service.

ously the training at the Air Corps Training Center.

Accompanied by Assistant City Attorney T.D. Hobbs, Jr., and Judge S.J. Brooks, Mayor Wright journeyed to Austin during the closing sessions of the State Legislature and placed his plea before Governor Moody. It was estimated that the new tax, if paid from Air Corps funds, would increase the cost of flying training by nearly 60¢ an hour, and might lead to the abandonment of the plans for spring Air Corps training in Texas, as well as hamper the training of officers and cadets at the two Texas fields.

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THIRD ATTACK GROUP GREETS COMMANDER DE PINEDO

Commander le Marquis Francesco de Pinedo, the "four continent" flyer of the Royal Italian Navy, reached Galveston on his international flight on April 2nd in his twin-engined Italian Navy monoplane bomber, the "Santa Maria", flying from New Orleans.

A flight of three airplanes of the Third Attack Group, piloted by Lieuts. H.A. Vandenberg, H.M. Turner and G.C. McGinley, met Commander de Pinedo, near Port Arthur, Texas, and escorted the "Santa Maria" to its designated landing place in the shipping channel of Galveston, breaking formation upon arrival, the leader circling to indicate the landing buoy.

The U.S. Coast Guard Cutter "Comache", with its small boats, acted as tender for the seaplane, and with the welcoming committee of Pinedo's countrymen brought the personnel of the "Santa Maria" to the pier, where the famous Italian was greeted with impressive ceremonies.

Representing the United States Army Air Corps was Major Frank D. Lackland, commanding the Third Attack Group, and his staff consisting of Captain Joseph H. Davidson, Air Corps, Operations Officer; Captain William Lafrenz, C.A.C., Harbor Defense of Galveston; Lieuts. Herbert W. Anderson and Robert W. Harper, Air Corps.

After an automobile procession through the city, Commander de Pinedo laid a wreath on the Texas Heroes' Monument, and returned to the "Comache" for transportation to his plane. With his officers he took off for Medina Lake, near San Antonio, Texas, at 1:45 P.M., being escorted for 30 miles by the flight of attack planes.

During the visit much interest was evidenced in the Santa Maria, with its huge pontoons, its two 550 H.P. Isotta Fraschini engines rigged in tandem, its thick wing sections and its general construction, as well as in the striking personality of Commander de Pinedo.

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SECRETARY OF WAR VISITS PANAMA CANAL ZONE

By Lieut. H.C. Downey, A.C.

France Field had a distinguished visitor on March 30th in the person of the Secretary of War, Hon. Dwight F. Davis, who arrived on the Steamship, ANCON, about 6:00 A.M. Lieut. Harbeck and Sergeant Berg put out in a radio plane about 5:30 A.M. and proceeded to Porto Bello, watching for the approach of the ANCON. Upon sighting it, they reported by radio to France Field Operations, whereupon an escort took off. The Operations Officer dispatched two flights of NBS-1's, three flights of PW-9's, and three flights of DH's to greet the Secretary. Lieut. McDonald in his photo ship took some pictures of the ANCON and the escorting planes. The pursuit planes did some very good acrobatics for the entertainment of the Secretary.

A delegation composed of Colonel Walker, Governor of the Canal Zone; Major-General Martin, Commanding the Panama Canal Department; Brigadier-General George S. Simonds; Lieut.-Colonel A.G. Fisher, Air Corps, and Governor Arosemena of Colon met the Secretary at the dock. Shortly after landing, the Secretary proceeded to France Field and made an inspection of the planes and personnel here. France Field fired a salute of 19 guns in honor of the head of the War Department. In connection with the Secretary's visit, the STAR AND HERALD of Panama printed the following in an editorial:

"Here Secretary Davis will find a small but mightily efficient air force. They may lack planes, perhaps, and quarters, and about all that Albrook Field has is a name, but he has here as fine a bunch of aviators as can be found in any service in the world. A better bunch of airmen never hopped off to soar over the Canal and over the mountains and jungles of the Republic."

The formation flying and the inspection of France Field evidently pleased the Secretary of War, for the following commendatory letter from the Commanding General, Panama Canal Department, that speaks for itself, has been received at Group Headquarters:

"The Secretary of War has asked me to express his appreciation of the fine showing made by your command upon his inspection yesterday.

"He was very much pleased at the appearance of your post and the condition of your flying equipment.

"He was also favorably impressed with the evolutions of the Air Corps as his ship was entering the harbor yesterday.

(Signed) J.H. Martin,
Major-General, U.S.A., Commanding."

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AIR CORPS OFFICERS DETAILED AS STUDENTS AT LEAVENWORTH

Under orders recently issued by the War Department, the following named officers of the Army Air Corps were detailed as students to take the 1927-28 course at the Command and General Staff School, Fort Leavenworth, Kansas, reporting to the command of that institution between August 20 and September 3, 1927:

Major Lewis H. Breerton, Langley Field, Va.; Majors Oscar Westover, Robert E.M. Goolrick, Ira A. Rader, Eugene A. Lohman, Follett Bradley, Ralph Royce, Captain Robert C. Candee, students of the Air Corps Tactical School at Langley Field, Va.; Captain Lynwood B. Jacobs, student of the Infantry School at Fort Benning, Ga.; and Captain William E. Farthing, student of the Field Artillery School at Fort Sill, Okla.

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ASSIGNMENT OF GRADUATES OF COMMAND AND GENERAL STAFF SCHOOL

Air Corps officers now on duty as students at the Command and General Staff School, Fort Leavenworth, Kansas, are to be assigned to stations indicated upon their graduation this summer, according to War Department orders recently issued.

Major Thomas DeW. Milling, Fred H. Coleman and Edwin B. Lyon to Washington, D.C. for duty in the Office Chief of Air Corps; Majors Hugh J. Knerr, Michael F. Davis and Captain George C. Kenney to Langley Field, Va.; Major Leo G. Heffernan to Chanute Field, Rantoul, Ill.

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ASSIGNMENT OF GRADUATES OF AIR CORPS ENGINEERING SCHOOL

Upon their graduation this summer from the Air Corps Engineering School at McCook Field, Dayton, Ohio, officers now attending this school will be assigned to stations as follows:

Captain Oliver P. Echols and 2nd Lieut. Will W. White to McCook Field; Major Frank M. Kennedy to Office Chief of Air Corps, Washington, D.C.; 1st Lieut. Wm. J. Flood to Langley Field, Va.; 1st Lieut. John P. Hechter to Fairfield Air Intermediate Depot; 2nd Lieut. Lloyd E. Hunting to Kelly Field, Texas; 1st Lieut. Howard Z. Bogert to Curtiss Factory, Buffalo, N.Y., as Air Corps Representative.

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AIR CORPS OFFICERS PROMOTED

Five officers of the Army Air Corps recently received promotions, viz: Major James A. Mars to Lieut.-Colonel with rank from March 9, 1927; Captain Robert Lee Walsh to Major, with rank from March 19, 1927; 2nd Lieuts. Edmund C. Lynch, Alfred A. Kessler, Jr., and Mervin E. Gross to 1st Lieut., with rank, respectively, from February 27, March 8 and March 12.

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CHANGES IN STATION OF AIR CORPS OFFICERS

Major W.R. Weaver has been relieved as Commanding Officer of the Middletown Air Intermediate Depot and assigned as student to take the observers' course at the Advanced Flying School, Kelly Field, Texas. Upon completion of this course Major Weaver will proceed to Maxwell Field, Montgomery, Ala., and assume command.

Captain Wm. D. Wheeler, for a number of years on duty at Chanute Field, Kan.

teul, Ill., has been assigned as student to pursue the observers' course at the Advanced Flying School, Kelly Field, Texas.

Major Roy S. Brown has been relieved from duty at Kelly Field, Texas, and assigned to Chanute Field for duty in connection with summer training of reserve officers. He will report next September at Langley Field, Va., to take the course at the Air Corps Tactical School.

Major Millard F. Harmon, relieved from duty with the War Department General Staff, will proceed to March Field, Riverside, Calif., for duty.

Lieut.-Colonel James A. Mars, relieved from duty at Scott Field, Ill., will proceed to San Antonio, Texas, for duty at the San Antonio Air Intermediate Depot.

Captain Thomas W. Hastey has been relieved from duty at Headquarters of the 8th Corps Area and assigned to the Office Chief of Air Corps, Washington, D.C.

First Lieut. Martinus Stenseth, upon completion of his course at the Air Corps Tactical School, Langley Field, will go to Fort Riley, Kansas, to pursue the course at the Cavalry School.

First Lieut. Frank B. Tyndall was relieved from duty with the Curtiss Aeroplane and Motor Company, Garden City, N.Y., and assigned as Air Corps Representative at the Keystone Aircraft Corporation, Bristol, Pa.

First Lieut. Sigmund F. Landers, engaged on Industrial War Plans work at Dayton, Ohio, was assigned to duty at Brooks Field, Texas.

First Lieuts. Henry H. Reilly, Robert H. Finley, A.B. Ballard and Emil C. Kiel have been assigned to take the observation course at the Advanced Flying School, Kelly Field, Texas, and upon completion of same will resume their duties at that station.

Captain Wm. F. Donnelly was designated as Assistant Commandant of the Air Corps Technical School at Chanute Field, Ill.

Second Lieuts. DeWitt Ballard and Prentice E. Yeomans were relieved from detail to the Air Corps, the former being assigned to the Infantry and duty with the 2nd Division at Ft. Sam Houston, Texas, and the latter to duty with the 1st Cavalry Brigade at Fort Clark, Texas.

Second Lieut. George H. Steel, Field Artillery, was transferred to the Air Corps, effective April 1st.

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FRENCH MILITARY ATTACHE VISITS KELLY FIELD

Kelly Field, Texas, recently received a visit from Major Georges Thenault, French "Ace" and former commander of the Lafayette Escadrille, who is now on duty as Military Attache with the French Embassy in Washington. Major Thenault flew the planes at Kelly Field, inspected the equipment and noted the methods of instruction employed.

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NAVY AIR SECRETARY VISITS SCHOFIELD BARRACKS

The Hon. Edward O. Warner, Assistant Secretary of the Navy, visited the 18th Pursuit Group at Schofield Barracks, T.H., during the month of March and made a brief inspection. He seemed well pleased with the manner in which this Group had been operating under adverse conditions. Several PW's were sent to Luke Field as an Aloha Mission for Secretary Warner, who came up by air from the Navy Air Station at Luke Field.

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TRANSCONTINENTAL BUSINESS TRIP BY AIRPLANE

What is believed to be one of the first transcontinental business trips via airplane was recently made by Mr. R. W. Judson, President of the Continental Motors Corporation, accompanied by W.R. Angel, Executive Vice President and H.D. Kline, Advertising Manager of that Company, and Mr. Flaherty, of Riverside, Calif., a guest. The airplane, a tri-motored Fokker monoplane, was piloted by Messrs. G.R. Pond and R.N. Labadie.

They left Detroit, Mich., March 22nd for the purpose of visiting dealers handling their products in the following cities in the order named: Bryan, Ohio; St. Louis and Kansas City, Mo.; Muskogee and Oklahoma City, Okla.; Amarillo, Tex.; Santa Fe, New Mexico; Williams and Needles, Ariz.; Los Angeles, Calif.; Hawthorne, Nevada; San Francisco, and points on the Air Mail route from California to Detroit.

After leaving Williams, Ariz., they flew through the Grand Canyon at about fifty feet below the rim. On this flight they spent nine hours, 45 minutes in the air, stopping only once for fuel.

Arriving at Los Angeles on April 12th, Mr. Moreland, President, and Mr. Mallory Vice-President, of the Moreland Truck Company, were taken on as passengers for the flight to Hawthorne, Nevada. While flying at a low altitude over Death Valley all the oil was lost from the three engines on account of the high temperature which prevails in this desert, forcing a landing which, fortunately, was made near a borax mine. They filled up on 500-W (a very heavy oil) and made the rest of the trip without further trouble.

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BURIAL OF DECEASED PAN-AMERICAN FLYERS

Funeral services for Captain Clinton F. Woolsey and Lieut. John W. Benton, the Pan-American flyers who lost their lives in the unfortunate accident at Buenos Aires, Argentina, on February 26th, were held within a day of each other, the remains of the first named officer being laid to rest at Northport, Mich., on March 27th, and of the latter at San Francisco, Calif., on the following day.

A flight of planes from Selfridge Field, Mich., were to have attended the burial services for Captain Woolsey, but flying conditions on the field prevented their taking off. Two thousand town and country people were present, and 150 former soldiers and sailors in uniform acted as Guard of Honor.

Lieuts. Carl F. Greene and Robert G. Breen, Air Corps, flew from Dayton, O., to take part in the services, but were forced down 15 miles south of Northport by a snow storm. They were hurried overland, and with Lieut. Ivan G. Moorman, who accompanied the body from New York, represented the War Department.

An American flag used in the ceremony was the property of Woolsey Post G.A.R., named for Captain Woolsey's grandfather who was killed in the Civil War. An American Legion squad fired the volleys over the grave. Captain Woolsey's widow who, with her two small children was visiting her parents in Belgium at the time of his death, was present at the ceremonies.

Captain Woolsey's father said the accident was the first in which his son had figured. He also stated that "When Captain Woolsey returned from South America he was to have returned to McCook Field, Dayton, Ohio, where he received his early training. He was looking forward to this eagerly, because it meant a chance to construct a plane he had designed and which had been approved of by Army officials who had carefully tested the model. It was in this plane, which was to have been known as the 'Woolsey Bomber' that Clinton was hoping to make a Trans-Atlantic flight. It was to be equipped with two 800 horse power engines. Clinton was eager to be the first aviator to make a New York to Paris flight."

When the remains of Lieut. Benton reached San Francisco ten airplanes from Crissy Field flew in formation and one dipped slightly, as if in tribute to the dead airman. Shortly thereafter the flag-draped coffin was placed on the ferry boat bound for the Presidio of San Francisco. Captain O.G. Trunk from Bolling Field, Washington, D.C., accompanied the remains on the sad trip across the continent from New York. A Guard of Honor from Crissy Field, under the command of Lieut. Wilfred Paul, took charge of the coffin. Funeral services were held in the Presidio Chapel at 2:00 o'clock by Golden Gate Lodge No. 30 F. and A.M.

Nine airplanes in flight formation soared overhead as the coffin was drawn slowly from the chapel to the burial place. When the last spray of acacia had been laid on the coffin, eight comrades of Lieut. Benton bore it to the waiting caisson, while two platoons from the 30th Infantry stood at attention and the band played "Abide with Me". The military escort convoyed the procession to the cemetery, followed by cars carrying the mother, father and wife of the flyer.

While rain fell steadily and his comrades stood at attention in a last salute, the body of Lieut. Benton was lowered into its resting place amid banks of flowers. The Methodist burial committal was read at the grave's edge by Chaplain John R. Wright of the 30th Infantry. At the close of the prayer the order "Ready, aim! Fire!" brought a solemn salute from eight rifles. The final tribute, "Taps", was sounded over the grave by Bugler A. Arnold, Company A, 30th Infantry.

Honorary pall bearers were Major Delos C. Emmons, Captain A.I. Eagle, Lieuts. Frank D. Hackett, A.W. Marriner, W.R. Taylor, C.C. Wilson, J.R. Glascock and G.E. Henry. Friends of Lieut. Benton from his home in Redding, Calif., were present at the services, as were also his fraternity brothers of Phi Sigma Kappa from the University of California.

MARTIN BOMBERS IN FORMATION FLIGHT ✓

Six Martin Bombers, comprising a flight of two groups, made a successful non-stop flight from Phillips Field, Aberdeen, Md., to Langley Field, Va., recently. The two formations passed over Baltimore, Washington and Bolling Field, and came down via Tappahannock on the trip back to Langley Field. The two sections of the flight were taken from the 20th and 96th Squadrons, representing the 2nd Bombardment Group at Langley Field, while the personnel in charge of the six bombers were taken from all of the sections of the Group.

The ships left Aberdeen at six o'clock, just one hour earlier than had been scheduled, owing to a heavy northeast storm, which was brewing, and reached the hangars at the station at Langley Field at about 8:30 o'clock. All of the bombers came into the field with flying colors, and it was declared that the flight was one of the most successful ever attempted at Langley Field. It was the idea of the flight commander when he left Langley Field early in the morning for Aberdeen to leave Phillips Field about 7:00 o'clock, as the plans were to travel entirely after nightfall, but the appearance of the storm forced a change in the plans and the return home was started an hour earlier.

Major Brereton commanded the flight and was also in charge of the first section. He had with him Lieut. Bridget and Sgt. Glenn. In the second ship of this flight were Capt. Hale, Lieuts. Beaton and Melville and Sgt. Jewell, while the third ship contained Lieuts. Walker, Hawkins, Allison and Sgt. Meyers.

The second flight was commanded by Capt. Rust, who had with him Capt. Francisco, Lieut. McReynolds and Sgt. Young. In the second plane of this flight were Lieuts. Williams, Dawson, Hillery and Sgt. Stack, while those in the third plane were Lieuts. Rundquist, Sprague, Timberlake and Sgt. Janis.

The six bombers were equipped with radio and the flight was in touch with Langley Field throughout the voyage. The call signal of the flight was EA-1 with 650 kilocycles and 461 meter wave length, so the ships could be picked up by local radio fans from a point on the Rappahannock River. The flight was arranged as a part of the regular training at Langley Field and was operated as a non-stop flight from Aberdeen to Langley Field, via Bolling Field near Washington.

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NEW PURSUIT GROUP ORGANIZED IN HAWAII ✓

Luke Field, T.H., proved too rough a place for the fast flying little ships of the 6th and 19th Pursuit Squadrons. Considerable trouble was encountered in making landings, wheels and landing gears being broken, planes overturned, etc. Finally it was decided to move in a hurry and, accordingly, the two squadrons wended their way to Wheeler Field, Schofield Barracks, via truck, barge, rail, airplane, or what have you. The move was made with very little trouble since the orders were general.

Upon arrival at Wheeler Field the two squadrons were organized as a provisional Pursuit Group, and a little later on were designated as the 18th Pursuit Group --- a brand new outfit with a clean slate. From the lack of equipment left around it looked as if these two organizations were clean of everything. All of the planes were put out of commission awaiting adapters to permit of DH wheels being used.

The commissioned personnel accompanied the 6th and 19th were Captains Lowell H. Smith, Clyde V. Finter, Russell L. Meredith, 1st Lieuts. G.L. McNeil, M.N. Clark, D.F. Stace, C.H. Ridenour, C.L. Williams, H.C. Wisheart and C.D. McAllister, 2nd Lieuts. J.S. Griffith, T. Griffith, C.H. Rich, W.L. Wheeler, D.H. Alkire, R.L. Minty, N.D. Frost, J.M. Weikert and L.Q. Wasser. In addition to these officers, the following were transferred to the Group from the 4th Observation Squadron: 1st Lieuts. L.A. Dayton, B.T. Castor, C.E. Archer; 2nd Lieuts. M.J. Smith, H.M. Fey and C.S. Thorpe.

Major Henry J.F. Miller, who had preceded the squadrons, remains as the Commanding Officer. A period of organization followed the move.

The adapters finally arrived, and after fitting them on the PW planes regular training recommenced. During the lull in activities Lieuts. Griffith, Griffiths and Rich went on leave, the last two named visiting the coast and the first named going as far as Selfridge Field and San Antonio. He stated it was cold there, although that seems hard to believe here where you go swimming every day and can look from the office door at masses of Bouganillas and Poinsettia in full bloom.

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ANOTHER ERRAND OF MERCY FOR THE AIRPLANE ✓

France Field, Panama Canal Zone, was recently called upon to perform another of its acts of mercy. At 10:00 P.M. a telephone call from the interior of the Republic of Panama stated that an automobile accident had occurred in which a Bishop of the Episcopal Church, named Miller, was injured so badly that he could not be moved by any vehicle at hand, and asking for an airplane to transport him to Panama where he could reach the hospital. A Martin Bomber was prepared at once for this mission and took off shortly after daybreak the following morning. Within an hour and a half the injured man was transported to Albrook Field, where an ambulance quickly transferred him to the hospital.

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11TH BOMBARDMENT SQUADRON ORDERED TO MARCH FIELD

Orders have been issued by the War Department for the transfer of the 11th Bombardment Squadron from Langley Field, Va., to March Field, Riverside, Calif. The Squadron will proceed by rail from Langley Field to New York, thence on the May 18th Transport to San Francisco, Calif., thence by rail to March Field, arriving about June 5th. One officer and 132 enlisted men will proceed with this unit without organizational equipment. The orders provide that the number of married non-commissioned officers sent be reduced to the absolute minimum, and that single non-commissioned officers be transferred to the Squadron from other organizations at Langley Field.

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VETERAN AVIATOR PRESENTS SOUVENIR TO WORLD FLIGHT MEMBER ✓

Mr. Charles Dickinson, of Chicago, Ill., recently arrived at Langley Field, Va., in a Laird airplane, powered with a Wright "Whirlwind" engine, and piloted by E.C. Ballough, also of Chicago. Mr. Dickinson, who is about 65 years of age, has been flying since 1910, which is a very remarkable record. The purpose of his visit to Langley Field was to present Lieut. Alva L. Harvey with a souvenir he had made for the members of the Round-the-World Flight. This souvenir is a miniature globe made of gold, with the course of the flight engraved upon it.

Mr. Dickinson is the owner of Ashburn Field, Chicago, and President of the Aero Club of Illinois. Until recently he operated the air mail route from Minneapolis to Chicago.

It will be remembered that Lieut. Harvey, then a Sergeant, was Major Martin's mechanic, and that both had a rather harrowing experience after the crash of their ill fated World Cruiser against an Alaskan mountain side.

Lieut. Harvey, at present Engineering Officer of the 50th Observation Squadron at Langley Field, recently entertained an old time friend, Jack Toner, a prospector, trapper and fisherman from that far off possession of the United States, who acted as host to the American airmen while they were at Prince Rupert, British Columbia. Mr. Toner hopes to meet all the "Around-the-World" party who sojourned with him for several weeks in 1924 before returning to Alaska.

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SEA-GULLS VISIT OHIO

Major A.W. Robins and Lieut. H.A. Bartron, Air Corps, of the Fairfield, Ohio, Air Intermediate Depot, recently made an extended flight to survey flood conditions at the different dams throughout the Miami Conservancy District. Lieut. Bartron saw six sea-gulls near Troy, flying over inundated land. Major Robins was at first incredulous, but later was convinced that they were actually sea-gulls. This was published in Dayton newspapers. Since then other observers have seen the sea-gulls. Mr. G.J. Zinn, of Dayton, who has had four voyages across the ocean, and knows sea-gulls when he sees them, saw one flying over Main Street Bridge, Dayton, on March 26th, and several other observers have taken the trouble to advise Lieut. Bartron that his observations were correct.

Ducks and other migratory fowl in large numbers were also seen, and Lieut. Bartron made several interesting computations of the flying speed of each species.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, March 1.

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At a field where individual flying time is well above the average, Master Sergeant Nendell always stands near the head of the class. In addition to his duties as instructor on Martin Bombers he is the usual pilot for the Ambulance plane. As the advantage of this rapid and comfortable means of transporting injured personnel over long distances has become better known, the ambulance has had more and more work to do. From its primary duty of furnishing transportation to Air personnel injured in crashed it is often sent to the more isolated military posts in the Corps Area to bring patients to the base hospital. The most recent use of the hospital ship for this work was when Lieut. Fraser Richardson, 12th Cavalry, who had received a bullet wound in the head, was flown from his station, Fort Ringgold, to the Base Hospital at Fort Sam Houston, the landing being made on the parade ground a short distance from the hospital.

During 1926 Kelly Field planes were in the air 25,348 hours. Basing the average flying speed of all types of planes flown at Kelly Field at 90 miles per hour, approximately 2,281,320 air miles were travelled by the ships during the 12-month period. The monthly totals of flying time follow:

January	1,786	May	2,176	September	2,255
February	1,944	June	2,577	October	2,217
March	1,525	July	2,809	November	2,217
April	2,314	August	1,921	December	1,730

Cross-country trips during the past month included the following: Lieut. Kincaid and Mr. Roger Manning to New Orleans and return; Master Sergeant Nendell to Fort Ringgold with ambulance plane, returning with wounded officer and medical attendant.

Visitors to the field on cross-country flights were: Lieut. Turner with Lieut. McIver, Lieut. Lundell with Pvt. Ritchie, Lieut. Stearley with Lieut. McHenry, and Lieut. McGinley, all from Fort Crockett, Texas; Lieut. Davasher and Corp. Ellis from Post Field, Okla.; Major Reed with Sgt. Sutton from Ellington Field; Mr. Dupont from Dallas, Texas; Mr. Dupont with Mr. Beretta from Detroit, Mich.

With the reappearance of a warm sun, all forms of athletic activity have gained in popularity. The tennis courts are full, the handball courts are often in use and several baseball diamonds give evidence that Spring is here.

The Intra-Mural League of Kelly Field has been organized, consisting of the 70th, 40th, 41st, 42nd, 43rd and 68th Squadrons and the 10th School Group Hdqrs. The schedule is to be announced shortly.

The 68th Service Squadron won the Army YMCA championship in basketball. The personnel of the victorious team were Corp. R.H. Dean, Manager; Corporals Pearson and Causbie, Privates 1st Cl. Hughey, Brown, Cosner, Curtis, Stewart, Privates Hyde, Coombs, Collins and Kribetz.

The Kelly Field Polo Association, at the suggestion of Gen. Lahm, was changed to the Air Corps Training Center Polo Association, and now draws its members from the three fields comprising the Training Center. During the past season the present team played in semi-finals of two series. Casualties were unusually heavy. Lieut. J.M. Clark was thrown and suffered concussion of the brain from which he is still in the hospital. Lieut. G.H. Beverly injured his knee, developed water on the knee and is still in hospital, while Major F.M. Andrews sustained a fractured kneecap which will keep him out of the game for a while. With the arrival of new officers a dozen recruits are trying their skill with the mallet, and a better team than ever is expected during the coming season.

The San Antonio News recently carried the following news item headed "Flyers Wrecked Preventing Theft"-- Making a forced landing late Monday in a field just west of San Antonio city limits, two flyers escaped unhurt when their plane was demolished. Lieut. R.D. Reeve and Private J.R. Champ, Brooks Field, clambered from the wreckage with only a few scratches. The plane cut down a mesquite tree measuring about one foot in diameter at the ground and broke the trunk in three pieces. Both wings of the ship were doubled back along the cockpit and the entire structure of the plane crumbled. Lieut. Reeve, Pilot, said he made a landing in a field a short distance to north of the one in which he was wrecked when he saw three men stripping a car in the ravine as he flew over. By the time he landed and got over to the place the men had abandoned the car, but Reeve said he phoned city detectives. The officers recovered, among other things, four airplane wheels and tires.

from the downtown streets. Reeve said he was having slight motor trouble before he landed, and after he took off and ascended a short distance the motor quit entirely, forcing his landing. The ship was a PT-1 used in training.

Staff Sgt. Louis Greenburgh arrived from the Panama Canal Zone and Staff Sgt. Leon Morehouse and Sgt. Robert A. Coulter from Hawaiian Department.

Lieut. Gerald G. Johnston reported from Brooks Field for duty until March 1st, then reporting for training with the next class.

Lieut. James A. Healy rejoined from a month's leave of absence.

Lieut. Robert H. Finley, of Selfridge Field, reported for duty in February.

Lieut. R.L. Maughan left on leave of absence for 19 days prior to reporting to his new station at Salt Lake City, Utah, for duty with the Organized Reserves.

Chaplain Samuel E. Crosby left for station at the Fitzsimmons General Hospital, Denver, Colo.

France Field, Panama Canal Zone.

France Field honored the remains of Senor Arquello which came in aboard the Steamship ULUA from New York. Senor Arquello was the Foreign Minister of the Republic of Costa Rica who died recently in the United States. The 24th Pursuit Squadron furnished nine PW-9's in three flights. The 25th furnished six NBS-1's in two flights, while the 7th furnished six DH's in two flights. The widow, Senora Arquello, arrived the evening before aboard the S.S. CARRILO. Colonel Fisher with one of his staff, representing General Martin, went aboard this ship with a message of condolence for Senora Arquello in her bereavement, and the latter expressed her appreciation of the consideration shown by General Martin for her and her family. The body of Senor Arquello left Colon for Costa Rica the same day on the S.S. ATENAS and was escorted again by airplanes.

An incident that might have proved more serious occurred when Miss Nell Beverley, sister of Major Beverley, our Flight Surgeon, accidentally fell overboard while out on a motor boat. Miss Beverley, who was in a bathing suit, was quickly rescued by our gallant aviators, Lieuts. George McDonald and Burton F. Lewis.

Fairfield Air Intermediate Depot, Fairfield, Ohio, April 7.

An informal inspection of the Depot was made March 8th by Col. Peek, Executive to the Assistant Secretary of War, Mr. MacNider, and Major G.C. Brant, Executive to the Assistant Secretary of War, Mr. Davison. General Wm. E. Gillmore participated in the inspection.

Lieut. Milo McCune made an aerial trip in March, inspecting the equipment at Kunken Field, Bowman Field and Maxwell Field.

To assist in the repair of Martin Bombers at the Middletown Air Intermediate Depot, the following employees of the Fairfield Depot left March 12th for Middletown for about a month's duty: Joseph A. Bishop, Production Expert; Peter A. Klover, Airplane Mechanic; Phillip McLaughlin, Airplane Assembler; Harry Clark, Stock Tracer; Charles H. Muessig, Sheetmetal worker; Charles Rawlings, Airplane Woodworker; and John Schermer, Cabinet maker.

Captain Edward Laughlin, Engineer Officer, also proceeded to Middletown on temporary duty in connection with the repair of these bombers. After leaving Middletown he went to Garden City and then returned here.

The Assistant Secretary of War, Mr. MacNider, arrived at noon on March 29th from St. Louis (Scott Field) by air, Captain R.G. Irvin piloting the plane. They took luncheon with Major and Mrs. A.W. Robins and proceeded to Bolling Field the same day.

The following cross-country flights were made: Lieuts. H.A. Bartron and C.C. Nutt to Maxwell Field early in March; Lieuts. H.A. Bartron and H.L. Clark to Chanute Field and return on March 22nd, flying a CO-4; Lieut. Charles W. O'Connor to Schoen Field in a P-1 on March 23rd.

On Saturday evening, March 27th, a novel dance was given in the Post Gymnasium by the officers of Depot Headquarters. The decorations were arranged to represent a regular movie studio with real Kleig lights and other studio apparatus.

Invitations were sent out in substance as follows:

"Saturday evening, March 26, 1927, has been set aside in this Studio as tryout night.

Your name has been recommended to the Casting Director for a test under the Kleig lights. Please report on Saturday evening at 9:00 P.M., dressed in the costume of any moving picture figure you care to represent. Bathing beauties, male

and female, are especially desired, as a bathing beauty contest will be held in connection with this testing night.

All applicants will have the privilege of witnessing the filming of some special scenes of our next release, "Materiel's Material", or "Why Girls Leave Home", for which the players will be selected from the applicants present.

It will not be necessary for applicants to bring their lunch. This studio makes a practice of furnishing free of cost a light lunch on tryout nights.

The studio orchestra will be present and applicants may dance while not otherwise occupied.

This is a notice of test, and is not a tender of appointment.

Prizes will be presented to those applicants who best represent the character they make up as, the funniest costumes present, and the winning bathing beauty.

First showing, or test run of pictures made, will be shown during the dance at McCook Field on the night of April 2, 1927.

A.W. Robins,
Managing Director."

Among the humorous replies received from those who were on the invitation list, was the following from Major Gerald C. Brant, Lieut. Lester J. Maitland and Mr. Hans Adamson, of the Office of the Assistant Secretary of War, Mr. Davison:

"Hon. David Wark Robins,
Lighter-Than-Dark Studios,
Fairfield, Ohio.

My dear Mr. Casting Director:

In reply to your circular letter addressed to this office, inviting participation in your film event, permit us to inform you that this office will be represented at your Kino Karnival Kontest.

Not alone will the undersigned appear but also will bring with them a full fledged scenario to be filmed at Fairfield at enormous expense.

The title of the picture is "Split Affinities". As you may gather, it deals with the eternal triangle of the mocrocism. In order that full publicity may be given this multi-million mark, yen, sen or what-have-you production, we hereby release the feature players.

Micca Malaycule portrayed by that sterling impersonator of Hectic Henriettas --- Lester Maitland accompanied by the Germantown Silver Cornet Band.

Archie Atom immortalized by Jerry Brant --- "More to the Berries than Barrymore" (Woman's Home Journal).

Eric Electron played by Hans Adamson, the Premier Heavier-than-Air villain of Cohoes, Oskosh and Oslo.

Signed: Maj. G.G. Brant,
Lieut. L.J. Maitland
Hans Adamson."

Several special stunts were put on during the evening, including the launching of the 5-year program, and real moving pictures were taken of the grand march, and other activities. A short comedy entitled "Believe it or not", was made while the dance was in progress; it was written and directed by Lieutenant Ray A. Dunn. The Completed pictures were shown at a dance on McCook Field, Saturday evening, April 2, 1927, to the great amusement of all present.

Prizes were awarded to Mrs. Lawrence Savage for the best interpretation of a movie figure, for her characterization of "Farina" in "Our Gang", Comedies; to Lieut. Talbot for his excellent make-up as Charlie Chaplin; and to Lieut. J.L. Stromme for wearing the funniest costume, representing a rube.

Honorable mention was made of General William E. Gillmore as Theodore Roberts in "Grumpy", Capt. Morris Berman as "Fatty" of "Our Gang", Mrs. Harold Martin and Mrs. E.P. Gaines as Peter Pans, Mrs. Harold L. Clark as a Hula Girl, Mrs. J.G. Colgan as Du Barry, Major G.H. Brett and Mrs. E.R. Page as "Felix the Cat", and to Major and Mrs. Hale and Dr. Burka for taking the part of the principals of "Midnight Pictures", stories in the Saturday Evening Post.

A very enjoyable evening was spent by all those attending and in all probability this kind of party will be repeated next year.

Lieut. James Flannery, a recent arrival from the Panama Canal Dept., was assigned to duty with the 88th Observation Squadron.

Recent visitors to the field were: Lieut.-Col. Seth W. Cook, Air Officer of the 5th Corps Area, from Columbus in a VE-9 on March 29th, returning the same day; Major S. W. Fitzgerald from Washington, D.C., on March 29th in an C-1, which he left at the Repair Depot for overhaul, returning the next day in General Patrick's O-1; Lieut. Munson from Marshall Field; Captain S.J. Donnelly, Major W.C. McChord and Lieut. James E. Parker from Chanute Field; and Lieut. Frank M. McKee from Norton Field.

Headquarters, 18th Pursuit Group, Schofield Barracks, T.H.

Judging from results, Hawaii is a poor place for single men; i.e., if they want to remain single. Capt. R.L. Meredith and Lieut. D.H. Alkire got married during February. There is nothing official as yet, but it looks like Lieut. Weikert will step off in the same direction soon.

Every afternoon the officers of the 6th and 19th Pursuit Squadrons play Volley Ball. There exists a keen but friendly (mostly) spirit of rivalry. So far the 6th has kept ahead, but the 19th should have the advantage with the return of Griffiths, Griffith and Rich. Both of the squadrons have a baseball team entered in the Staff League, Schofield Barracks. At present the 19th is tied with the 11th Medical Regiment for top honors and, judging from past performances, should take the pennant. The 6th Squadron is equally assured of cinching the cellar position.

Completing thirty years of active service, 1st Sergeant Henry B. Williams, 19th Squadron, was placed on the retired list. A Group parade and review was held in his honor prior to his departure for the U.S. and home. The entire command joins in wishing him success and happiness in his new venture.

On Feb. 26th Private 1st Cl. Kenneth Elam, 6th Pursuit Squadron, was accidentally killed in an auto accident while returning from a smoker at Schofield Barracks. Funeral services were held in the Chapel at Schofield Barracks, the entire command attending.

Private Burke, 19th Squadron, successfully defended his crown as Heavyweight Champion of Hawaii at a recent smoker at Schofield Barracks. His opponent weighed 235 pounds (a la Jess Willard) while Burke just tips the scales at 196.

Field Service Section, Fairfield, Ohio, April 6.

In connection with the rehabilitation of March Field, near Riverside, Calif., the Field Service Section was called upon to list in minute detail all the Air Corps supplies that will be needed. No time was lost in making arrangements for filling the stockrooms at March Field with the kind of supplies that are needed at a Primary Flying School.

Lieut. Joseph L. Stomme received orders to attend the Army Industrial College at Washington, D.C., effective August 20th.

Lieut. O.O. Niergarth obtained leave of absence for several weeks and will be at Bradentown, Florida, with Mrs. Niergarth during that time.

Lieut. C.E. Crumrine returned to the Field Service Section and was assigned to the Maintenance Branch. Lieut. Harold L. Clark, Asst. Engineer Officer at the Fairfield A.I.D., was transferred to the Field Service Section, and is acting as assistant to Captain Shiras A. Blair, who is in charge of Special Projects.

The Field Service Section is busily engaged in the preparation of the Allotment Table for the fiscal year 1928. It will show the quantity of Air Corps stock which it is considered necessary to allot; these quantities are determined from records of consumption of stock in the past, and from the probable needs of each activity in the future. Where there is a large surplus of an item, it does not appear on the Allotment Table; but every new item, and every item of which a normal quantity is on hand, is allotted in accordance with the anticipated demand. Needless to say, appropriations are not sufficient to purchase all that the Stations would like to get. Funds, though larger than last year, are only enough to buy the minimum amount of supplies.

Captain A.W. Erock, Chief of the Finance Contact Section at Washington, visited the Field Service Section on March 11 and 12, to make arrangements for the Air Corps Budget for the fiscal year 1929. Nineteen hundred twenty-nine looks like a long way ahead, but it will be here before we know it; and now is the time to plan for it. Captain Brock took with him a mass of informative data, on flying time, total life of airplanes and engines, time between overhauls of airplanes and engines, number of airplanes surveyed each year, and number of each type that will be needed for each year in the five year program. This information will be used

as an aid in preparing the estimates for 1929.

In furtherance of the same project, Captain S.A. Blair of the Field Service Section proceeded to Washington a few days later, to submit additional charts which he had prepared, dealing with replacement rates of aircraft, and their allocation throughout the next five years.

Lieutenant Barney M. Giles, accompanied by Mr. C.W. Van Campen of the Field Service Section, flew to Indianapolis on March 28, and from there to Chanute Field, to inspect Liberty Engine spares, and to make decisions regarding the disposal of Air Corps property.

Mrs. Caroline Neef Trees left the Field Service Section on March 31, to join Mr. Trees who is now in business in Detroit. Mrs. Trees has been with the Field Service Section ever since it was established, and has made an enviable record. Her many friends here, and in Dayton, keenly regret her departure, and wish her happiness in her new home.

The Field Service Section is making arrangements by which all airplanes on cross-country trips will be provided with several smoke-candles, to assist pilots in signalling, in case they are forced to land at places difficult of access. Smoke-candles are not a new invention; they have been used for years by the Infantry, Field Artillery, Corps of Engineers, and other combat branches of the Army, and it now seems desirable for the Air Corps to use them, or at least to have them at hand, in case they are needed. As every pilot knows, it is difficult, from the air, to see below the tree tops, or to locate an airplane in distress, if it is in a dark gorge or canyon, or if it is partly concealed by dense trees or tall shrubs, or even if it is somewhere in a vast expanse of cut-over timberland or sage-brush desert. The smoke from a candle should be a great aid to a searching party, whether the search is made by air, or on the ground.

San Antonio Air Intermediate Depot, Duncan Field, Texas, March 31.

The Engineering Department of this Depot is now very closely occupied in the preparation of airplanes for use of the various Air Corps organizations in the coming Air Corps and Second Division Maneuvers, especially on the Douglas C-2's for Fort Crockett. The airplanes for Fort Crockett require special installation of wing guns, bombing equipment, etc. Major Lackland, Captain Davidson and Lieuts. McHenry and McGinley have visited this Depot the latter part of this month in connection with the equipment for that station for the Maneuvers. Staff Sergeants Mooney and Laza are also visiting this Depot in connection with the installation of armament equipment for Fort Crockett.

Lieut. James E. Duke, Jr., of this Depot, left by rail March 29th for Santa Monica, Calif., to receive a C-1-C and ferry it to this station.

Lieut. Harry A. Halverson returned here March 31st, ferrying a C-1-C from the Douglas Aircraft Factory at Santa Monica, Calif. While in California he was also engaged in conference with personnel at the Rockwell Air Intermediate Depot on various matters of Air Corps supply.

Judge K.M. Landis, the benevolent autocrat of baseballdom, being now in this section in connection with baseball matters, was a welcome visitor at the Air Corps fields in this vicinity recently. On March 30th and 31st about fifty Air Corps officers had the pleasure of being his guests at exhibition games here between the Pittsburgh Nationals and the Detroit Americans.

Post Field, Fort Sill, Okla., April 9.

Three years have elapsed since the last fatal accident to Post Field personnel. On April 12, 1924, 1st Lieut. Solomon B. Ebert, pilot, and Corporal Emmett J. Reese and Private Emmett W. Marsh were killed in an airplane crash at Leon, Oklahoma. Several Post Field planes have been "washed out" since that time, but no injuries have resulted.

The proposed transfer of the 44th Observation Squadron and the 23rd Photo Section to March Field, Calif., remains the chief topic of conversation. No preparations for moving, however, are under way at this time.

Captain R.H. Ballard attended the opening of the Air Mail Field at Ponca City on April 4th. Captain B.S. (Chebie) Graham, Air Reserve, of Norman, also took part in the ceremonies. Ponca City has the distinction of being the smallest city in the United States having Air Mail Service.

Private, 1st Cl., J.W. Watkins and a Harley Davidson motorcycle went on a rampage one day recently. Losing his sense of equilibrium and all control of the powerful HD, Private Watkins tore into an iron fence while traveling at the rate of thirty-five miles per hour. Executing a loop several feet above the ground

with the motor roaring like a Curtiss O-1 in a steep climb, the landing was made with the motorcycle on top. The HD was only slightly damaged but Private Watkins was almost a complete washout.

Langley Field, Hampton, Va., April 2.

19th Airship Company: All the recruits, about 30 in number, were given flights during the past week to acquaint them with Air Corps work, also many Coast Artillery personnel from Fort Monroe were given demonstration flights.

The Airship TC-5, commanded by Capt. Stone, made a cross-country training flight to Washington, where the ship was turned over to Lieut.-Colonel Fravel, Majors Lincoln, Reardan, Barry and Lieuts. York and Reeves for training flights of four hours. The return flight to Langley Field was made as a night training flight for Lieut. Reeves and Warrant Officer Lassiter, who piloted the ship.

Second Lieut. Reginald R. Gillespie, transferred here from Brooks Field, Texas, was assigned as Company Communication and Transportation Officer.

Mr. W.E. Huffman, an aeronautical expert, reported here March 18th to officially observe for the Materiel Division, McCook Field, the tests being conducted with the new type barrage balloon jointly by the Coast Artillery Board at Fort Monroe, Va., and the 19th Airship Company.

With the starting of baseball practice every man is working hard to make a place on the team. Tech. Sgt. Miller is in charge of the team and it is expected he will make it a pennant winner.

Colonel Nugent of the Inspector General's Department inspected the troops of Langley Field after they had passed in review before the General Inspector and the Commanding Officer of the post with his staff. Due to the strenuous efforts of Capt. Clark and 1st Sgt. Stanowich, the 19th Airship Company with some 90 men made a very good showing. The Company had all uniforms the same, with new shoes. The webb belt worn by the enlisted men were all of the same color. The next day the General Inspector made an inspection of the different departments of the Company. Considerable time was spent in getting the Company Area in shape for this inspection and we are glad to say that we were ready for the inspection when Capt. Clark, Commanding the Company, met the Inspector at the Company office.

96th Bombardment Squadron: The 96th furnished a 3-ship formation March 23rd to Aberdeen, Md., returning that night by way of Washington and arriving here at 9:00 P.M. Among those participating were Capt. Rust, C.O.; Capt. Francisco, Lieuts. Williams, McReynolds, Hillery, Rundquist, Sprague, Dawson and Timberlake.

The organization has had over 100 hours flying time to its credit for March.

The Squadron has entered upon an intensive training period in preparation for the coming Air Corps Maneuvers to be held in Texas in May. The bombing teams have been picked and will make practice flights daily. We look for some good scores, as everybody is on their toes and the morale is even higher than usual.

11th Bombardment Squadron: In addition to flying time of 30 hrs. 5 mins., consisting of 114 flights during the past week, Lieut. Walker, Squadron Commander, took an LB-1 to Middletown, Pa., for redoping, returning the following day.

1st Lieut. Glenn V. Conrad of Washington, D.C. and 2nd Lt. James A. Ellison, of Huntington, W.Va., both of Air Corps Reserve, reported to the organization for four months' tour of duty.

Lieut. Dixon M. Allison was appointed Personnel Adjutant of the 2nd Bombardment Group, vice Lieut. Paul L. Williams, appointed Group Adjutant while Lieut. E.M. Morris is on a month's leave.

On March 31st the Squadron flew the LB-1 a total of 3 hours 10 minutes, making 23 landings.

The commissioned personnel of the Squadron, with respective duties, are as follows: 1st Lieut. Kenneth N. Walker, Commanding; 1st Lieut. William K. Andrews, Air Res., Squadron Adjutant and Group Transportation Officer; 1st Lieut. Edwin H. Bassett, Air Res., Asst. Engineering Officer; 1st Lieut. Glenn V. Conrad, Air Res., Asst. Armament and Asst. Communications Officer; 2nd Lieut. Patrick W. Timberlake, Operations Officer; 2nd Lieut. J. Reynolds Hawkins, Engineering Officer; 2nd Lieut. Dixon M. Allison, Personnel Adjutant, Communications and Armament Officer; 2nd Lieut. Wallace S. Dawson, Supply Officer; 2nd Lieut. Dan F. Voorhees, Air Res., Mess Officer; 2nd Lieut. James A. Ellison, Air Res., Asst. Operations Officer.

The total strength of the organization is 10 officers and 127 enlisted men, with 3 flying cadets attached. At this time last year only two officers and 3 flying cadets were with the organization.

20th Bombardment Squadron: Although weather conditions have by no means been ideal for flying, the Squadron flew 11 hours, 55 minutes last week, consisting of 51 flights.

All hands were busily engaged during the last few days conditioning the planes for the coming maneuvers.

Lieuts. Komdat and Stuart, who have for some time been receiving "Dual Instructions", are coming up to their old standards under the observation of Lieut. Bridget, their instructor. Lt. Komdat was checked out the past week.

Crissy Field, Presidio of San Francisco, Calif., April 11.

Captain Aubrey I. Eagle arrived March 17th on the Transport THOMAS from Manila, P.I., and reported for duty here.

Lieuts. Willis R. Taylor and Walter G. Bryte, Jr., pilots, and Lieuts. Clarence C. Wilson and Wilfred J. Paul, observers, made a cross-country flight to the Douglas factory at Santa Monica for the purpose of ferrying emergency repair parts to Crissy Field.

On March 17th the Mess Sergeant provided a fine dinner for the boys. The mess hall and tables were decorated with green streamers and a green hat with a sprig of Shamrock was placed at each plate. Second only to a holiday on this great day for Erin was this choice dinner, prepared and served with the care and artistic finesse so characteristic of Sergeant Asherowski.

Lieut. Burrows, pilot, California National Guard, with Dr. Cooper, observer, stopped here in a DH on a cross-country flight from Griffiths Park, Los Angeles, for a two days' visit.

Major Delos C. Emmons returned from Seattle, Wash., where he spent a two weeks' leave.

Lieut. John R. Glascock returned from San Antonio, Texas, which place he visited during his 30 days' leave. He made the round trip in his Packard, his total mileage for the month being 7,000 miles.

Lieut. George W. Goddard was a recent visitor at this field.

Lieut. E.E. Harmon and Mr. Royal R. Rommel, Patent Attorney of Washington, D.C., were here recently taking depositions for use in litigation over a new type of parachute.

Major Emmons, Lieut. Taylor, Sgts. Kolinski, Fowler and Woodruff, pilots, with Lieut. Wilkins, Sgts. Yates and Smith and Corp. Townsend, observers, left May 9th to attend the Raisin Day Celebration at Fresno, Calif., at the request of the Committee in Charge, which guaranteed their expenses.

Fort Crockett, Galveston, Texas, March 21.

Training of the personnel of the Third Attack Group during the past 15 days consisted of -- (a) Aerial training; 1. Cross Country flying training; 2. Testing of new and overhauled airplanes; 3. Training of Air Corps personnel; 4. Formation and simulated attack raids; 5. Individual dummy bombing; 6. Individual simulated machine gun training; 7. Reconnaissance missions; 8. Parachute drop tests; 9. Individual simulated attack raids; (b) Ground training: (1) Commissioned -- Combat orders and Field Service Regulations; (2) Commissioned and enlisted personnel -- Instructions and practice for both commissioned and enlisted personnel as required in the performance of their duties in the unit; Close order drill; Recruit instructions for all men with less than six months' service.

During this period the 90th Attack Squadron completed firing on the range.

The following cross-country flights were made; Lieut. G.C. McGinley with Sgt. E.A. Brown to Tallulah, La., March 5th, returning the 6th; Lieut. G.A. McHenry with Staff Sgt. Harry Mooney to Duncan Field, Texas, ferrying plane to San Antonio Air Intermediate Depot for repairs; Lieut. R.F. Stearley with Lt. H.W. Anderson to Dallas, Texas and return; Lieut. G.C. McGinley with four passengers in the Douglas C-1 to Duncan Field, ferrying airplane to that station for repairs, and returning with an O-2 type plane; Lieuts. H.M. Turner and E.W. Barnes and Flying Cadet A. Cabana in three O-2 airplanes to Duncan Field, ferrying planes to that station for repairs, and returning with three serviceable O-2 type planes.

Capt. C.E. Brenn and Capt. Roy A. Stout, spent the week end in San Antonio, making the journey to Kelly Field and return by plane. While in San Antonio Captains Brenn and Stout were transacting business for the Station Hospital, Medical Corps and Dental Corps, respectively.

Privates Cloud and Huntress, Medical Corps, returned from furlough.

On March 17th the Air Corps Club held its formal opening in the form of a Tea Dansant Reception, from 2 to 5 P.M. Many guests from the City, particularly those aiding in equipping the Club, attended. The rooms were decorated in Air Corps colors with an effective orange lighting. Ladies of the post poured at the tea tables and assisted in the reception. The receiving line was composed of Major and Mrs. Lackland, Capt. and Mrs. Stephen J. Idzorek and Capt. and Mrs. Joseph H. Davidson. The consensus of opinion holds that the Air Corps Club is a valuable addition to Galveston as well as to Fort Crockett. In the evening the Air Corps Club entertained for the officers and ladies of Fort Crockett at a semiformal dance, the first in its new club house.

The eastern addition to the Air Corps Club has been completed. The large room is designated as "snug harbor"; wives will not be permitted across this threshold. Poor, downtrodden husbands and fathers have finally received their own -- they have found a sanctum sanctorum.

The Reserve Officers' Association of Galveston was entertained at a dinner at the Air Corps Club on March 10th by the Club members. A most eloquent talk by the Club President, Capt. J.H. Davidson, and several baritone solos by Lieut. Ralph F. Stearley were the most enjoyable features of this dinner.

The Ladies Bridge Club entertained the officer personnel at bridge on March 14th. No casualties reported.

Flying Cadets Achison and McNair, recent graduates of the Advanced Flying School, Kelly Field, reported for duty with the Group and were assigned to the 8th Attack Squadron.

Fort Crockett, Galveston, Texas, April 10.

Two new steel hangars, which were under erection since early in January, have been completed and are now pending acceptance from the contractors. Both hangars have been placed in the small east arm of the "L" of the airdrome. The large hangar measuring 110 x 200 ft., will house the planes of the 8th and 90th Attack Squadrons. The smaller hangar, 56 x 140 ft., will house other airplanes of the Group and about half of its floor space will be used as a field aero repair.

New Douglas C-2A's and O-2C's are being added to the Group weekly, and being mounted with armament equipment. Upon leaving for the maneuvers and scheduled demonstrations the Group will mobilize its flying personnel and equipment in twenty attack planes and three transports.

Lieut.-Col. Wm. B. Wallace, Gen. Staff Corps, G-4, visited Fort Crockett and Galveston on a tour of military posts. He was given an aerial view of Galveston and vicinity, including the military reservations and engineering projects, by a flight in an Attack Group plane piloted by Lt. G. C. McGinley.

A troop of Boy Scouts from Houston, Texas, visited the post March 26th and were shown all points of interest, including the Airdrome, airplanes, and coast defense batteries. Lieut. John L. Hitchings acted as guide.

Lieut. Earl S. Hoag, from the Office Chief of Air Corps, was a visitor here April 5th and 6th and conferred with a board of officers relative to new tables of organization for attack organizations, as well as prospective station detachment organization.

The U.S.A.T. ST. MIHIEL docked at Galveston April 7th en route to Panama. Due to sickness on board, sailing was delayed 27 hours, a recruit camp being established at Fort Crockett to care for 501 recruits who were not allowed to board the ship until it was disinfected. The mess sergeants of the Attack Group held to tradition by furnishing hot dinners to these recruits on one hour's notice.

Three of the Flying Cadets assigned to the Third Attack Group were appointed 2nd Lieutenants in the Air Corps, Regular Army --- A.E. Cabana, E.C. Robbins and M.D.S. Steensen.

During the past two weeks detailed inspections of all activities of the Third Attack Group, as well as a special Ground Review, were held. Most satisfactory progress in training and efficiency was evident in spite of the past lack of facilities due to moving to a new station.

Considerable interest was shown among the people of Galveston in public announcements of the erection of new steel hangars on the 3rd Attack Group Airdrome. Not long ago a grocer's truck driver stopping at the Post Exchange asked one of the officers -

"How are the hooks coming along?"

"What do you mean 'Hooks'?"

"Why, the new steel hooks they're putting up on the field to hang up airplanes

by. I've got to see that when they're finished."

The following cross-country training flights were made: 2nd Lieut. G.C. McGinley with Major Frank E. Lackland to Duncan Field, March 18th; Flying Cadet Mark D.S. Steensen with Pvt. Ben F. Trotter to Post Field, Okla., via Paris, Texas, March 18th; 2nd Lieut. K.W. Boyd, with Sgt. Alexander to College Station, Texas, March 18th; 2nd Lt. Ivan M. Palmer, Res., with 1st Lt. Cronau to Dallas, Texas, March 19th; Captain J.W. Davidson with 1st Lieut. R.F. Stearley and Flying Cadet Earl C. Robbins with 2nd Lieut. E.W. Barnes to Kelly Field, March 19th; 2nd Lieut. H.W. Anderson with Master Sgt. H.A. Doirant to Cuero, Texas, March 22nd; Flying Cadet G.R. Acheson with Flying Cadet G.H. McNair and Flying Cadet O.C. George with Master Sgt. H.A. Doirant to Kelly Field, March 26; Flying Cadet W.W. Gross with Pvt. Y.B. Kuykendall to Dallas, Texas, March 26th; 2nd Lieut. J.F. Guillett with 2nd Lieut. I.M. Palmer to Fort Sill via Muskogee, Okla., March 26th; 2nd Lt. G.C. McGinley with 2nd Lieut. H.S. Vandenberg to Tallulah, La., March 26th.

Flights to Duncan Field, Texas, for the purpose of ferrying planes to the San Antonio Air Intermediate Depot for repairs were made by 1st Lieut. G.A. McHenry with Sgt. L. Braxton and by 2nd Lieut. G.C. McGinley.

Lieut. C.A. McHenry with Master Sgt. A.A. Buechter cross-countryed to Duncan Field to confer with the Commanding Officer of the S.A.A.I.D. relative to armament equipment.

Selfridge Field, Mt. Clemens, Mich., April 11.

Sunday afternoon witnessed the commencement of the annual trek of visitors from nearby points to the Field. From the number who made their appearance it is plain to be seen that aviation still holds a fascination for the people of our fair country.

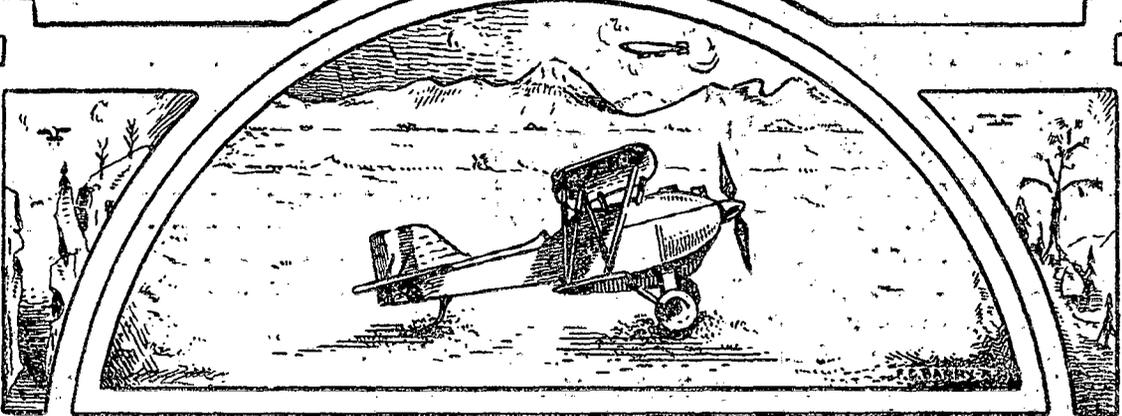
A flight of six planes led by Major T.G. Lanphier, Commanding Officer of Selfridge Field, flew to Grand Rapids and were entertained as guests of that city. Inclement weather delayed their return one day.

While on a flight from Mitchel Field, N.Y. recently, Lieut. Carl J. Crane was forced down near Haskinsville, N.Y. 12 miles north of Hornell. Lieut. Crane landed safely but his plane became mired in the mud for some time.

It is expected that the 1st Pursuit Group will be back to full strength by May 1st, for the first time since 1924. In that year there were more than 100 ships stationed here, but gradually the number decreased until now there is but a fraction of that number. It is expected that by May 1st the present number of pursuit ships on the field will be increased to 38 and the transports to 5. The Group will begin leaving for mimic warfare maneuvers about that time.

The addition of many new Model P-1B Curtiss Pursuit Planes in the past several weeks has greatly added to the force of pursuit ships on this field.

Lieut. Irwin S. Amberg, formerly a member of the Group, took the fatal step recently. His bride was Miss Alma Lillian Whelpley. Lieut. Amberg resigned his commission sometime ago upon the death of his father to carry on the business of his deceased parent, but he still retains a reserve commission.



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News

Letter



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

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MANY CHANGES IN STATION OF AIR CORPS PERSONNEL

The coming summer will see many changes in station of Army Air Corps personnel, this being occasioned by the definite steps taken to carry into effect the first increment of the five year expansion program of the Army Air Corps, embodied in the Air Corps Act approved July 2, 1926.

The establishment of an additional Primary Flying School at March Field, Riverside, Calif., has made it necessary to effect a change of scenery for nine squadrons and two photo sections. Orders have already been issued by the War Department for the movement of the 11th Bombardment Squadron from Langley Field to March Field. This organization will sail from Norfolk, Va., on the May 18th transport.

Other organizations slated to go to March Field along about the middle of June are

95th Pursuit Squadron	From	Selfridge Field, Mt. Clemens, Mich.
70th Service Squadron	"	Kelly Field, Texas.
44th Observation Squadron	"	Post Field, Fort Sill, Okla.
23rd Photo Section	"	Post Field, Fort Sill, Okla.
47th School Squadron	"	Brooks Field, Texas.

It is expected that the 95th Pursuit Squadron and the 44th Observation Squadron will be made inactive shortly after arrival at March Field and become the 53rd School Squadron and Headquarters 13th Pursuit Group.

The 15th Observation Squadron, stationed at Chanute Field, Rantoul, Ill., for a number of years, will proceed to Kelly Field for station on or about June 20th. It is expected that this organization will be made inactive shortly after arrival at its new station and become the 48th School Squadron.

The 99th Observation Squadron from Bolling Field, D.C., is scheduled to go to Kelly Field, Texas, on or about June 20th.

The 88th Observation Squadron, stationed at Wright Field, Fairfield, Ohio, left for Brooks Field, Texas, its new station, on May 4th.

Brooks Field will be the new home of the 50th Observation Squadron and the 20th Photo Section from Langley Field, Va., on or about June 22nd. It is contemplated placing the 50th Observation Squadron on inactive status, the members thereof to be assigned to the 52nd School Squadron.

The enlisted men of the various organizations listed above will proceed to the stations specified in their authorized grades and ratings. In the movement of these troops no organizational equipment will be carried.

The following-named officers will accompany their organizations to the new stations:

2nd Lieut. Wm. G. Plummer, 95th Pursuit Squadron	To	March Field
1st Lieut. Cornelius J. Kenny, 44th Obs. Squadron	"	March Field
2nd Lieut. Leo H. Dawson, 15th Obs. Squadron	"	Kelly Field
1st Lieut. Byron T. Burt, 50th Obs. Squadron	"	Brooks Field
1st Lieut. Alfred Lindeburg, 11th Bomb. Squadron	"	March Field
2nd Lieut. Robert L. Brookings, 99th Obs. Squadron	"	Kelly Field

In addition to the officers now at March Field, or under orders to proceed to that station, viz: Major Millard F. Harmon (who is to be the Commanding Officer), Major Carlyle H. Wash, Lieuts. Earle H. Tonkin, A.C. Kincaid, R.B. Walker and H.B. Chandler, and the officers named above who will accompany their organizations, 23 officers are under orders to proceed to Brooks Field, San Antonio, Texas, reporting to the Commanding Officer thereof not later than June 30th for temporary duty for the purpose of undergoing a special course of instruction for instructors. They will be relieved at such time as will enable them to proceed to March Field, reporting to the Commanding Officer thereof not later than September 15th.

A total of 30 officers have been relieved from their present stations and are under orders to proceed to Brooks Field, reporting not later than June 30, 1927, to

the Commanding Officer for duty.

Twenty-two officers are slated for station at Kelly Field, Texas, being under orders to report to the Commandant of the Advanced Flying School not later than June 30th for duty:

To March Field, Riverside, Calif.

Captain Byrne V. Baucom	From	Bolling Field, D.C.
1st Lieut. John S. Gullet	"	" " "
2nd Lieut. George L. Murray	"	" " "
1st Lieut. Frederick Von H. Kimble	"	Selfridge Field, Mich.
1st Lieut. Paul L. Williams	"	Langley Field, Va.
1st Lieut. Byron T. Burt	"	" " "
2nd Lieut. Patrick W. Timberlake	"	" " "
2nd Lieut. Wallace S. Dawson	"	" " "
2nd Lieut. Dixon M. Allison	"	" " "
2nd Lieut. John D. Dulligan	"	Aberdeen, Md.
2nd Lieut. James Hewins, Jr.	"	" " "
1st Lieut. Charles McK. Robinson	"	Fort Crockett, Texas.
2nd Lieut. Edgar T. Noyes	"	" " "
2nd Lieut. Earl W. Barnes	"	" " "
2nd Lieut. Hoyt S. Vandenberg	"	" " "
Captain L.N. Keesling	"	Mitchel Field, N.Y.
1st Lieut. Arthur L. McCullough	"	" " "
2nd Lieut. Walter C. White	"	" " "
2nd Lieut. George E. Henry	"	Crissy Field, Calif.
2nd Lieut. Ralph E. Fisher	"	Marshall Field, Ft. Riley, Kans.
2nd Lieut. James M. Bevans	"	" " "
1st Lieut. Aubrey Hornsby	"	Maxwell Field, Alabama.
Captain Edwal H. Edwards	"	O.C.A.C., Washington, D.C.
1st Lieut. Earl S. Hoag	"	" " "

To March Field, Calif. direct.

1st Lieut. Milo N. Clark	Hawaiian Department.
Warrant Officer Harrison Billingsley	Panama Canal Department:

To Brooks Field, San Antonio, Texas

2nd Lieut. Charles H. Deerwester	From	Selfridge Field, Mich.
2nd Lieut. Clifford P. Bradley	"	" " "
2nd Lieut. Lawrence C. Elliott	"	" " "
2nd Lieut. John T. Sprague	"	Langley Field, Va.
2nd Lieut. Elmer J. Rogers, Jr.	"	" " "
2nd Lieut. Alva L. Harvey	"	" " "
2nd Lieut. Bernard A. Bridget	"	" " "
2nd Lieut. John R. Hawkins	"	" " "
2nd Lieut. James W. Spry	"	Fort Crockett, Texas.
2nd Lieut. Robert W. Harper	"	" " "
2nd Lieut. John F. Guillet	"	" " "
2nd Lieut. William E. Baker	"	" " "
1st Lieut. Edmund C. Langmead	"	Fort Sam Houston, Texas.
2nd Lieut. Harvey R. Ogden	"	" " "
1st Lieut. James Flannery	"	Wright Field, Dayton, Ohio.
2nd Lieut. Francis E. Cheate	"	" " "
2nd Lieut. Thomas J. Holmes	"	Mitchel Field, N.Y.
2nd Lieut. Donald F. Fritch	"	" " "
2nd Lieut. Albert F. Glenn	"	" " "
2nd Lieut. Glenn L. Davasher	"	Fort Sill, Okla.
2nd Lieut. Walter G. Bryte, Jr.	"	Crissy Field, Calif.
2nd Lieut. Russell E. Randall	"	Marshall Field, Kansas.
2nd Lieut. Harvey F. Dyer	"	" " "
1st Lieut. Oscar L. Rogers	"	Maxwell Field, Ala.
2nd Lieut. Robert D. Knapp	"	" " "
2nd Lieut. Claire Stroh	"	" " "
2nd Lieut. Arthur J. Lehman	"	" " "
2nd Lieut. Joseph C.A. Denniston	"	" " "
1st Lieut. Alfred E. Waller	"	Middletown, Pa. A.I.D.
2nd Lieut. Signa A. Gilkey	"	Chanute Field, Ill.

Additional Officers assigned to Brooks Field

1st Lieut. Courtland M. Brown	From	Hawaiian Department
1st Lieut. Richard H. Magee	"	" " "

To Tactical School, Langley Field, Va. (Continued)

Captain Richard H. Ballard	From	44th Obs. Squadron, Fort Sill, Okla.
Major Junius W. Jones	"	Langley Field, Va.
Major Martin F. Scanlon	"	Asst. Military Attache, Rome, Italy.
Major Roy S. Brown	"	Kelly Field, Texas.

Assignment of Graduates of Air Corps Tactical School

Major Oscar Westover	To	Command & General Staff School.
Major Robert E.M. Goolrick	"	" " "
Major Ira A. Rader	"	" " "
Major Eugene A. Lohman	"	" " "
Major Follett Bradley	"	" " "
Major Ralph Royce	"	" " "
Major Arnold N. Krogstad		Sick -- not assigned
Captain Robert C. Candee	To	Command & General Staff School.
Captain Charles B.B. Bubb	"	O.C.A.C., Washington, D.C.
1st Lieut. Martinus Stenseth	"	Cavalry School, Fort Riley, Kansas.

To Command and General Staff School, Ft. Leavenworth, Sept. 1927.

Major Lewis H. Brereton	From	Langley Field, Va.
Major Oscar Westover	"	" "
Major Robert E.M. Goolrick	"	" "
Major Ira A. Rader	"	" "
Major Eugene A. Lohman	"	" "
Major Follett Bradley	"	" "
Major Ralph Royce	"	" "
Captain Robert C. Candee	"	" "
Captain Lynwood B. Jacobs	"	Infantry School, Ft. Benning, Ga.
Captain Wm.E. Farthing	"	Field Art. School, Ft. Sill, Okla.

Assignment of Graduates of Engineering School McCook Field.

Major Frank M. Kennedy	To	O.C.A.C., Washington, D.C.
Captain Oliver P. Echols	"	McCook Field, Dayton, Ohio.
1st Lieut. Grandison Gardner	"	" " "
2nd Lieut. Will W. White	"	" " "
1st Lieut. Wm.J. Flood	"	Langley Field, Va.
1st Lieut. John P. Richter	"	Fairfield, O. Air Int. Depot.
2nd Lieut. Lloyd E. Hunting	"	Kelly Field, Texas.
1st Lieut. Howard Z. Bogert	"	Buffalo, N.Y. Curtiss Factory, as Air Corps Representative.
1st Lieut. Edmund P. Gaines	"	Unassigned.

To Army War College, Washington, D.C.

Major L.W. McIntosh	From	Washington, Chief, Materiel Liaison Section.
Col. Chalmers G. Hall	"	Air Officer, 6th Corps Area, Chicago

Assignment of Graduates of Army War College

Lieut.-Col. Ira F. Fravel	To	C.O., Middletown Air Int. Depot, Pa.
Major John B. Brooks	"	General Staff, War Department.

To Army Industrial College, Washington

Captain Frank W. Wright	From	Office, Chief of Air Corps, Washingt
1st Lieut. Arthur J. Melanson	"	Philippine Department
1st Lieut. Joseph L. Stromme	"	Wright Field, Fairfield, Ohio.

Changes in Command of Air Corps Stations

Middletown Air Intermediate Depot -- Lieut.-Col. Ira F. Fravel to assume command upon graduation from Army War College, Washington, vice Major W.R. Weaver, assigned to command Maxwell Field, Ala.

Kelly Field, Texas -- Major James E. Chaney to be Commandant of Advanced Flying School, vice Major Frank M. Andrews, assigned as student at Air Corps Tactical School, Langley, Field, Va.

Brooks Field, Texas -- Major S.W. Fitzgerald, now on duty in Office Chief of Air Corps, Washington, to assume command, vice Major James E. Chaney, assigned as Commandant of Advanced Flying School, Kelly Field.

Maxwell Field, Montgomery Ala.-- Major W.R. Weaver to assume command, vice Major H.H.C. Richards, assigned as student at Tactical School, Langley Field.

Other Station Assignments

<u>Name</u>	<u>From</u>	<u>To</u>
1st Lt. Wm. Turnbull	Hawaiian Department	Scott Field, Ill.
1st Lt. Guy L. McNeil	"	Chamute Field, Ill.
1st Lt. Bennett E. Meyers	"	"
Capt. Louis R. Knight	Philippine Department	"
1st Lt. Richard H. Magee	Hawaiian Department	"
1st Lt. Walter B. Hough	Panama Canal Department	Mitchel Field, N.Y.
1st Lt. Oliver K. Robbins	"	Crissy Field, Calif.
1st Lt. Harry H. Mills	Philippine Department	Middletown, Pa. A.I.D.
1st Lt. John H. Gardner	Panama Canal Department	Fairfield, Ohio, A.I.D.
Captain Robert Kauch	Philippine Department	McCook Field, Dayton, O.
1st Lt. Albert C. Foulk	Hawaiian Department	"
Capt. Earley E.W. Duncan	Cavalry School, Ft. Riley	Hqrs. 6th Corps Area.
Captain Harry C. Drayton	Mitchel Field, N.Y.	Hawaiian Department
2nd Lt. Russell Scott	Mitchel Field, N.Y.	Pope Field, Ft. Bragg, N.C.
2nd Lt. Richard E. Cobb	Boston Airport, Mass.	Langley Field, Va.
1st Lt. C.V. Haynes	Crissy Field, Calif.	Spokane, Wash. Instructor National Guard.
1st Lt. Edward L. Fernsten	Brooks Field, Texas	Ft. Sam Houston, Texas
2nd Lt. Rowland Kieburz	Brooks Field, Texas	Kelly Field for observa- tion course, A.F.S.
1st Lt. Lucas V. Beau	Philippins Department	Letterman Hospital, San Francisco, then to Crissy Field for duty.
Captain Otto G. Trunk	Bolling Field	San Antonio Air Int. Depot
1st Lt. H.G. Woodward	Chamute Field, Ill.	Harvard University

Officers Relieved from Detail in Air Corps

	<u>To</u>
Captain Richard B. Willis	Field Art. 2nd Div. Fort Sam Houston, Texas
Captain John W. Thompson	Infantry, " " " " " "
Captain Ralph F. Love	" " " " " " " "
Captain James P. Lyons	24th Infantry, Fort Benning, Ga.
Captain Graeme G. Parks	Infantry, Fort Sam Houston, Texas.
Captain John A. Wheeler	Ordnance Dept., Fort Eustis, Va.
Captain John T. Murray	Infantry, 2nd Div. Fort Sam Houston, Texas
1st Lt. Birnie L. Brunson	Fort Sam Houston, Texas
1st Lt. Roy P. Huff	Field Art. 2nd Div. Fort Sam Houston, Texas
1st Lt. Harold A. Willis	Savanna, Ill. Ordnance Reserve Depot
1st Lt. Harold J. Guernsey	83rd Field Art. Fort Benning, Ga.
1st Lt. Bruce C. Hill	2nd Engineers, Ft. Sam Houston, Texas
1st Lt. Gervais W. Tritchel	61st Coast Art., Fort Monroe, Va.
1st Lt. John F. Pahlke	25th Infantry, Douglas, Arizona
1st Lt. Russell C. Winchester	3rd Cavalry, Fort Ethan Allen, Vt.
2nd Lt. John P. Woodbridge	Field Art., Fort Sam Houston, Texas
2nd Lt. Dalies J. Oyster	18th Field Art., Fort Sill, Okla.
2nd Lt. Ransom G. Amlong	Q.M.C., Camp Normoyle, Texas
2nd Lt. Raymond D. Palmer	12th Cavalry, Fort Ringgold, Texas
2nd Lt. Wm. M. Creasy, Jr.	4th Field Art., Fort McIntosh, Texas
2nd Lt. Josiah Ross	Infantry, Fort Sam Houston, Texas
2nd Lt. Charles W. McGeehan	6th Coast Art., Ft. Winfield Scott, Calif.
2nd Lt. Robert R. Martin	17th Infantry, Fort Des Moines, Iowa.
2nd Lt. Henry L. Hughes	2nd Div., Fort Sam Houston, Texas.
2nd Lt. Donald Dunford	17th Infantry, Fort Des Moines, Iowa

Promotion

2nd Lieut. Benjamin W. Chidlaw to 1st Lieut., rank from April 26, 1927

Resignation

1st Lieut. Leslie P. Arnold

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88th OBSERVATION SQUADRON GOES TO BROOKS FIELD

The 88th Observation Squadron, with Lieut. Clifford C. Nutt, left Wright Field, Fairfield, Ohio, on May 4th for station at Brooks Field, Texas. This squadron has been at Wright Field for the last four years, and its departure was much regretted. Among those who have been in command of this squadron at various times since it was stationed at Wright Field are Major H.J. Knerr, Captains H.B. Flounders, Henry Pascale, John G. Colgan, Major J.C. McDonnell, Captain F.F. Christine, and several others who were in command for brief periods.

AIR CORPS EXHIBIT AT PHILIPPINE CARNIVAL

Much favorable comment was received on the Air Corps exhibit at the recent Philippine Carnival. This exhibit was prepared in the shops of the 66th Service Squadron, and much commendation is due the personnel engaged in preparing it. The sectionized Liberty engine prepared by the Motor Overhaul, under the direction of Staff Sgt. Leslie L. Wells, was an especially interesting feature. The Sixth Photo Section prepared an attractive series of photos and camera demonstrations. The DH4B airplane was a source of much interest and a thousand questions which taxed to the utmost the knowledge of the personnel in charge. Exhibits from the Armament Section, propeller, fabric and parachute departments of Camp Nichols were equally as attractive.

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WRIGHT FIELD AIRMEN AT WORK IN FLOODED AREA ✓

In response to the urgent call for additional airplanes for use in the flooded area along the lower Mississippi River, three officers and four enlisted men from Wright Field, Fairfield, Ohio, were dispatched to Memphis, Tenn., where they reported to the Mississippi River Commission for such aerial reconnaissance and relief work as might be found necessary. Those who departed on May 1st on this mission were Lieuts. Winfield S. Hamlin, Francis E. Cheate and Clarence F. Talbot, together with Staff Sergeants Welz, Justice, Hadley and Sgt. Calambacas. Sergeants Hadley and Justice proceeded by rail while the others traveled by air.

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LARGE PYTHON CAUSES EXCITEMENT AT CLARK FIELD, P.I.

The News Letter Correspondent from Clark Field, Camp Stotsenburg, P.I., reports that "a large python was recently seen on the far side of our flying field, and from various accounts it ranges in size from 30 to 60 feet. Members of the Armament Section while marking the machine gun range apparently stirred the big snake from his slumbers and caused him to raise up and give them a nasty look. It is rumored that one man of the detail established a new record for the broad jump and 220-yard dash. An expedition is being organized to round up the python in the near future."

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USEFULNESS OF THE AIRPLANE IN MISSISSIPPI FLOOD ✓

The 50th Observation Squadron, Langley Field, Va., received a letter from Staff Sergeant James H. Craine, who is at present performing patrol duty and relief work with an Amphibian airplane on the Mississippi River in the vicinity of Memphis, Tenn., stating that he is flying six and seven hours a day over the flooded areas in search of victims of the flood. He relates instances of finding people marooned on house tops and in trees who never would have been found were it not for the airplane patrol directing rescue boats to the vicinity, and states that hundreds of lives have been saved in this manner. As the River Commission requested the use of the Amphibian for photographic purposes on the completion of the rescue work, Sgt. Crane is not expected to return to Langley Field until the end of May.

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PROCUREMENT AND DEVELOPMENT PROGRAM OF THE AIR CORPS ✓

In reply to a questionnaire from the Chief of the Materiel Division, comments on the procurement and development program of the Air Corps were received from nearly every field and station. These comments were summarized and compared and were submitted to the Field Service Section and to other sections of the Materiel Division for further suggestions. The comments received from the fields are evidently the result of careful study, and they will be most helpful to the Materiel Division, showing as they do the ways in which the Division can be of more assistance, and indicating the types of equipment on which development work is most urgently needed. The Field Service Section is very grateful for these frank statements; and full consideration will be given them in planning the work for the future.

PHOTOGRAPHING SOUTHERN FLORIDA ✓

The Army Air Corps recently completed for the U.S. Coast and Geodetic Survey an aerial photographic project covering the east and west coasts of Florida, in the course of which approximately 1284 square miles of territory was photographed in a total flying time of 68 hours and 40 minutes. Strips of the coast line photographed extended from Jupiter Inlet to Miami Beach; from a point about ten miles north of Cape Sable to Marco, a distance of about 45 miles; from Cape Romano to a point about 15 miles north of Naples; thence to the mouth of the Caloosahatchee River west of Fort Myers, Fla.

The project actually required a period of about six weeks, delays being occasioned by unfavorable weather, both for flying and photographic work, and time consumed in making repairs from time to time to the airplane and engine.

The airplane used on this photographic mission was an Amphibian, piloted by Lieut. Guy Kirksey, Air Corps, of Langley Field, Va., who was accompanied by Technical Sergeant Vernon H. Merson, photographer.

Prior to January 17th, the date he started on his southern flight, Lieut. Kirksey spent several days at McCook Field familiarizing himself with the operation of the Amphibian plane. He had planned to fly this plane from McCook Field to Washington without a stop en route but encountering a heavy snowstorm in the vicinity of Uniontown, Pa., he made a landing at that place. The field being soft the wheels went through the thin frozen crust, and it was necessary to do some digging and use full throttle in taxiing it up to the hangar. It was two days before the surface of the landing field was hard enough to permit a take-off.

Arriving at Bolling Field, Lieut. Kirksey made arrangements for securing the T-1 camera and conferred with officials of the Coast and Geodetic Survey relative to the project. Upon his return to Langley Field, he spent several days testing the camera and all equipment preparatory to starting for Florida. En route on his flight south a landing was made January 18th at Pope Field, Fort Bragg, N.C., where the airmen received instructions from Captain Albert W. Stevens, Air Corps, as to the use of the camera and the handling of the films. Bad weather delayed the take-off from Pope Field until the morning of January 20th. The next landing was made at the Marine Corps station, Parris Island. A motor boat was sent out to tow the plane to the dry dock. At this juncture it was noticed that the plane was settling deeper into the water, and investigation revealed that water was rapidly pouring into the center bulkhead.

Cameras, movable equipment and baggage were hastily unloaded and the gas pump, mounted in the rear cockpit, was immediately converted into a water pump and hasty arrangements made to get the plane out of the water. The old seaplane ramp, formerly used by Marine aviation, had been fenced off with piping and chicken wire and was used as a swimming pool. Four of these pipes, together with the wire, were hastily removed, a tractor and a detail of men obtained, and by the time the plane was towed from the dry dock to the ramp everything was in readiness and the plane was hauled out of the water immediately. Lieut. Kirksey stated that the manner and speed in handling this job was very praiseworthy on the part of the Marine Corps and particularly 1st Lieut. James Ackerman, U.S.M.C.

Bad weather necessitated a day's delay at Parris Island, but on the following day the flight to Jacksonville, Fla., was completed. After making arrangements for the delivery of gas and oil and in servicing the plane, the flight to Miami was made on January 23rd, 345 miles south, and for the first time on the trip commercial gas and oil were used. The gas was carefully strained through chamois and no trouble was encountered. During the filling the shaft of the gas refilling pump in the rear cockpit was broken, due to its having been subjected to the action of salt water at Parris Island. A new shaft was made and installed at Miami.

At the Miami landing field, located in Hialeah, a suburb, approximately six miles northwest of the Miami business district, the airmen were met by the Mayor, Postmaster and other citizens of Hialeah and were shown every courtesy. A civilian flying concern, of which Mr. L.P.W. Randall, Postmaster of Hialeah is the head, is operating from this field. Mr. Randall placed every facility at the disposal of the visitors, and thru his untiring efforts and hospitality made their stay at Miami very pleasant. Aviation gasoline and oil were purchased and a number of repairs were made on the plane and motor. Some delay ensued due to ray filters for the camera being delayed in the mails, those taken along on the flight being ruined at Parris Island, when water got into the hull of the Amphibian. The time was well spent, however, in chinking leaks in the hull, daubing corroded spots with red lead

and in generally going over the motor and tuning it for the west coast gruelling.

The photographic work was done at altitudes ranging from 8,000 to 10,000 feet. Lieut. Kirksey stated that despite ideal weather conditions in Southern Florida at that time of the year, the presence of nearly all times of large white cumulous clouds at about 5,000 feet made photographic work above that altitude impossible. It was found that towards the later afternoon these clouds became smaller and scarcer. Accordingly, work was generally started at about 4:00 P.M.

Flying 80 miles north of Jupiter Inlet, work was started on photographing the strip of coast line from that locality to Miami Beach. About half way down some clouds interfered, but by making extra exposures it was hoped that the entire ground was covered. This proved erroneous, however, and when the project on the west coast was completed the entire east coast section from Cape Florida to Lake Worth was rephotographed. Believing that the east coast project had been completed, the take off for Fort Myers on the west coast was made on February 1st, after making a number of repairs on the generator (which caused considerable trouble throughout the trip) distributor heads, ignition wiring and radiator shutters.

Following an air line course would have taken the airmen over the heart of the Everglades, where a forced landing might prove disastrous. It was therefore decided to go north slightly west of Palm Beach, thence over the north shore of Lake Okechobee and then southwest over the well known prairie country. Generator trouble again developing, the course was altered and a landing made on the former site of Carlstrom Field, which is excellent for the landing of any type of plane. After quite a little work and trouble the generator trouble was found, and on February 3rd the fliers reached Fort Myers, where they were met by the President of the Chamber of Commerce and other prominent citizens. Although the location of the flying field 11 miles east of the town, proved somewhat inconvenient as to distance, no difficulty was experienced in the matter of fuel, aviation gas being obtained from Tampa through the efforts of the local manager of an oil concern who was particularly obliging and gave the best of service.

The U.S. Coast and Geodetic Survey ship HYDROGRAPHER, Lieut. R.P. Eyman, commanding, was in port, and conference was had on the day of arrival. It was decided that he would anchor in the Ten Thousand Islands, off the town of Everglades, and that the Army airmen would work from that point rather than Fort Myers, which is 120 miles north of Cape Sable, the southern end of the photographic project. The Fort Myers field, however, was used as the base of supplies.

The same condition as to clouds were found on the west coast as on the east, resulting in several unsuccessful attempts being made at photography. Lieut. Eyman put his ship in near a small island on which was a short piece of sandy beach -- something very scarce in the Ten Thousand Islands -- and with 2" x 4" boards made a ramp for the plane. Landings were made on the water, after which the plane was taxied up on the ramp where the crew from the HYDROGRAPHER lifted the tail around, thus obviating the necessity of leaving the plane in the salt water to further corrode and become water logged. It is well that this precaution was taken, as on the night of February 9th a gale of very severe proportions arose which is believed would have wrecked a plane on the water, as the waves were breaking across the deck of the HYDROGRAPHER.

On February 11th a badly split water jacket occurred on one cylinder. The next day a local concern sent a complete electric welding outfit to the field. In attempting to weld the cylinder, due to its weakness the whole top of the water jacket was ruined. In response to a wire sent immediately to Langley Field, a new cylinder was received on February 16th, and installed the following day, with the aid of a local mechanic, formerly employed at McCook Field. As the changing of a cylinder, which involves timing, is a very technical delicate operation, it was fortunate that the job was done without interfering at all with the timing. After installation the new cylinder functioned perfectly.

On February 18th the coast from a point about ten miles north of Cape Sable to Marco, a distance of about 45 miles, was photographed, also a second strip of about 25 miles to the east and overlapping the first strip was made over the Ten Thousand Islands. On February 22nd a third strip overlapping the second was completed, also the coast line from Cape Romano to a point about 15 miles north of Naples. The next day the west coast was completed to and including the mouth of the Caloosahatchee River west of Fort Myers. Due to the fact that clouds were coming in, it was found necessary to make the latter strip from an altitude of 8,000 feet, as it would have been impossible to work after delaying the time necessary, about 20 minutes, to climb from 8,000 to 10,000 feet.

On February 24th a flight was made to Miami to complete that section of the

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east coast where clouds interfered. This work was completed on the 27th, and departure made from Miami the next day, landing at Daytona Beach for fuel. Severe storms to the north, reported by the Weather Bureau at Jacksonville, made it necessary to remain at Daytona Beach until March 3rd. On that day a flight was made to Parris Island, where landing was made in the river, which was very choppy and with an exceedingly strong tide running. This latter fact caused the loss of the anchor which pulled away before it could be secured. A heavy seas also carried away the pilot's helmet and goggles and drenched both occupants of the plane. Starting the motor, the plane was held in position until a motor boat could get a line to the plane, and it was then towed into protected water. Waves were breaking over the lower wings making it a difficult job to catch and secure the line. The success of this operation and the masterful handling of his craft with the plane in tow in a heavy sea then into the narrow water was due to Chief Bsn. Leitch of the Parris Island Marine Station.

Due to the necessity of starting the motor several times and idling for long periods it was found the next morning that the battery was too weak to start the old motor. The battery was removed and put on charge, thus causing a delay of one day. The next morning, with a borrowed battery, the motor was thoroughly warmed, batteries changed and the plane towed to the river where take-off was effected. The landing at Pope Field was made on a heavily snowcovered field, the plane was serviced and a doubtful take-off made, but without damage. The landing at Langley Field at 5:50 P.M., March 5th marked the conclusion of the flight.

Comments made by Lieut. Kirksey on this photographic mission are as follows:

"The outstanding point of interest, though not of comfort, of the whole trip was undoubtedly the flying over the Everglades and Ten Thousand Islands. With the exception of the fringe of coast, all maps carried (C. and G.S., Rand-McNally and Post Route) were exceedingly inaccurate, in fact useless. This is easily accounted for, however, when the nature of the country is seen from the air. The northern part of the Everglades, while practically devoid of human habitation, does contain an occasional shack on the coast and at this season of the year fishing boats (mostly sportsmen) can be seen occasionally among the islands. The town of Everglades, in this area, is being built against the force of nature which drenches the townsite at a very hard blow from the west. It is understood that pumping operations are planned to raise the entire level of the townsite. The Collier interests which own the town and practically all of Collier County, are building a railroad north to connect with the A.C.L. Railroad at Immokalee. Later, it is reported, this will be taken over by that railroad.

The Tamiami Trail, a wonderful piece of engineering work, is being pushed through to completion, which is contemplated in 1928. This road runs southeast to a point about eight miles northeast of Everglades, then turns east to Miami. Embankment has been blasted and thrown up entirely across the Everglades with the exception of about nine miles near the center. The southern part of the Everglades, south of the town of Everglades, is devoid of human beings as far as could be ascertained. Even the Seminole Indians find the country not to their liking.

As in all lands of which little is known, certain stories, which have probably been circulated since time immemorial, tell of strange things. For instance, one of these is to the effect that northwest of Cape Sable are two lakes, one inhabited exclusively by alligators, the other by crocodiles. As a matter of fact, even the lakes do not exist, their reputed location is an enormous swamp. It is believed, where rivers are shown in that locality and such places as White Water Bay on the Post Road Map, that perhaps, parties have been in there with row boats and finding water navigable with that type of craft reported rivers and bays over the section of swamps traversed by them.

This being the dry season, numerous spots of high ground, apparently dry, can be seen from the air, but being surrounded by swamps and saw grass it is doubtful if man, at least a white man, has ever been on many of them. From Cape Romano to a point about ten miles north of Cape Sable, a distance of about fifty miles, there is no coast and no beaches. In spite of the fact that the town of Everglades has been established within this territory, it is hardly believed that it can flourish when money for its exploitation ceases to be available.

Some of the Everglades can no doubt be drained, but to effect this the land must obviously be higher than highest tide -- some of it is, a great deal is not, the further south one goes the worse it gets. The popular conception of the Everglades is wrong. It is not one vast, impenetrable swamp. When facilities for ingress and egress have been accomplished, no doubt much of the country will be subject

COURAGEOUS DEED OF NONCOMMISSIONED OFFICER ✓

An example of courage, devotion to duty and disregard of personal safety was recently demonstrated by Sergeant S.W. Brown, Air Corps, stationed at Edgewood Arsenal, Md., who had been sent to Fort Riley, Kansas, in connection with the Air Corps demonstration given at that post. According to an official report rendered by Major H.H. Arnold, Air Corps, Commanding Officer of Marshall Field, Fort Riley, Kansas, Sergeant Brown left the airdrome in a smoke screen NBS plane with Corporal Bert Dumas and Private George Weir, Air Corps, to lay a smoke screen. Almost immediately after leaving the ground, a valve in the line within the ship blew out. The chemical in the tanks came through the valve, filling the entire interior of the plane with smoke.

All of the occupants of the plane were instantly blinded and almost suffocated by the gas. Sergeant Brown's first thought was to jump in his parachute, but there was a doubt as to whether or not the other occupants of the plane could get out on account of their being affected by the gas. He could not see any details as to the whereabouts of the other men, as the entire ship was enveloped in smoke. Although blinded and coughing from the gas in his lungs, he stuck to his ship and landed it safely.

Sergeant Brown holds the rank of 2nd Lieutenant in the Air Corps Reserve and the rating of Airplane Pilot. A native of Bartow, Fla., he was born Aug. 22, 1898. During the war he served in the Infantry, Florida National Guard. From July, 1919, to June, 1920, he attended the Primary Flying School at Carlstrom Field, Arcadia, Fla., being transferred to Kelly Field, Texas, for advanced flying training upon his graduation. He attended the 1920-21 class at the Advanced Flying School, graduated, was rated an Airplane Pilot and commissioned a 2nd Lieut. in the Reserve. Upon his discharge from the service as a Flying Cadet he went back to civil life, but in August, 1924, reenlisted in the Army, and after serving several years at Langley Field, Va., was assigned to duty at Edgewood Arsenal, Md., and placed in charge of an Air Corps detachment serving with troops of the Chemical Warfare Service.

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PREPARATIONS AT DUNCAN FIELD FOR THE MANEUVERS

For the Air Corps and Combined Air and Ground Maneuvers, now being held at San Antonio, Texas, the 3rd Attack Group established its headquarters and airdrome at Duncan Field, Texas, and consequently the San Antonio Air Intermediate Depot was the scene of intensive preparations to welcome their arrival. Office and hangar space was made ready and arrangements made, in coordination with Kelly Field, for the quartering of the officers and a part of the enlisted men of the Group at the Kelly Field Station Hospital. In the meantime, the utmost efforts of the Engineering Department continue in the preparation of airplanes, engines and equipment for the Maneuvers. Many of the personnel of the 3rd Attack Group were visitors at this Depot recently in connection with Maneuvers supplies and preparations, among them being Major Frank D. Lackland, Captain Davidson and Lieuts. McHenry and Robbins.

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Engineer Students Visit Langley Field

A party of 28 officers, members of the 1927 Class from the Engineers School at Fort Humphries, Va., recently made a visit and inspection trip to the Lighter-than-Air Area, Langley Field, Va. In the airship hangar the visitors were met by Captain Charles P. Clark, Commanding Officer of the 19th Airship Company, who gave a talk on the flying of airships, etc. Following the lecture the Engineers inspected the TC-5 and TC-9 airships, the hangar equipment, and the hydrogen gas plant.

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CAPTIVE BALLOON AS TARGET IN PURSUIT TRAINING ✓

A captive balloon was inflated and placed northwest of the Airship Hangar, Langley Field, Va., at 1500 feet altitude as a target for pursuit training in the attack of an observation balloon. This aerial gunnery was held by the students of the Air Corps Tactical School, and 13 pursuit planes, including SE-5's, AT-4's and P-1's were used in this attack. After a few minutes maneuvering over the balloon, the real attack was started and the balloon shot down by the third passing plane.

THE NATIONAL GUARD AIR CORPS

There are at present in this country 16 Federally recognized observation squadrons and photo sections, the organizational scheme being the Division Air Corps consisting of one squadron and one photo section for each of 18 Infantry Divisions. The budget for 1928 provides for an additional Division Air Corps, while another is provided in the tentative estimates for the Fiscal Year 1929.

In the units now Federally recognized, the National Guard now has 201 pilots, 23 observers and 58 non-rated officers acting as observers. There are vacancies in the existing units for 235 flying officers, 103 of whom should be pilots.

Under regulations issued by the Militia Bureau, airplanes issued to the National Guard are piloted only by officers holding a pilot's rating recognized by the Chief of Air Corps. The 201 pilots in the National Guard are keeping up their training, as evidenced by the fact that during the Fiscal Year 1926 they flew a total of 11,953 hours, an average of over 67 hours per pilot.

The National Guard was originally equipped with the JN type of training plane, a war surplus. These airplanes were turned over to the National Guard as a free issue, but a charge of \$2,000 for reconditioning each plane was made by the Army Air Corps. In the first years of the existence of Air Corps units in the National Guard practically all parts, both airplane and engines, were a free issue. This equipment being gradually diminished, it was realized that the JN plane would have to be replaced by a new type. A board of officers convened by the Chief of the Militia Bureau to study the replacement question recommended the substitution for the JN plane in each squadron of 3 standard observation planes and 5 advanced training planes.

Orders by the Chief of Air Corps to Depots that no more JN airplanes would be given major overhauls, issued in consequence of accident statistics bringing to light the fact that occupants of a metal fuselage airplane had a much better chance of escaping serious injury than occupants of a wooden airplane, made it evident that the National Guard in the immediate future would be without flying equipment. Recently, however, a contract was let for 35 O-1 airplanes for issue to National Guard organizations, and hope is being entertained that some, if not all of these planes will be supplied in time for the field training during 1927.

Units of the National Guard Air Corps, their location, composition, etc., are given below, as follows:

26th Division, Massachusetts National Guard, Boston, Mass. (101 Observation Squadron, 101st Photo Section and Medical Detachment), Major Charles H. Wooley, Commanding. Commissioned personnel numbers 17, including one medical officer. Of these officers, 13 are rated pilots, 2 observers and 2 not rated. Lieut. Clarence E. Shankle, Air Corps, is the instructor.

27th Division, New York National Guard (102nd Observation Squadron and 102nd Photo Section), Major George A. Vaughn, commanding, is stationed at Miller Field, New Dorp, Staten Island, N.Y. The commissioned personnel number 17, including one medical officer. Lieut. Marion L. Elliott, Air Corps, is the instructor.

28th Division, Pennsylvania National Guard (103rd Observation Squadron, 103rd Photo Section and Medical detachment), Major John S. Owens, Commanding, has 16 commissioned officers. Lieut. Earle J. Carpenter, Air Corps, is the instructor. The Philadelphia Municipal Airport is used as the flying field. It was secured by the City at a cost of \$250,000. An additional sum of \$15,000 was spent on grading and leveling the field, and it is contemplated spending \$5,000 more for this purpose this year.

29th Division, Maryland National Guard (104th Observation Squadron, 104th Photo Section and medical detachment) is commanded by Major W. D. Tipton, and has 24 commissioned officers and 94 enlisted men. Captain E.C. Black, Air Corps, is the instructor. Logan Field, Dundalk, Md., is used as the flying field.

30th Division, Tennessee National Guard (105th Observation Squadron, 105th Photo Section and Medical detachment) Major John C. Bennett, Jr., commanding, and 1st Lieut. Wm. V. Andrews, Air Corps, instructor, is stationed at Blackwood Field, Nashville, Tenn. The commissioned personnel of 24, including the Flight Surgeon, are, with the exception of two, rated, there being 6 Airplane Pilots, 13 Junior Airplane Pilots and 3 Observers.

31st Division, Alabama National Guard (106th Observation Squadron, 106th Photo Section and Medical detachment) Major Sumpter Smith, commanding, and Captain Asa N. Duncan, Air Corps, instructor, is stationed at Birmingham, Ala. Roberts Field in that city is used as the flying field. The commissioned personnel total 22, including the Flight Surgeon.

32nd Division, Michigan National Guard (107th Observation Squadron, 107th Photo Section and Medical detachment), Major Floyd E. Evans, commanding, and 1st Lieut. Edgar T. Selzer, Air Corps, instructor, comprises 14 officers, including Flight Surgeon. The field used is part of Rouge Park, owned by the City of Detroit, located about 11 miles from the City Hall but not more than 7 miles from the center of the residential district. It is about two miles due north of the Ford Airport. In addition to their new Truscon steel hangar, the squadron has built with squadron funds two other buildings adjoining it, one to accommodate the headquarters of the Squadron and the other the headquarters and supplies of the Photo Section, the Squadron supplies, a machine shop and class room.

34th Division, Minnesota National Guard, St. Paul, Minn. (109th Observation Squadron and 109th Photo Section), Major Ray S. Miller, commanding, is stationed at Chamberlain-Wold Field. A total of 19 officers comprise the commissioned personnel, 1st Lieut. George M. Palmer, Air Corps, being the instructor. There are 15 rated pilots in this organization.

35th Division, Missouri National Guard (110 Observation Squadron, 110th Photo Section and Medical detachment), Major Charles R. Wassall, commanding, and Capt. Harry H. Young, Air Corps, instructor, uses Lambert Field, St. Louis, Mo., as their flying field. Seventeen officers comprise the commissioned personnel.

36th Division, Texas National Guard (111th Observation Squadron, 111th Photo Section and Medical detachment), Major Bernard A. Law, commanding, and 1st Lieut. Walter H. Reid, Air Corps, instructor, has a commissioned personnel of 13, including one medical officer. Ellington Field, Houston, Texas, is used as the flying field.

38th Division, Indiana National Guard (113th Observation Squadron, 113th Photo Section and Medical detachment), is commanded by Major Richard F. Taylor, and has a commissioned personnel of 20, including Flight Surgeon. Captain Harvey W. Cook, Air Corps, is the instructor. With the exception of the Flight Surgeon, all officers are rated, 18 being Junior Airplane Pilots and one Observer. The new municipal air-drome at Indianapolis, Ind., is used as the flying field.

40th Division, California National Guard (115th Observation Squadron, 115th Photo Section and Medical detachment), Major Corliss C. Moseley, commanding, comprises 13 officers, including one medical officer. Griffith Park, Los Angeles, Cal., is used as the flying field.

41th Division, Washington National Guard (116th Observation Squadron, 116th Photo Section and Medical detachment), Major John T. Fancher, commanding, has a commissioned personnel of 17, Lieut. Caleb V. Haynes, Air Corps, being the instructor. Parkwater Field, Spokane, Washington, is used as the flying field.

43rd Division, Connecticut National Guard (118th Observation Squadron, 118th Photo Section and Medical detachment), Major William F. Ladd, commanding, and 1st Lieut. Louis N. Eller, Air Corps, instructor, has a commissioned personnel of 18, including Flight Surgeon. The Municipal Field at Hartford, Conn., is used as the flying field.

45th Division, Colorado National Guard (120th Observation Squadron, 120th Photo Section and Medical detachment) is commanded by Major Wm. H. Dayton. The commissioned personnel totals 26 officers, including Flight Surgeon. Captain Floyd N. Shumaker and 1st Lieut. Charles G. Brenneman, Air Corps, are the instructors. Lowry Field, Denver, Colo., is used as the flying field. One separate flight of the Squadron is stationed at Pueblo, Colo.

154th Observation Squadron, Arkansas National Guard, is commanded by Major Asbury W. Meadows, 1st Lieut. Leland R. Hewitt, Air Corps, being the instructor. There are 13 commissioned officers in this organization, and the Little Rock Airport is used as the flying field.

The NEWS LETTER welcomes further details from these National Guard organizations as to their progress, description of flying field, buildings, equipment used, etc., for future publication.

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AIRSHIP BATTLES GALE FOR FIVE HOURS

The Airship TC-5 recently cleared from Langley Field for Bolling Field under the command of Lieut. B.T. Starkey. After a rough trip of five hours battling the gale, which sprung up soon after the take-off, the airship reached its destination.

After staying on the ground for half an hour and changing crews, Lieut. R.R. Gillespie, Sergeants H. Rose and R.E. Quinn for Lieut.-Col. Fravel, Majors R.B.

Lincoln and J.D. Reardan, the TC-5 took off for the return trip to Langley Field. This flight was made in remarkably fast time, a little more than two hours. The TC-5 then joined the TC-9 in local training and test flights until six o'clock, making a total of 18 hours and 35 minutes aircraft hours and 120 hours, 35 minutes man hours for the day. Among the pilots in the TC-5 was the former Commanding Officer of Langley Field, Major Oscar Westover, who seemed to enjoy piloting the airship in such rough weather when it was like a small boat in a very stormy sea. The exceptional feature of the day was the maneuvering of the ships into the hangar. With the strong discipline of the men and able supervision of Captain C.P. Clark, both ships were taken into the hangar under a very strong and dangerous cross wind without any accident whatever.

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IMPROVED SUPPLY METHODS AT FAIRFIELD DEPOT

A new system of numbering and lettering stock locations has just been completed at the Fairfield Air Intermediate Depot, through the efforts of Lieut. H.A. Bartron, Depot Supply Officer. The interior of the warehouse, not having been painted for several years, was given a coat of a light shade of gray paint and, coincident with this painting, a new warehouse layout has been installed.

For purposes of local convenience, the Fairfield Depot is decentralized into five units, four of which control certain groups of classifications and the fifth being the Shipping and Receiving Unit.

A color scheme has been devised and all movable equipment and bin divisions within the units are painted the color assigned the unit, which attracts attention to the system of lettering within the unit and readily enables the identification of any movable equipment assigned on property loan such as roller trucks, trash boxes, etc.

A similarity of numbering bins has been effected throughout all units. Tiers or subdivisions of bins are numbered alphabetically, beginning at the first tier to the left of the unit office and running consecutively around the stock room. If there are more than 26 sections, the double letter is used, and so far this has been sufficient. The bins in each tier are numbered from the lower left hand bin upwards facing the tier. With the exception of the fact that it is in most cases advisable to run numbers up and down rather than across sections of the bins, there is no standard best method of numbering tiers of bins except that much benefit is derived from having a uniform layout throughout.

In addition to the above, there is a chart in the office of the Supply Officer showing the warehouse layout with the units and color scheme included. Each unit office is located on this chart, and by going to these offices any item in any storeroom can be readily located by means of a detailed chart in that office showing the particular warehouse layout. This system allows any person to find any article without assistance by following the charts which are posted conspicuously.

A further change has been made in the system of inventorying in that a separate section has been organized to conduct this work. There are several direct benefits from this change, viz:

(a) With the establishment of a separate section for the purpose of taking the annual inventory, the varied efficiency with which storekeepers do their work is eliminated, and the quality of the inventory (which is very valuable to a Supply Officer) is dependent upon the Inventory Section Chief and should be much better than heretofore.

(b) The inventory is done by men who become more experienced in the counting by weight of various articles, and faster progress is made.

(c) By gauging annual requirements and boxing up excess amounts and sealing the packages, future inventories can be made much more readily.

(d) Selections for personnel to conduct the annual inventory, if carefully made, will provide personnel who, after some association with this work will have a very fair knowledge of the general warehouse layout, and should provide likely material for storekeepers or assistant storekeepers in case replacements are necessary.

The attitude of the Fairfield Depot has always been one of service, and this point is being stressed. Every attempt is being made by Lieut. Bartron, by H.L. Morgan, Chief Clerk, and by all employees to furnish supplies requisitioned in a satisfactory manner, and as much care as is possible is being taken in making shipments.

Any suggestions or constructive remarks from any of the readers of this article will be very much appreciated by the Fairfield Air Intermediate Depot.

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AIRPLANE PILOT DROPS LIFE LINE ON COAST GUARD CUTTER ✓

The use of airplanes to save ships in distress at sea was demonstrated as a practical possibility of the immediate future in an interesting test conducted successfully at Crissy Field, Calif., recently. An Army plane taking off from the field carried the free end of 4,000 feet of line to a Coast Guard cutter anchored in the bay. Flying low, Master Sergeant C.W. Kolinski, pilot of the plane, dropped the line accurately across the cutter. Life saving possibilities of the practice proven feasible by the test are very great, according to Capt. W.B. King, of the Coast Guard, who arranged it. Guns aboard cutters or on shore ordinarily can shoot little more than three hundred yards, it was pointed out. The Coast Guard believe it practicable for an airplane to carry the end of a light steel cable, sent out from shore, to a ship a mile or two at sea.

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AIRPLANE ESCORT FOR GENERAL DAWES

The Vice President of the United States, General Charles G. Dawes, recently arrived at Panama aboard the Steamship TOLOA. Lieut. Parker, of France Field, set out in a DH plane and, in spite of heavy showers, kept in radio communication with France Field, scouring the sea for some time until he picked up this steamer, whereupon he reported to the France Field Operations Office. The Operations Officer immediately worked his magic and dispatched two flights of PW-9's, two flights of NBS-1's and three flights of DH's to greet the Vice President. General Dawes, it is reported, was very pleased with his reception and watched the maneuvers of the planes with great interest.

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AUTOMOBILE ACCIDENT VICTIMS RUSHED TO HOSPITAL BY PLANE ✓

Captain Wm. M. Randolph, of France Field, Panama, recently performed an errand of mercy when he flew to Chame and picked up Bishop Miller of the Episcopal Church of Mexico, at Chame, who with his wife had been injured in an auto accident. Bishop Miller, who was the more seriously injured, having a wrenched back and broken ribs, was put on a litter suspended in the bomb bay of the airplane. His wife, who was not so badly injured, rode in one of the cockpits. This was the only way that Bishop Miller could have been taken to the hospital, since the long ride in an ambulance over rough roads would have greatly aggravated his condition.

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INTERNATIONAL BALLOON RACE TO BE HELD AT DENVER ✓

The National Aeronautic Association announced that the 1927 Gordon Bennett Balloon Race was transferred to Denver, Colo., where it will be held September 10th under the auspices of the Denver Chamber of Commerce, Denver Tourist Bureau and the Denver Chapter of the National Aeronautic Association.

Five European countries, Germany, France, Italy, England and Switzerland have entered a total of nine balloons for this contest, in addition to the three entries by the National Aeronautic Association, which will be selected as a result of the National Elimination Balloon Race for the Litchfield Trophy to be held at Akron, Ohio May 30th.

The International Gordon Bennett competition this year will be held in the United States as a result of the victory of Mr. W.T. Van Orman, flying the "Goodyear IV" in last year's race, which started from Antwerp, Belgium. The country winning the Gordon Bennett Trophy three years in succession becomes the permanent holder of it.

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THE HELIUM TANK CAR ✓

By A.M. Jacobs, McCook Field Correspondent

An interesting development recently put into operation between Scott Field and Fort Worth, Texas, which is the base of the Helium supply in this country, is the

Helium tank car, built for the purpose of transporting compressed Helium from the source of supply to Army Air Corps operating fields.

Three cylindrical tanks fixed upon a suitable car frame with two standard railroad four-wheel trucks sum up the construction. Interstate Commerce Commission American Railway Association and Bureau of Explosives rules were strictly adhered to in the building. The car fully equipped weighs 197,200 pounds. The cylindrical tanks, equal in size, weigh 47,525 pounds each. These tanks are made of heat treated nickel steel, hollow forged in one piece, machined inside and out, then machined to size at the ends. With a length of 39 feet, 3 inches and an inside cylinder diameter of 4 feet, 3 inches, the wall thickness is 2 to 2½ inches. Each tank has a capacity of 507 cubic feet, which is the required space for the storage of 68,952 cubic feet of free helium when compressed at a pressure of 2,000 pounds per square inch at 70 degrees F.

Each tank withstood hydrostatic tests at 3333 pounds per square inch pressure and later showed no leakage when filled with air at 2500 pounds per square inch pressure while submerged in water. Each tank is equipped with charging and discharging valves on one end and four safety devices on the other. These latter are considered to be twice the number required to discharge the Helium with sufficient speed to prevent the pressure from exceeding 3000 pounds per square inch on the basis of an assumed possibility of the tanks being heated in five minutes to increase the pressure from 2000 to 3000 pounds per square inch.

Up to this time Helium had to be transported by railroad in cylinders. The tank car takes care of more of the gas than could formerly be handled in two railroad car loads of cylinders.

In connection with lighter-than-aircraft work and Helium, mention should also be made of the Helium Purification Plant which has been in successful use for almost a year at Scott Field. This plant, planned by the Office Chief of Air Corps, designed by the Bureau of Mines and built by the Materiel Division, is completely housed in a standard railroad box car, the entire unit weighing approximately 120,000 pounds. It is dependent for operation upon water and electricity supplied from outside sources and may be sent along the country's railroad routes to whatever bases may have Helium to be purified.

New Helium is 94 percent pure. If impurities enter in, reducing its purity to 89 percent or lower, its lifting quality is correspondingly depreciated. Formerly, impure Helium from Scott Field was shipped to the Navy's purification plant at Lakehurst, N.J., and since transportation costs did not warrant the return of the reduced volume of purified Helium this was retained at Lakehurst and new Helium obtained from the extraction plant at Fort Worth, Texas. The purification plant has meant a great saving both of time and money to lighter-than-air activities; moreover, the higher purity of gas obtainable from the purification plant permits more extensive operations than were possible with the lower purity Helium obtained from Fort Worth.

A Helium purity indicator for obtaining by direct reading the percentage of purity of Helium in airships is at present under development. This equipment consists of a single indicator which may be plugged in on any number of cells suspended at various points in the airship. The work is being accomplished by the Bureau of Standards according to the general requirements of the Materiel Division.

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PAN-AMERICAN FLYERS END THEIR LONG JOURNEY ✓

Headed by President Coolidge, a throng of citizens greeted the eight Pan-American flyers on the afternoon of May 2nd at Bolling Field upon the completion of their approximately 20,500-mile flight from San Antonio, Texas, to the National Capital by the way of Central and South America and the West Indies.

The flyers landed at the field shortly before five o'clock midst a greeting of the presidential salute of 21 guns by a battery of Field Artillery from Fort Myer and the cheering from thousands of throats of spectators.

President Coolidge, who was accompanied by Mrs. Coolidge, was the first to greet the flyers, they being presented to him and his party. The flyers had just arrived from Langley Field, which field they had reached April 29th. They flew at reduced throttle in order to time their flight here to arrive for the ceremonies of reception, which formally opened at five o'clock.

After passing over the presidential stand the flyers swung toward Arlington, Va., to pay their tribute at the tomb of the Unknown Soldier. They were still accompanied by the nine escort planes from Langley Field as they swung across the

Potomac and circled above the National Cemetery and later flew over the Capital.

Although they were accompanied by nearly a score of airplanes from Langley Field, including planes carrying Assistant Secretary of War F. Trubee Davison and Major-General Mason M. Patrick; Chief of Air Corps, the Pan-American flyers stood out in a separate and distinct formation as they arrived over the field, for the escorting ships received the signal to draw to one side. Only the aerial messengers of good will and Mr. Davison and Gen. Patrick glided to a landing in front of the President, more than 1,000 distinguished guests of the Secretary of War, and the general public. The escorting planes landed on the south end of Bolling Field.

Large numbers of persons were at the field as early as two o'clock, but for those early arrivals it was not a question of waiting for three hours with nothing to do. At two o'clock the all-American aircraft display, participated in by the leading members of the aeronautical industry, formally opened its "still" exhibits in two hangars, revealing for the first time anywhere in this country the accessories necessary to flying, from minute engine and airplane parts to models of airports and landing fields.

Shortly after four o'clock the United States Army band gave a concert, which had been timed to conclude about 4:30 o'clock, when the President and Mrs. Coolidge arrived. Their arrival on the field was greeted by the Presidential salute of 21 guns.

Three pilots on duty at Bolling Field and three from Langley Field, flying fast pursuit planes, gave a special demonstration of more than 20 minutes' duration for the spectators while awaiting the arrival of the flyers. The airmen from Washington were Captains Robert Oldys, Ralph E. Wooten and Ross G. Hoyt. The Langley Field pilots were Lieuts. Charles B. Austin, Richard T. Aldworth and Sgt. James A. Lee. One of the features of the fast flying maneuvers and acrobatics was a rodeo simulating bronchos entering a ring and endeavoring to throw the riders.

"Mike" and "Ike", two dummies which have served as parachute jumpers in emergencies on previous aerial demonstrations, were pressed into service and undertook their famous jumps from airplanes in flight. Originally it had been planned to have live jumpers, but the usual delays attending the final preparations precluded them, as the time allotted for the military entertainment program was limited.

The field and air were cleared of all planes, and soon after the diamond-shaped formation of the four Pan-American amphibian planes appeared on the horizon.

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ANTI AIRCRAFT WORK IN THE PANAMA CANAL ZONE ✓

France Field, Panama Canal Zone, recently cooperated with the Anti-Aircraft Defenses of the Panama Canal Department by supplying night flying airplanes in accordance with their instructions. A program usually calls for a bomber to fly over a certain given course. The searchlight batteries and the listening devices would be trained upon this bomber, the idea being that when it was picked up the pursuit would dive upon it simulating an attack, the pursuit representing the defense forces. It is very good training in night flying for France Field personnel and also good training for the anti-aircraft crews. The pilots reported, however, that they had no trouble eluding the searchlight batteries when they pleased.

The night was fairly clear with few clouds. There apparently was no great impediment to the operation of the searchlight batteries. There are powerful searchlight and listening devices at either end of the Canal.

Three NBS-1 bombers took off, piloted by Captain Randolph, Lieuts. Martin and Dawidson, pursuant to instructions. They proceeded to the Pacific side to simulate a bombing attack on the Miraflores and Pedro Miguel Locks, eluding the searchlights if possible. They were accompanied by four DH's, piloted by Lieuts. Williams, Parker, Cadets Jones and Beedle. Flares were used by the above planes to indicate a bombing attack.

The NBS-1's flew over a particular area at about 7,000 feet, while the DH's cruised about another area at about 9,000 feet. Captain Broberg, Lieuts. Douglas and Percy proceeded to the Pacific side as well with three PW-9's. One DH, piloted by Lieut. Williams, operated at will, his job being to render the listening devices ineffective by flying low and creating as much racket as possible.

A concentrated attack was made at 7:45 p.m., the pursuit using the Pedro Miguel Locks for a target, while the other planes bombed the Miraflores Locks. Flares were used by the bombers and DH's. The pursuit used Very pistols. From then on the planes attacked at will.

From the point of view of persons on the ground the searchlight exhibition and the flares floating about the sky was a very pretty play of pyrotechnics and lighting effects.

Somewhat the same maneuver was executed several days later on the Atlantic side. The object of this problem was to simulate a bombing attack on Gatun Locks without interference by searchlights. Three DH's took off at dusk, piloted by Lieuts. Canfield, Howard and Cadot Park, proceeding to 11,000 feet. They were followed by three Martins and one DH, piloted by Lieuts. King, Larson, Davidson and Ballard, respectively, proceeding to an altitude of 6,000 to 8,000 feet.

The Pursuit operated three PW-9's, piloted by Captain Broberg, Lieuts. Douglas and Percy, at 3,500 to 5,000 feet. The bomber and DH formations were above a loose cloud strata. The objective was at nearly all times perfectly visible, but it was impossible for the ground units to illuminate the formations.

The combined attack was carried out at 8:00 p.m., the bombers using the south end of the Locks, pursuit the spillway and power plant, and observation the north end of the Locks as objectives. The ground lighting systems and landing signals functioned perfectly. Each formation landed in the prescribed order without difficulty.

Major-General C.H. Martin, commanding the Panama Canal Department, sent the following communication to the Commanding Officer of France Field:

"The Secretary of War has asked me to express to you his commendation of the showing made by your command during the exercises with the Anti-Aircraft Defenses during the night of March 31st, which he witnessed from the lawn of the Commanding General's residence.

He was very much impressed by the night flying operations of your force in the simulating attack on Albrook Field."

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BORDER TO BORDER DAYLIGHT FLIGHT

In the flight on May 11th of 18 pursuit airplanes from Selfridge Field, Mt. Clemens, Michigan, to Kelly Field, San Antonio, Texas, a distance of approximately 1400 miles, in the total flying time of 11 hours and 25 minutes, a new record was made by the Army Air Corps in that it marked the first time this number of planes flying together have traversed such a distance in the space of one day.

The flight was accomplished without a mishap of any sort, the take-off at Selfridge Field being made at 4:50 a.m., and the landing at San Antonio, Texas, at 5:20 p.m. Central Time. Stops were made at Scott Field, Belleville, Ill., and Muskogee, Okla.

The purpose of the flight was to enable the First Pursuit Group of the Army Air Corps to participate in the combined maneuvers at San Antonio, Texas, now taking place, and which will last until May 21st. All of the airplanes carried machine guns and were fully equipped for service which would call for their entire military equipment to be brought into play.

The combined distance traveled by the 18 airplanes, approximately 25,200 miles, is equal to a trip around the world. These pursuit planes made the journey from the northern boundary line of the United States to practically its southern boundary at an average speed of about 121 miles an hour.

NOTES FROM AIR CORPS FIELDS

Camp Nichols, Rizal, P.I., March 12th.

66th Service Squadron: The February Transport carried away many familiar faces from the squadron -- 1st Sgt. Luther Warren, Sgts. Canfield, Lee, Rothstein, and it is with regret we lose such popular noncoms. We wish them well in their new assignments. Sgts. Edmondson and Tuffly arrived in this Department on the February Transport.

On the morning of February 12th, after the squadron fell in for inspection, 1st Sgt. Luther Warren was presented with a traveling bag, and a watch engraved with his name. These presents were purchased by the members of the Squadron to show their appreciation of his square shooting qualities, while 1st Sergeant of this organization. The presentation was made by Captain Robert Kauch, Squadron Commander.

Lieut. Donald L. Bruner, an arrival on the February Transport, and assigned to this squadron, took over the duties of Adjutant and Supply Officer, vice 1st Lt. Charles B. DeShields, transferred to the 28th Bombardment Squadron here. Lieut. John D. Corkille was appointed Squadron Engineering Officer, vice 1st Lieut. Edward M. Powers, who is soon to return to the United States.

Headquarters, 4th Composite Group: Quite a few changes in the organization personnel were made lately. Our former Squadron Commander, Capt. John G. Whitesides was transferred to the Philippine Air Depot. He was succeeded by 1st Lieut. C.E. Thomas, Jr.

Corporal Bruns was recently transferred to Kindley Field, Corregidor.

Flight "B", 2nd Observation Squadron: During February Flight "B" gained three new officers to replace three leaving for the States. Lieut. Frederick I. Patrick was transferred to Kindley Field; 2nd Lieut. Paul Wolf is on detached service at the Manila Carnival in charge of the Air Corps fixed exhibit. Upon completion of this detached service Lieut. Wolf will report to Clark Field, Pampanga, having been transferred to the 3rd Pursuit Squadron. Lieut. Hugo P. Rush will return to the United States about March 1st, via the Suez Canal route. Lieuts. David G. Lingle, Donald R. Goodrich and H.J. Hanlon, who arrived on the THOMAS February 8th, are the new officers assigned to this Flight.

In addition to his other duties Lieut. Lingle was appointed Post Provost Marshal, Police Officer, Intelligence Officer, etc. Along with these assignments, he succeeded to the title of "Chief of the Mangoes", and has already been installed at the head of his tribe with appropriate ceremony. Lieut. Hanlon is Assistant Post Exchange Officer and slated to succeed Lieut. G.G. Lundberg, the present P.X. Officer upon the departure of the latter for the States in the near future.

Changes among the enlisted personnel were: Staff Sergeant Fred Chance and Private Lewis Williams returned to the States on the last transport. Private Otha McClintock was transferred to this flight, from the 66th Service Squadron for duty in our armament section; Private Anthony Hintz was transferred from this flight to Headquarters Detachment for duty as Cook in the Headquarters Mess.

Private Edgar J. Caldwell, our regular Armament man recently had a miraculous escape from fatal injury when struck by a bullet accidentally fired from an aircraft machine gun. He was working on the gun while the ship on which it was mounted was standing on the line. The bullet grazed his forehead just above the eyes. The vision of his left eye was impaired temporarily, but he is recovering rapidly. Since the accident, Caldwell was promoted to the grade of Corporal, as a reward for merit.

28th Bombardment Squadron: Captain Aubrey I. Eagle left the Squadron on February 16th, en route to the United States and his new station, Crissy Field, after almost two years duty with this organization.

1st Lieut. LeRoy Walthall, Group and Post Operations, transferred to Brooks Field, Texas, February 16th, left that date on the transport "THOMAS".

Clark Field, Camp Stotsenburg, P.I.

During February the squadron flew a total of 125 hours, 28 of which was performed for the 60th C.A.C. (A.A.) and consisted of night missions for searchlight and gun drills and day missions for the guns.

Lieuts. Kimble and Spry of this Squadron left on the February transport for station at Selfridge Field and the 3rd Attack Group at Fort Crockett, respectively. Lieut. P.W. Wolf reported here from Camp Nichols during the month.

On February 22nd the Squadron gave a farewell party for Master Sergeant Hunter who retired last month. Sergeant Hunter gave a very interesting talk on the old

time Army and on the Air Corps in the States since 1912 and in this department since 1919.

An inter-branch golf match was held on the Stotsenburg golf course with the following results:

24th Field Artillery	17½ points
3rd Pursuit Squadron	13 "
26th Cavalry	5½ "

A rest camp was established on the China Sea Trail, 18 miles west of Camp Stotsenburg, at the base of Mount Pinatubo. This camp will be opened during the hot season for all of the personnel at Stotsenburg. The trail has been improved to such an extent that ladies and children may safely make the trip.

Kindley Field, Fort Mills, P.I.

When the Army's old trans-Pacific troopship, the "Thomas" nosed her way through the waters of the North Channel, homeward bound on the 16th, she had aboard two of our popular old timers, First Lieuts. Arthur Thomas and Stanley M. Umstead, "Tommy" bound for Fort Sam Houston, Texas, and "Umpy", booked for Mitchel Field, N.Y., carry with them the best wishes of the command.

First Lieut. Samuel P. Mills, our former Assistant Engineering, Reclamation, Parachute, Armament and Communications Officer, is off on a period of detached service enjoying a respite from his somewhat arduous duties preparatory to taking off, at a later date, for a tour of Europe on his one lunged "Indian", which he assures us is the last word in motorcycle craftsmanship.

To turn back the pages of a few days, to the 9th, when the "Thomas" plied her way up the rugged coastline of Southern Luzon, inward bound, a no less personage was aboard than one Vincent J. Meloy, 1st Lieutenant, Air Corps, whose ultimate destination for a two-year tour in the tropics was Kindley Field. No sooner had he landed, became acquainted all around and settled back with an air of self satisfaction and the thought, "How soft this is going to be after a period of duty with the Tennessee National Guard", than our astute Adjutant, Lieut. Albro, relinquished his duties as such to him, and Lieut. Meloy promptly resigned himself to the business of working the squeaks out of the Adjutant's swivel chair -- this in addition to his other duties.

Another new comer to Kindly Field during the month was First Lieut. Frederick I. Patrick. Although a member of the 2nd Squadron since September, 1926, this is his first duty at this station, he having been corralled and assigned to duty with Flight "B", at Camp Nichols, at the time he arrived in the department. With his transfer to this station, he inherited the duties of Assistant Engineering Officer, Parachute Officer, and Armament Officer.

And Kindley Field sports a Flight Surgeon once more, in the person of Captain Lyle C. White, M.C., who also arrived with the "Thomas" on the 9th. He is, indeed, a welcome addition to the family, as it's worth quite a bit to know that we can now bung ourselves up to our heart's content, always confident that there is someone present who knows how and where to smear the iodine.

With Captain Knight in command, a flight of three Douglas O-5's with Captain Elmer E. Adler, of the Philippine Air Depot, First Lieuts. Amos S. Albro, James P. Hodges, Lucas V. Beau, Jr., of this station, and First Lieut. Edward M. Powers, of Camp Nichols, is touring the Southern Islands with an itinerary as interesting, if not more so, than any ever before flown over that part of the archipelago. The combined abilities of Lieut. Albro, as story teller, and Lieut. Hodges as official photographer, should register with complete success the trials and tribulations of this party thus providing excellent material for an interesting account of the hop for next month's news letter.

The Squadron "got over" in a very creditable manner at a tactical inspection held February 11 by Brigadier General Frank M. Caldwell, U.S.A., the Harbor Defense Commander. The official report on the inspection shows "satisfactory" in all phases of the training observed, viz: gunnery, bombing, radio communication, message dropping and photographic work.

Our three Douglas planes being away on the Southern Islands flight, the lone Loening Amphibian is getting in many hours daily, in furnishing aerial observation for the Harbor Defense target practice which started on the 21st. The three officers present have their hands full, with two required in the plane and the other at the battery acting as liaison officer for a good part of the day, and with the routine duties of the field to handle at odd times.

The Squadron's top-kick, 1st Sgt. Alexander S. Hall, better known about the field as "Silver Top", decided he had his fill of the tropics and sailed on the "Thomas", the 16th, en route to his new assignment, the 8th Airship Company, Scott Field, Ill. His departure left a big break in the chain of old timers we thought would be difficult to replace but, a couple days prior to his departure, a long, tall, lanky, rawboned Tennessee mountaineer, wearing First Sergeant's chevrons, presented himself on the scene and announced himself as settling here for at least two years. The truck load of trunks, crates and boxes he brought with him all bore the label "John L. Davis", and his records indicate that he hails from Langley Field, Virginia, which facts, together with his ball playing and clerical abilities, seem to proclaim him highly eligible to fill the gap created by Sergeant Hall's departure.

Langley Field, Hampton, Va., April 19th.

Orders were received transferring the 11th Bombardment Squadron from this station to March Field, the new station just being completed near Riverside, Calif. The Langley squadron will leave Norfolk by transport on May 19th for San Pedro. Lieut. Lindeberg will be in command of the squadron, the transfer of officers having taken place on April 15th. There are 137 men and officers in the 11th Squadron. The Squadron came to Langley Field from Brooks Field, Texas, in 1921 and has since held a prominent position in all the activities of the flying field here. The Squadron will be changed into a School squadron when it reaches California. Plans are arranged for a big farewell dance by the Squadron in the Langley Field gymnasium to which a number of people from all sections of the peninsula were invited.

During the past several months the 11th Squadron has been service testing the LB-1 bombing planes.

Air Corps Tactical School Detachment: The student officers were afforded the benefit of the Easter vacation this past week, the school being closed and no flying scheduled. Flying was resumed April 18th, when the School was scheduled to start training in formation, simulated machine gun training, formation flying, attack raids, applying the principles of attack tactics against ground targets, flight training of Air Corps personnel. The enlisted personnel were busy the past week installing the targets and preparing the new AT-4 type planes and P1's with machine guns, also the other necessary work essential for this kind of training.

Major Walter H. Frank, Assistant Commandant of the School, resumed command April 18th after an absence of one month. He was on sick leave and underwent an operation at Walter Reed General Hospital, Washington.

Major Westover with Capt. Cook, Finance Officer, flew cross-country to Bolling Field, April 16th, returning the same day. He piloted an O-2 plane.

The School just received from Mitchel Field four Type AT-4 planes for training purposes. They were ferried here by the following School officers: Majors Royce, Westover, Lieuts. Aldworth and Austin.

Major Bradley, pilot, accompanied by Major Hodges, left in an O-2 on April 11th for Fort Benning, Ga., stopping at Atlanta, and returning April 14th.

Lieut.-Col. Turner, USMC, left Langley in an O-2 for Quantico, Va., on April 11.

Lieut. Clayton Bissell flew to Bolling Field in an MB-3 plane on April 8th, returning the next day.

Lieut. McKiernan, Jr., Engineering Officer of the Air Corps Tactical School, left in an O-2-C with one passenger for Miller Field, Staten Island, N.Y., on April 11th and returned on the 15th.

19th Airship Company: On April 11th Assistant Secretary of War Davison, accompanied by Lieut.-Col. C.C. Culver, Commanding Officer of Langley Field, paid a visit to the Lighter-than-Air hangar, where he spent considerable time looking over the TC-5 and the TC-9 airships and inspecting the various departments in the big hangar.

The Company spent April 12th, 13th and 14th on the pistol range. The first two days were used for practice and the last day for record fire. Most of the men showed very good records and we expect the Company will have, as usual, more experts, sharpshooters and marksmen than any other outfit on this field.

Despite the activities on the pistol range numerous flights were made by the TC-5 and TC-9 airships on April 12th and 15th. The flights were in the nature of navigation work and radio missions along the Atlantic Coast and the entire State of Virginia. For the first half of this month the Company made 19 flights with these ships for a total of about 44 ship hours and 300 man hours. As several cross-country training trips are being planned for the coming week, the ship and man hours will increase considerably by the end of the month.

Lieut. Paul Evert, pilot, and 2nd Lt. R.R. Gillespie, aide, were designated to represent Langley Field in the National Elimination Balloon Race to be held at Akron, Ohio, on May 29th.

We are very sorry we are two weeks late in announcing the marriage of our 1st Sergeant, Steve Stanowich, to Miss Grace Smith. The reason for this is due to the fact that Sergeant Stanowich disappeared on the morning of April 1st and was married at Portsmouth, Va., without the knowledge of anyone in the Company. But, better late than never, we wish our 1st Sergeant a very happy married life and success in the future, and especially to beat the Navy football team next season when he enters the field as a member of the Army football squad.

58th Service Squadron: Activities were more or less at a standstill the past week or so, due to the fact that the Squadron was on the pistol range firing for record. About 61% of the organization qualified. This is considered a remarkable record for a service squadron to attain since members do not get a chance for much practice firing because of the nature of their duties.

Our Squadron Engineering Officer, 1st Lt. Edward A. Hillery, left for a month or so to perform photographic work at Memphis, Tenn. An Amphibian is being used for this mission.

The Squadron held its annual dance on the evening of April 9th. A great many guests from Hampton, Phoebus and Newport News were present. With many thanks to Jimmy Boyles and Gene Grissom we can say the dance hall was decorated in a real artistic manner.

20th Bombardment Squadron: Flying activities the past week consisted of aerial bombing for the most part, with a little test hopping and training thrown in to make a variety. A total of 47 flights were made, involving 29 hours and 35 minutes.

Lieut. Allison of the 11th Sqdn. and Sgt. Bluhm of this organization returned from Middletown, Pa., April 6th, ferrying an NBS-1 which is to be used in the maneuvers. All hands are still busily engaged in conditioning the planes for these maneuvers.

Lieuts. Walker, Hawkins, Andrews and Allison, of the 11th Squadron, were recently assigned to this organization. Lieuts. Hewins and Dulligan were attached to this organization for flying.

50th Observation Squadron: The Squadron flying time the past week totalled over 80 hours. Service tests of DH's equipped with superchargers are being conducted. Due to the lack of oxygen apparatus the tests were confined to flights to ascertain the maneuverability, gas consumption, speed, rate of climb, etc., up to altitudes of 20,000 feet. Lieut. E.S. Davis reached the height of 28,200 feet, being forced to discontinue his flight due to the collapse of his passenger.

San Antonio Air Intermediate Depot, Duncan Field, Texas, April 16th.

Commander Francesco de Pinedo, the Italian Aviator, on his four-continent flight in the monoplane "Santa Maria", arrived at San Antonio, with an escort of a number of planes, and landed at Medina Lake on the afternoon of Saturday, April 2nd. The preparations necessary for location of landing on the Lake, servicing, anchorage, etc., were handled by this Depot, in charge of Lieut. Thomas H. Chapman, Operations Officer. The arrangements were satisfactory to Commander de Pinedo, and his ship was completely serviced and ready to take off at the hour originally set, 5:00 A.M., April 3rd. Due, however, to the shortness of the run possible on the Lake, and the fact that there was a dead calm, he was unable to take off until the following day, which he did without incident.

Lieut. R.V. Ignico, Depot Supply Officer, and Lieut. A.W. Vanaman, Chief Engineer Officer, took off April 15th on a cross-country for Love Field, Dallas, Texas; the Little Rock Air Intermediate Depot, Little Rock, Ark.; Hat Box Field, Muskogee, Okla.; Post Field, Fort Sill, Okla.; and Lowry Field, Denver, Colo. for the purpose of inspecting all wooden type airplanes and conferring on maintenance engineering and supply problems.

Lieut. James E. Duke, Jr., returned April 7th, ferrying a C-1-C from the Douglas Factory at Santa Monica, Calif.

During March the following airplanes and engines were overhauled and repaired by the Engineering Department: Airplanes -- 8 DH-4M-1, 1 DH-4M-2, 4 DH-4M-2T, 1 PW-9A, 1 NBS-1, 5 O2-C, 4 O2, total 24: Engines -- 42 Liberty A.

The work of the Engineering Department of this Depot is increasing steadily in the preparation of airplanes and equipment to be used in connection with the approaching maneuvers. Among the equipment being prepared is the installation of two Browning machine guns on the wings, and the manufacture and installation of bomb

release equipment on twelve O-2 airplanes; also the manufacture and installation of bomb releases for nine O2-C's for Fort Crockett. This special work has decidedly retarded the regular schedule of production. Every effort is being made to complete the required equipment for the maneuvers and every priority is being given this work

Headquarters, 18th Pursuit Group, Schofield Barracks, T.H., April 1st.

Flying activities during the month consisted of aerial and ground gunnery, combat maneuvers, aerial tactics and local cross-country flights.

A dedicatory mission was flown in conjunction with Luke Field to assist in the dedication of the John Rodgers Airport at Honolulu.

The 19th Pursuit Squadron baseball team was defeated in the deciding game in the Staff League by the 11th Medical Regiment. This leaves the 19th in second place while the 6th Squadron has nearly cinched the cellar position.

A team to represent the Staff, chosen from members of teams participating in the Staff League, was entered in the Schofield Regimental League. The team has lost two games played thus far, one to the 27th Infantry in a 12-inning contest and the other to the 35th Infantry. Several players from the Air Corps are members of the Staff team and seem to be giving a good account of themselves.

The Officers Volley Ball teams have been playing each day. The rivalry is keen and the 6th Squadron teams are not having so easy a time vanquishing their rivals, the 19th Squadron.

"Soldier Burke", the Island heavyweight champion, who hails from the 19th Squadron, defended his honors for the last time this season at the general smoker held in the Schofield Boxing Bowl, and as usual emerged the victor, although he was forced to extend himself to the limit to hold his crown.

Marshall Field, Fort Riley, Kansas.

Major-General Summerall, Chief of Staff, visited Fort Riley on the 12th and 13th of April, and the entire garrison turned out to welcome him. The men of the 16th Observation Squadron were marched to the scene of General Summerall's address on the day of his arrival. A few men were retained at Marshall Field to start the six airplanes which escorted General Summerall's train from Manhattan, Kansas, to Fort Riley, a distance of about 14 miles. By order of Major Arnold, the six planes were separated into two 3-ship formations, one on each side of the train.

A few days later the airplanes were gotten out again to tell Brig.-General Booth good-bye. A 5-ship Jenny formation was sent over the scene of assembly first. Under the wings in white letters were spelled the following words: "Good-bye, General Booth, Good Luck". Just as General Booth's train was leaving a 5-ship formation of O-2 airplanes was sent over. Only one mishap occurred, the Jenny piloted by Lieut. Jewett being forced down in the vicinity of the farewell assembly. The plane bore the name "Booth".

On April 20th the following pilots and observers flew to Post Field to make necessary plans for the Air Corps demonstration to be held there May 9th: Major Arnold with Lieut.-Col. Johnson, Cavalry; Lieut. Bevans with Capt. Gates; Lieut. Munson with Lieut. Morrison. On the same day Lieut. Fisher piloted Capt. Pratt, Flight Surgeon, to Omaha. All ships returned the following day.

Capt. Giles and Lieut. Smith flew in from Fort Leavenworth April 19th to secure information concerning the Air Corps demonstrations to be held at Fort Leavenworth on May 7th.

Major Arnold, commanding the 7th Division Air Corps, is in command of the Air Corps demonstrations to be held at Fort Riley, May 5th; Fort Leavenworth, May 7th and Post Field, May 9th. His staff consists of the following officers: Capt. Gates, inside Operations Officer; Capt. Pratt, Outside Operations; Lieut. Bevans, Adjutant; Lieut. Munson, Asst. to Capt. Pratt; Lieut. Dyer, Transportation; Lieut. Jewett, Personnel; Lieut. Fisher, Armament; Lieut. Morrison, Engineering; Lieut. Randall, Supply.

During March the pilots of the 16th Observation Squadron flew many hours, finishing the Aerial Observers' Course given for the student officers of the Cavalry School at Fort Riley. The results of the course were quite satisfactory to the Cavalry School, the students having improved remarkably in the work as the course progressed. In addition to the work with the Cavalry School, the 16th Observation Squadron constantly performs problems with the 2nd Cavalry regiment at Fort Riley.

Within the last month or two, two new Air Corps babies arrived at Marshall Field. The Arnolds have a fine boy and the Randalls a sweet baby girl.

Lieut. Skow was off duty about ten days last month as a result of a tonsillitis operation. He has recovered and feeling quite well again.

The Air Corps Bachelors of the 16th Observation Squadron gave a party for the officers and wives of the organization on April 1st. It was a sure enough April Fool party. A bigger time was not possible to be had. The humor of the Flight Surgeon and the originality of the Cavalry officer, Bill Wood, who was invited, lent a spicy aspect to the evening. Speaking of originality, Mrs. Ray Morrison displayed a most original costume. Lt. O'Conner was unanimously elected Sergeant-at-Arms. It is certain that he performed his duties well. The food was eaten and everybody danced. Music was furnished by a 5-piece colored orchestra.

During the past two weeks the pilots were busily engaged in aerial gunnery and bombing. Some very good scores were recorded. The officers and men were also on the pistol range. During the last week in April they shot for record.

Maxwell Field, Montgomery, Ala., April 15th.

A demonstration of an aerial attack by planes upon ground targets was given Apr. 13th before the student officer class at the Infantry School. Two O-2 planes were used. Lieuts. Gross and Whatley, pilots, with Major Richards and Lieut. Cote as gunners, gunned and bombed a hill directly in front of the class. The same day also saw the departure of Lieut. Old and Staff Sgt. Powers for Memphis, where they are to do some aerial photography in connection with the survey of that section of Tennessee being conducted by the Corps of Engineers.

Lieut. Denniston returned from Aberdeen with a tow-target DH on April 12.

Cadet Woolard, stationed here, holds the record so far for the flight from Atlanta to Maxwell Field. Piloting a DH and aided by a young gale he made the flight in 50 minutes.

On April 4th the Squadron successfully demonstrated to the student officer class at the Infantry School the actual use of two way radio communication, both telegraph and telephone. With no shielded planes at the field this was no easy task. Major Richards gave a short lecture to the class on the methods and equipment used by observers.

Lieuts. W.D. Old and Claire Stroh returned to duty, the former from a two month leave in sunny Florida and the latter from a period of detached service at Pope Field. Lieut. Old stated that he was kept on the jump trying to avoid falling banks, flat land booms, and racing "Sun Beams". Lieut. Stroh reported a very pleasant stay at Pope Field and Fort Bragg.

April 1st saw the return of Lieuts. Hornsby, McCoy, and Whatley, with Pvt. Rushing, Sgt. Messer, and Pvt. Holden as passengers, from New Orleans, where they had gone to welcome and lend aid to Commander de Pinedo upon his arrival in the United States. Lieut. Gross flew to New Orleans on the first to be on hand the next morning to escort Commander de Pinedo on his flight to Galveston. A camera man flying with Lieut. Gross took moving pictures of Commander de Pinedo's departure from New Orleans. Lieut. Gross with Col. Danforth as passenger returned to Maxwell Field on the afternoon of the 2nd.

Cross-country flights other than those above mentioned were as follows: Lieut. Old with Col. Danforth to Atlanta in a TW-5; Lt. Knapp in a DH4M2 to Ft. Benning; Lt. Whatley with Capt. Woodbury, Res. in a TW-5 to Pensacola, Fla.; Cadet Woolard with Pvt. Rushing in a DH4M2 to Atlanta; Lt. Stroh with Capt. Woodbury, Res., to Birmingham; Lt. Cote with Major Richards to Pensacola, Fla., in an O-2.

Headquarters, 2nd Division, Air Corps, Ft. Sam Houston, Texas, April 30th.

The 12th Observation Squadron has been doing liaison work daily with the ground troops.

Lieuts. Thomas and Ogden, Staff Sgts. Wigge and Williamson departed on a cross country flight April 25th for Fort Clark, Camp Marfa, Fort Bliss, Fort Huachuca, Lordsburg and Camp Steven D. Little, on Corps Area Commander's inspection.

Staff Sgt. Morris Martin reported for duty with this organization on April 28, from Airdrome at Fort Clark, Texas, where he was on detached service for some time. Sgt. Martin will take over the duties of Personnel Sergeant Major.

Corporals Duke, Meredith and Private Matthews completed courses of instruction at Chanute Field, Rantoul, Ill., and returned to this organization for duty.

The members of this organization are enjoying recreation at the Squadron Swimming Pool, located on Salado Creek, about one mile from the barracks. The pool has been equipped with spring boards, bath houses, etc., and life guards have been detailed, as well as guards to see that it is used only by members of the squadron.

Sgt. James F. Ryan died of heart trouble on April 19th, and was buried on April 22nd at the National Cemetery, this station. Sergeant Ryan was very conscientious

and efficient in the performance of his duties. He had completed over 19 years of service. This organization and his many friends deeply regret his death.
Capt. Clearton H. Reynolds reported here for duty on Apr. 22nd from Bolling Field, D.C.

Staff Sgt. Pierce made a cross-country to Fort Bliss for the purpose of ferrying personnel.

Lt. Weyland and Master Sgt. Dahlgren made a cross-country flight to Fort Clark on a photographic mission.

HdQRS. 2nd Div. Air Corps, Ft. Sam Houston, Texas, April 30th. (By Lt. Arthur Thomas)

The new Headquarters Building has been completed, with the exception of a few finishing touches. The personnel of the Headquarters and Operations Departments moved in and are carrying on business as usual. The personnel of the Medical Department are getting things in readiness to move into their new location in the new Headquarters Building. This change was scheduled for April 18.

Excavation has started on the flying field in order that it may be in readiness for the combined maneuvers to take place in May. The 2nd Division Engineers are cooperating with this squadron in enlarging the flying field.

The personnel of this organization regret the loss of Sgt. Frank Hickey who died Monday, Apr. 11th at the station Hospital, and their sympathy goes out to his loved one. Technical Sgt. W.L. Baxter received orders transferring him to duty at France Field, Panama Canal Zone. Sgt. Baxter and family will sail from New York City about May 18th. Sgt. Riley will relieve Sgt. Baxter as Sergeant Major about May 1st.

The qualifications of the personnel of this organization while on the pistol range from March 28th to April 5th, inclusive, were above average. While it may not be the best average in the Air Corps, we are proud of the 91% standing.

Master Sgt. Thile was honorably discharged from this organization Apr. 4th, per expiration of service, and reenlisted the following day, departing for California on a 90-day furlough.

Pvt. 1st Cl. Claude Wolfe was honorably discharged from this organization Apr. 1st per expiration of service, reenlisted Apr. 11th and is now on 30-day furlough.

Cross-country flights were made as follows: Lts. Weddington and Smith to Dallas, Texas, Apr. 10th to hold a conference regarding survey of JN planes, returning same day. Lts. Weddington and Thomas to Tucson, Ariz.; Apr. 2nd in connection with the moving of the Airdrome at Tucson to the new location, returning Apr. 4th.

Lt. Ogden with the assistance of Staff Sgt. Carr are rounding into form the 2nd Div. Air Corps baseball nine. Having an adequate supply of prospects to pick from the team will give the Fort Sam leaguers some stiff competition this season.

Norton Field, Columbus, Ohio. (By Joe Allen)

There is great rejoicing around Norton Field after an announcement that we have 100 hours to fly away this fiscal year. Everybody had given up hope of pushing a Jenny until the 4th of July, and as the word spread thru town Andy was kept busy on the phone saying "no, it isn't a barrack rumor; we really have got it", and then a whoop of joy on the other end of the line and the good news traveled on and on almost as fast as bad news would.

The echoes of the above good news hadn't died away yet when our C.O., Lt. McKee flew in from Middletown A.I.D. with a new ship for this station, a TW-3. The C.O. promised the boys that they could let up on the Jennys and push the "Leaping Lena", as it has already been dubbed. Lt. McKee had quite an exciting and an eventful trip thru the hills of Pennsylvania, and in order to keep the "Reserves" from getting "gun-shy" we won't say what happened on the said trip, but will check up on "Lena" good and strong before we let her "leap" again.

To men stationed at the Regular Army fields this bit of news is out of place, but to us and the visiting pilots and mechanics it is very significant. The C.O. at Norton finally got money appropriated to drill a well and install septic tanks in order to make wash rooms and water available at this station. We have struggled along for four years without these conveniences. They will be luxuries to us, but to men stationed at Regular Army fields they would be classed as necessities. We are also building sleeping accommodations on the field for pilots and mechanics who do not wish to go to Columbus over night.

Flying activities are picking up in this vicinity. During the last two or three weeks Wacos, Canucks, Jennies and Standards are being pulled out of storage and groomed for the season. The Columbus Flying Service Co., in charge of Capt. L. G. Mulzer, has been doing quite a bit of flying in the last two weeks.

Lt. McKee has been kept busy ferrying Reserve officers to Wright Field for their 609, so that they can just eat up the time allotted to us.

Lieut. Stromme, of Wright Field, who lately returned from the Islands, dropped in on us to give Norton Field the once over.

Selfridge Field, Mt. Clemens, Mich., May 1st.

Upon the arrival in Detroit of the German Ambassador to the United States, Baron Ago von Maltzan, a flight of 24 planes from the post zoomed over the city in welcome, and for 20 minutes showed the residents of the "auto city" all the tricks of the trade.

Lieut. Lyons from McCook Field recently reported for temporary duty with the Group, while the regular members are absent on maneuvers.

Lieut. Doolittle took off April 20th for Langley Field with the Transport. It is to be left there and Lieut. Doolittle will return by plane.

The five Cadets at this station were recently given commissions as 2nd Lts. and were complimented with a dance on Saturday night, April 23rd.

Twenty-four years' actual service in the Regular Army culminated in the retirement of 1st Sgt. Frank Sharpe, for the past four years a member of the 57th Service Squadron, on April 15th. Six years and eight months double time for foreign service made up the required 30 years for retirement purposes. During an honorable and eventful Army career, Sgt. Sharpe served in the 2nd, 9th, 21st and 27th Infantry regiments and lastly in the Air Corps. On April 18th a review was held in honor of this soldier. He enters retirement with the best wishes of every member of the First Pursuit Group.

Major Lanphier journeyed to the home of "cereals" recently to attend the convention of the Michigan Aircrafters, a society of aviation devotees of the "Wolverine" state. In expressing his opinion on aerial travel, Major Lanphier declared that the overhead method of transportation was considered by him to be the safest means. He also stated that this newest method of travel should be kept before the public continually in order to insure its future success, just as the automobile for the past 20 years has been flaunted as the best means of getting to places. Other notable guests at the convention were Lieut. Ogden of "Round the World fame"; State Representative Verner, Mayor John W. Bailey of Battle Creek and Hon. Wm. P. McCracken, Assistant Secretary of Commerce in Charge of Aviation. Fifty-three pilots and manufacturers were present at the gathering.

Wright Field, Fairfield, Ohio, May 6th (W.M. Moore).

On May 2nd ten airplanes, enroute from Langley Field, Va., to Brooks Field, arrived here, remaining until the morning of May 3rd. Major Lewis H. Brereton was in command, and the other officers were Captains Willis H. Hale, R.A. Day, Lieuts. Phillips Melville, Vorhees, Walker, Dawson, Wilson, Lowe and Cadet Roscoe. Among the ten planes were six NBS-1's, one NBS-4, one MB-2, one LB-5, and one DH4M-2P. Major Brereton piloted the LB-5. Four more bombardment planes, enroute to the maneuvers, arrived on May 4th, piloted by Lieuts. Morris, Malone, Dulligan and Hewins. They left for Chamute Field the following day.

Colonel G.H. Jamerson, of the Inspector General's Department, made an inspection at Wright Field on May 1st, 2nd and 3rd.

Brig. General James E. Fochet arrived on May 3rd by air enroute to the maneuvers at San Antonio. He left on the afternoon of the same day.

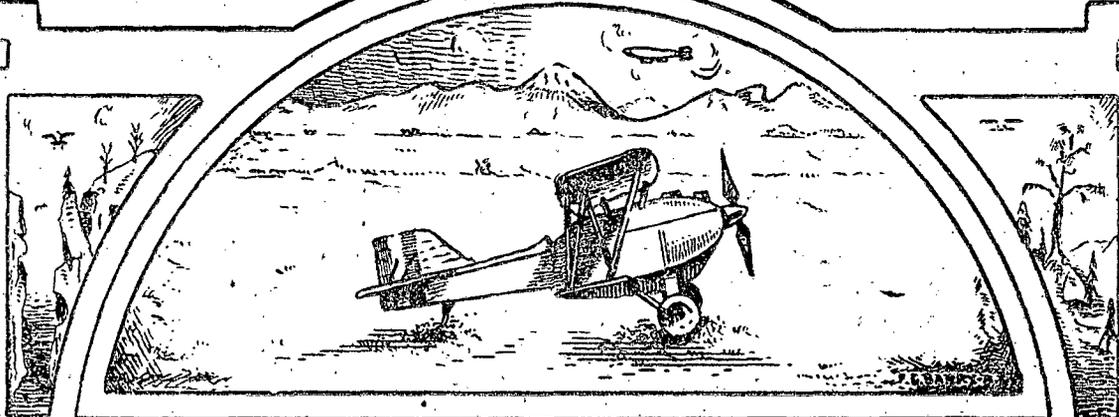
Lieut. Frank D. Hackett arrived from Santa Monica April 29th, ferrying a C-1 airplane.

A number of dances were recently given, among them being the Officers' Dance on April 16th and the Wilbur Wright Welfare Dance on April 22nd. Others are planned for the near future.

Lieut. Milo McCune with Mr. Charles of the Engineering Dept. flew to Burgess Field in a DH4-M2 for the purpose of making emergency repairs on a C-1 which landed about 15 miles from that station.

The Engineering Dept., under the direction of Captain Laughlin, was extremely busy with a great variety of airplanes and engine repair work. A number of AT-1 and PW-8 airplanes were received from Selfridge Field for overhaul, while several PT-1 airplanes are being assembled for training of Reserve officers. A large number of parachutes, to be used in the maneuvers, were repaired and shipped to San Antonio.

Lieut. Mark H. Redman, recently reporting for duty at Wright Field, has been designated as Post Communications Officer and Model Airway Communications Control Officer.



Air Corps

News

Letter



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

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THE JOINT MANEUVERS AT SAN ANTONIO, TEXAS

Touching on the combined maneuvers held at San Antonio, Texas, in May, Assistant Secretary of War F. Trabee Davison made the following statement:

"The maneuvers have demonstrated that the theory of coordination between ground and air forces in the solving of military problems on a large scale is essential and practicable.

"Further, the Army Air Corps has thoroughly proven its value in the four major fields of its usefulness --

"First -- As a reliable offensive weapon ready and able to strike swift and stunning blows.

"Second -- Its ability to act as an Army Air Service in conjunction with ground troops along offensive and defensive lines.

"Third -- As a mobile measure ready to bring prompt and powerful reinforcement to any threatened point.

"Fourth -- As a valuable agent for gaining advance enemy information over an extensive area before and during battle.

"The maneuvers, undertaken on a larger scale than ever heretofore attempted in this country, have given the other Army branches an unprecedented opportunity to familiarize themselves with the broad scope of usefulness they may expect from the Air Corps. Simultaneously, our Army aviators have obtained first hand knowledge of ground troop problems and put to practical and satisfactory test air tactics designed to aid in the solutions of these problems.

"While the mimic battles have been beneficial to the Army as a whole, they have been of particular advantage to the Air Corps. Putting tactical theory into practice is important. In addition to this, the experiences gained in the movement of planes in large numbers over long distances were invaluable.

"Out of the 109 planes which started for San Antonio, only one was disabled. There was neither loss of life nor did any one aboard that plane suffer injury. For nearly two weeks Army planes were constantly on the go -- night as well as day -- time missions were performed to the entire satisfaction of the Commanding General of the Eighth Corps Area under whom our fliers operated.

"The skill of our pilots and the serviceability of our planes stand out as a brilliant background against the spectacular feat accomplished by the 18 Pursuit planes which, in one day, flew 1320 miles from Michigan to Texas, thus establishing a new and most significant world record.

"When the result of the various operations are analyzed they will, I am sure, show that our Army organization -- ground and air -- has not alone benefitted from lessons learned during the World War, but that it has also developed many new and valuable features in military operations so that it may serve its purpose.

"The ground forces gave ample proof of their splendid morale and high efficiency during the maneuvers. So far as the Air Corps is concerned, the pilots, the ground organizations that kept them in the air the command and staff demonstrated conclusively their ability to function under stream pressure.

"I feel thoroughly confident that the maneuvers showed the general public that criticism of our air equipment and our pilots is not well founded. We have all reason to be proud of and feel confidence in our fighting fliers. They are the foundation of the expanded air units provided for in the five year program which, by the end of 1932, would give this country 1,800 military planes, 1,650 regular officers, 550 reserve officers on active duty, and 15,000 enlisted men -- an air force in keeping with our time -- tested policy of national defense and of sufficient size to meet present day defense needs."

As stated by Secretary Davison, 108 airplanes arrived safely at the scene of the maneuvers out of the 109 which started. The lone casualty was the crash of a Bomber from Langley Field, no one being injured. Comprising this, the largest concentration of military airplanes since the World War, were 33 P-1's, 3 O-1's, 35 O-2's, 3 DH's, 14 NBS's, 1 LB-5, 1 O-6, 13 C-1's and 2 C-2's.

Langley Field furnished 28 planes; Bolling Field, 9; Wright Field, 3; Selfridge Field, 31; Marshall Field, 6; Fort Crockett, 23; Fort Sam Houston, 7; Edgewood Arsenal, 1 and Aberdeen, Md., 1. One airship was flown to Texas from Scott Field, Ill. The Army Air Commander and his staff used six airplanes, all from Bolling Field.

Air Corps personnel participating in the maneuvers totalled 423 (127 officers, 3 Flying Cadets and 293 enlisted men). The Army Air Commander (Brig. Gen. James E. Fechet) had eight officers on his staff (Majors H.C. Pratt, Carl Spatz, J.T. McNarney, John H. Jouett, Captains Ralph H. Wooten, Edwal H. Edwards, 1st Lieut. John E. Upston and 2nd Lieut. Jeffrey Starks of the Reserve.

Langley Field sent to the maneuvers 30 officers, 2 Cadets and 66 enlisted men; Bolling Field, 1 officer and 4 enlisted men; Wright Field, 5 officers; Selfridge Field, 31 officers and 33 enlisted men; Marshall Field, 10 officers and 8 enlisted men; Scott Field, 5 officers and 2 enlisted men; Fort Crockett, 24 officers, 1 Cadet and 44 enlisted men; Fort Sam Houston, 9 officers and 135 enlisted men; Edgewood Arsenal, 1 officer and 1 enlisted man, and Aberdeen Md., 2 officers.

The various Air Corps organizations participating in the maneuvers were stationed at the several fields in the vicinity of San Antonio, the 1st Pursuit Group making their temporary abode at Kelly Field; the 2nd Bombardment Group at Brooks Field; the 3rd Attack Group at Duncan Field, and the 16th Observation Squadron at the Fort Sam Houston Airdrome.

Eleven cargo airplanes and pilots of the pursuit, bombardment and attack groups were formed into a bombardment squadron for the period of the maneuvers. The Group and Squadron Headquarters consisted of the Commanding Officer, Operations Officer, Intelligence Officer, Adjutant and Supply Officer. These officers, in addition to their duties as staff officers, participated in the combat missions ordered.

The object of these maneuvers were --

- (a) Combined training of air and ground troops operating as a field army under the commander of the field army;
- (b) Demonstration of Air Corps operations to ground troops.
- (c) Extended test of Air Corps equipment operating under field conditions.
- (d) Staff work.

The tactical operations carried out during the maneuvers are summarized as follows:

(a) FIRST PURSUIT GROUP.

(1) Early May 16th the Group patrolled with 26 airplanes over the enemy lines from New Braunfels to Comfort to seek out and engage the hostile pursuit. A simulated attack against enemy pursuit on the New Braunfels Airdrome was carried out.

(2) During the late morning and again during the afternoon of May 16th one squadron was dispatched to support the operations of bombardment and attack squadrons in the Comfort-Sisterdale Area.

(3) At 5:30 A.M., May 17th the entire Group was dispatched to intercept a formation of enemy bombers returning from a raid on Laredo.

(4) During the afternoon of May 17th the Group was dispatched to intercept a hostile attack against army headquarters and in addition to patrol the Comfort-Sisterdale-Kendalia Area and support the operations of the attack of the Blue Army.

(5) During the morning of May 18th two patrols of one squadron each operated between the Blue Army front lines and New Braunfels and supported the operation of the Blue Army air and ground forces.

(6) At 11:35 A.M., May 18th the entire Group was dispatched to support a bombardment raid against hostile (Red) airdromes.

(b) 2nd BOMBARDMENT GROUP.

(1) Two raids during the morning and one during the afternoon of May 16th each executed by one squadron were made against enemy troops in the Comfort-Sisterdale Area.

(2) During the night of May 17th--18th, six bombardment airplanes made an actual night attack against the bridges at Austin.

(3) During the early morning of May 18th two raids, each executed by one squadron, were made against New Braunfels.

(4) A raid by two squadrons was made during the afternoon of May 18th against hostile airdromes at Hunter and Sattler.

(5) During the night of May 18-19th, a night mission to drop flares over Camp Stanley was dispatched.

(6) During the maneuvers several night missions were simulated. Those missions included attacks against Red lines of communication and airdromes on the night of May 15th-16th, May 16-17th and May 17-18th. While these missions were not actually executed, the personnel and equipment theoretically involved were not again used until such time as they would have been able to operate under war conditions.

(c) 3rd ATTACK GROUP.

(1) During the morning and afternoon of May 16th three one-squadron attacks against enemy march columns and one against troops in bivouac were made in the Comfort-Welfare-Sisterdale Area.

(2) During the morning of May 17th three one-squadron attacks were delivered against these marching columns which had continued the advance.

(3) During May 18th four squadron attacks were delivered against the following objectives: A regiment of 155 howitzers near Kendalia, a reserve division in assembly areas near junction of Blanco City and Bulverde roads (two attacks) and a brigade moving into position for counter attack against the Blue Army left.

(e) ARMY OBSERVATION.

(1) The 16th Observation Squadron with the 12th Observation attached furnished aerial observation for the Army of the 2nd Division from 4:00 P.M. May 15th to 4:00 P.M., May 17th, when the 12th Observation Squadron was returned to the command of the 2nd Division. From 4:00 P.M. May 17th until 8:00 A.M., May 19th, the 16th Observation Squadron furnished observation for the First Army except during hours of

darkness, nights May 18-19th, when it was designated as Corps Observation for the I Red Corps and attempted to discover the withdrawal of the 2nd Division.

(2) The mission accomplished of routine distant reconnaissance of roads and railroads, close and battle reconnaissance for the 2nd Division, special photographic and visual reconnaissance for mapping data, command reconnaissance for location of enemy airdromes, and night visual and photographic missions. Total missions accomplished -- 16th Observation Squadron, 22; 12th Observation Squadron, 35.

(f) (1) In general, all missions assigned to subordinate units were promptly and efficiently executed. Rendezvous points were reached at the time designated and all units reached the objectives assigned.

(2) The failure of the night observation missions must be attributed to mechanical difficulties in arming and dropping the type of flares used and the mechanical failure of the photographic apparatus, together with a low ceiling which prevented the penetration of three missions scheduled.

STAFF OPERATIONS. During the period of the maneuvers the Army Air Corps Staff, under the supervision of the Chief of Staff, executed the usual duties pertaining to the different staff sections, including the issuing of the necessary orders and reports, dissemination of military intelligence, keeping of section journals and situation maps and acted on staff problems arising during the period.

By proper staff procedure the Commanding General was relieved of all details and was able to study the situation from all angles, make the necessary decisions and recommendations to army headquarters for the employment of the Army Air Corps.

A staff conference held daily served to orient the different sections and coordinate their work.

During the operations the Army Air Corps issued four field orders. These orders as a rule served merely as warning orders to the units. The actual missions being dependent on the development of the hostile aerial and ground situation, and executed on verbal orders given to units held on the alert or in readiness. In this connection it is interesting to note that the length of time required to dispatch a squadron on the alert varied from 10 to 20 minutes.

During the early stages of the maneuver the enemy aerial situation was undeveloped and the Blue Army was making preparations for an attack. During this period the Army Air Corps was given a general mission only, the details of operations being left to the decision of the Air Corps Commander. During the actual period of the attack the Army Commander assumed more direct control, assigning specific missions against those enemy forces considered most dangerous to the army as a whole. The details of operations were left to the Air Corps Commander.

The relations of the separate staff sections with the corresponding army staff sections were of the closest nature during the period.

Lessons learned: While the maneuvers were of a character which did not allow of the drawing of many definite tactical conclusions, due to the fact that it was one sided, certain lessons were learned and certain principles emphasized, the most important of which were:

(a) In certain situations much freedom of action may be given by an Army Commander to the commander of his aerial forces, but in other situations, particularly tactical, the operations of the aerial forces must be controlled more definitely by the Army Commander.

(b) To maintain any degree of control of the air in the face of an enemy with pursuit aviation, there must be a large proportion of pursuit aviation to attack and bombardment, or the daylight operations of the latter will be most seriously restricted.

(c) The assignment of missions to bombardment, attack or pursuit aviation must be most carefully considered, and the temptation to use them freely and against all targets that appear must be controlled, or a commander will soon wear out his aerial forces and find none available when decisive objectives appear at a later period of the operations.

(d) The value of the damage that may be done must be carefully weighed with the losses in aircraft and personnel that may occur.

(e) The employment of his aircraft by the commander of an aerial force must be based upon field orders of a general and flexible nature and actual missions can generally be assigned only a very short time in advance and as objectives appear and the plan of battle changes.

A source of much gratification was the ease with which an air corps staff and an army staff that had never operated together could carry on without confusion or any material differences of opinion concerning principles involved or the details of staff operations. This speaks well of the present army school system and the officer personnel.

The maneuvers demonstrated the reliability of the present equipment of the Army Air Corps under the conditions obtaining. No false conclusions should be drawn, however, as in actual operations in the field the percentage of completed

missions would undoubtedly be reduced due to rougher and smaller airdromes, relative lack of repair facilities, supplies, etc.

The formation flying at night by the Bombardment Group to distant objectives clearly demonstrated that night attacks by bombardment can be made in formation.

The individual flying ability of Army Air Corps pilots and the flying training of the various units justified the belief that, man for man and unit for unit, they are unexcelled.

The concentration well demonstrated the military value of airways. But for the development of commercial flying facilities throughout the United States it is very doubtful if the concentration could have been efficiently completed. The availability of these facilities enabled alterations to be made in original schedules to meet unforeseen conditions arising as the result of floods in the Mississippi Valley and of unusual rains and storms in the middle west, and yet to arrive at San Antonio with nearly all planes as scheduled.

As the actual maneuvers did not take place until several days after the arrival of the Air Corps units at San Antonio, the time intervening was utilized to enable the units to complete their organization and check their equipment; to test certain formations developed by the Pursuit Group for attack on bombardment and attack formations and by the latter for defense against such attacks; to test the ability of units to operate quickly by practice at intercept problems; and to test the training of the units in timing their operations by means of a concentration problem.

A successful aerial review was held in which there participated over two hundred airplanes, comprising the aircraft concentrated for the maneuvers and such as could be made available by the Air Corps Training Center.

Special demonstrations involving attack by aircraft upon marching troops of the Second Division were held at Camp Stanley. A demonstration was also held involving the use of a smoke screen to cover an attack by friendly troops.

During the period of the Joint Maneuvers, May 15th to 19th, a total of 430 missions were scheduled for the Air Corps units, of which number 425 were completed or 98.8%. The First Pursuit Group performed all of their 148 missions; the 2nd Bombardment Group completed 112 out of 114 missions; the 3rd Attack Group 108 out of 110 missions; the 16th Observation Squadron 22 out of 23 missions, and the 12th Observation Squadron all of 35 missions. No airplanes were out of commission on 9:00 A.M., May 19th. Two airplanes were unable to take off on scheduled mission; two were compelled to leave mission and land on home airdrome and two were compelled to make forced landing away from home airdrome.

One of the features connected with the maneuvers was a demonstration of the rapidity with which mapping could be performed by means of aerial photography in conjunction with the Corps of Engineers. The enemy sector, approximately 110 square miles, was mapped within the space of two days. By ordinary methods this project would have taken weeks to perform. At 8:00 A.M., May 16th, the 1st Photo Section, attached to the 2nd Division, Air Corps, started making photographs for a mosaic map of the enemy's sector. This mission was completed at 1:00 P.M., a total of 164 negatives being made. Two prints from each of these negatives were ready for delivery at 3:25 P.M. At 4:00 P.M. they were delivered to the Engineer Office, 8th Corps Area, and from these photographs the Engineer Corps prepared and printed a map which was ready for distribution at 5:30 P.M. the following day.

There were 13 foreign representatives present at the maneuvers, from France, Italy, Germany, Canada, Japan, Argentina and Mexico. The Secretary of War and General Mason M. Patrick, Chief of Air Corps, were present during the major part of the maneuvers, as were also the Hon. F. Trubee Davison, Assistant Secretary of War; the Chief of Coast Artillery; the Chief of Field Artillery; the Chief of Cavalry; the Chief of Chemical Warfare Service; instructors in Cavalry, Field Artillery and Air Corps from the General Service School, Fort Leavenworth; and two observers from the Navy.

ANNUAL AWARD FOR MERITORIOUS DEEDS OF AIRMEN

Through the generous action of the relatives of an officer of the Army Air Corps who lost his life in the World War, an award, consisting of a suitably engraved plaque and a cash sum is to be made annually to members of the United States Army Air Corps or of the U.S. Army Air Corps Reserve, for an outstanding performance of exceptional valor or of extreme fortitude or self-sacrifice in a humanitarian interest, which act was in connection with the operation of aircraft. This act need not necessarily be of a military nature.

The recipient or recipients of the award will be determined annually by a permanent board of officers of the Office of the Chief of Air Corps at Washington, D.C., consisting of the Executive Officer, the Chief of the Training and Operations Division and the Chief of the Information Division. This Board will meet on the first day of January of each year, or as soon thereafter as possible, to determine the recipient or recipients of the award for the preceding calendar year. Circumstances attending the act will determine in each case whether the award will be made individually or collectively, since one or more individuals may have shared in the same act and be equally deserving of credit.

It is proposed to make the award on January 20th of each year, in commemoration of the day on which Lieut. William H. Cheney lost his life.

This annual gift, to be known as the "Cheney Award", was made possible through the high motives and sympathetic interest in the Army Air Corps of the mother and sister of Lieut. Cheney who, with two other aviators, was killed in an airplane collision during a fog on January 20, 1918. At that time Lieut. Cheney was serving in Italy, being a member of the first group of American fliers to be sent to the aviation camp at Foggia in that country. He was the first American aviator to complete the Italian Ministry Flying Brevet, receiving that honor on October 18, 1917.

Mrs. Wm. H. Schofield, of Peterborough, N.H., mother of the deceased aviator, and Mrs. Thomas W. Streeter, of Morristown, N.J., his sister, have jointly set aside a trust fund of \$10,000, the interest accruing therefrom to be used as the means of making up the annual cash award as well as the award of the plaque. A die of suitable design has been made, and bronze plaques will be struck off each year the award is made, engraved with the name of the recipient or recipients, as determined by the Cheney Award Board. Accompanying the presentation of this annual gift will be an engraved Certificate setting forth the general purpose of the award.

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ARMY AIRMEN AID IN MISSISSIPPI FLOOD RELIEF WORK

Governor John E. Martineau, of the State of Arkansas, in a letter to Major-General Mason M. Patrick, Chief of Air Corps, specially commends the Air Corps officers and enlisted men who were on duty in that State in connection with flood relief work. He states that these men rendered exceptionally conspicuous service, assisting in the great task of rescuing marooned people on levees and house tops, saving thousands of lives, superintending the strengthening of levees day and night in order to avoid further catastrophes, erecting refugee camps, giving first aid, transporting food and clothing, distributing and administering typhoid and smallpox vaccine to prevent epidemic, and similar work for the relief, comfort and health of flood sufferers.

The Governor, in conclusion, states:

"I am confident that I express the sentiment of the people of our State in saying that these men of the Regular Army have proven themselves on this occasion, as well as on many former emergencies, to be patriotic, loyal and heroic in the face of the most hazardous duties imposed upon them. The splendid services rendered by these men of the Air Service entitle them to the commendation and gratitude of the people of our State and the thanks of the Nation."

The Air Corps personnel referred to by Governor Martineau are: Major Robert Coker, 1st Lieuts. Leland R. Hewitt, Stanton T. Smith, James L. Grisham, H.W. Frosse, Edward F. Booth, T.W. Blackburn, Howard K. Ramey, Master Sergeants E.F. Nendell, Leonard Williams, Staff Sgt. Ray Ward, Privates Dave Smith and James Demarco.

Lieut. Bob E. Nowland, of Bolling Field, D.C., was specially commended by Governor Martineau for his work in piloting an amphibian plane with such effectiveness that his passenger, an officer of the Corps of Engineers, had only to step out on a wing as he taxied along on the edge of a levee and indicate the site desired for inspection.

On one occasion, when it was necessary to catch a certain river steamer in order

to place an Engineer officer on board, Lieut. Nowland flew a distance of 100 miles down the Mississippi, signaled the captain, and taxying the amphibian alongside the steamer enabled his passenger to step aboard. Army pilots have been wearing kapok vests as a safety measure in the event of being forced down in the flooded region. They also carried emergency rations of beans and hardtack, as the quarters were frequently many miles distant from the scene of aerial mapping activities.

Lieut. Nowland stated that the colored people were all most reluctant to be rescued, apparently feeling safer by sitting on what was left of the nearest levee, with their possessions huddled around them, and waiting patiently for the flood to go down. Many, however, were taken off when it became apparent that swimming was the next move if they stayed.

Sometimes the pressure on a given place in a levee was so great that it forced a spring on the other side. These small springs or "boils" could readily be seen by the airman in flight, and by reporting their location to the proper authorities it was possible to avert a regular break in the levee.

One of the curious incidents related by Lieut. Nowland was his taxying up to the curb in the small town of Lake Village, across from Greenville, Miss., and tying up his amphibian to a fire plug. The amphibian splashed along in the water which was pouring in across the back yards of the town at the rate of four inches an hour. The water in the Mississippi River nearby was only a foot and a half lower than the water traveling through the small town from the break in the levee.

According to Lieut. Nowland, thousands of people were rescued by the barges, many of the towns having refugee camps of from five to ten thousand persons. In one instance, out of 9,000 refugees, Lieut. Nowland estimated that about 4,000 were small children, all under nine years of age.

The Drew County Chapter of the American National Red Cross, Monticello, Ark., wrote the following letter recently to the Chief of Air Corps as an expression of appreciation of the work of Air Corps personnel in this emergency:

"During the recent unprecedented flood of the waters of the Mississippi and Arkansas Rivers, the entire Mississippi delta of Southeast Arkansas has been inundated. Monticello is on an uplift, on the edge of the delta, and became the point of refuge to which the inhabitants of the inundated territory on the eastern border of Drew County, and a large portion of Desha and Chicot Counties were evacuated. We received and cared for some 6,500 refugees, and a great many more passed thru Monticello along the single outlet that remained open. Monticello became the base of operations in relief work, distributing outboard motors, serum and other medical and emergency supplies, over all of Desha and Chicot counties and the inundated portions of Drew and Ashley counties. A chapter of the American Red Cross was organized by local citizens and began functioning within less than 24 hours after it became apparent that evacuation of our neighbors in the delta section would be imperative.

This flood, of a magnitude that has astonished the oldest citizens in the delta country, who thought they knew all that was to be known about Mississippi River floods, has entailed vast financial losses and property damage, but there has been remarkably little loss of human life. This has been due largely to the prompt and efficient cooperation of the American Red Cross and the agencies operating with an thru it. We believe the Chief of these auxiliary agencies has been the United States Army and National Guard Air Corps. When the Pendleton levee broke on the Arkansas River, near its juncture with the Mississippi, the 154th Observation Squadron of the Arkansas National Guard had already been working for two weeks or more in the overflowed territory in the central portion of the state east and south of Little Rock. Nevertheless, several planes from the National Guard were immediately dispatched to Monticello. With these first planes came 1st Lieut. L.R. Hewitt, USAC, instructor for the 154th Obs. Squadron of the Arkansas National Guard. There being nothing but Curtiss JN4's available in the squadron at the time, Maj. Coker and Lieut. Smith of the Air Intermediate Depot, Little Rock, very kindly loaned Lieut. Hewitt their DeHaviland. With this plane Lieut. Hewitt made repeated trips to Monticello and from Monticello over the inundated territory, dropping serum and important messages, and in some cases delivering light outboard motors where there was a possible landing field not covered with water. Lieut. Hewitt in the DeHaviland, and members of the Squadron in Curtisses also brought many Army and Red Cross workers to Monticello, and took them from Monticello to other points where they were urgently needed. For a time rail communication to Monticello was cut off, and throughout the emergency, there was no communication with towns in inundated territory except by packages and notes dropped from airplanes and telephone and telegraph in some instances, and boats. During the first part of the emergency, all the Curtiss JN-4's which could be spared for this section operated constantly over this

inundated territory, which was very largely wooded sections, sparsely settled, when the pilot had no chance for rescue should he be forced down, and often nowhere to land except in the tree tops.

As soon as could well have been done, a group of pilots and planes were sent from Kelly Field to Little Rock, to operate out of Little Rock and Monticello. The new airport at Pine Bluff was inundated, and the only other available landing field there is not large enough for the operation of De Havilands. Lieut. Jas. L. Grisham was in command of this detachment, with Lieut. E.F. Booth, Lieut. W.H. Prosser, Lieut. T.W. Blackburn and Master Sergeant E.F. Nundell, all pilots, accompanied by several mechanics. All the above mentioned pilots at one time or another operated out of Monticello assisting in this relief work. Lieut. Howard Ramey also did oblique photographic work in this sector.

Maj. Coker, Commander, and Lieut. Smith of the Intermediate Air Depot, each made one or more trips to Monticello and over the inundated territory.

We who were in charge of operations at Monticello, know that these pilots flying over the inundated territory daily did so at more than ordinary personal risk. They promptly and without complaint performed every mission suggested to them, flying sometimes under adverse weather conditions and at hours which would ordinarily be deemed unreasonable. We believe that their work in locating people in distress upon roofs of houses and other exposed places, and delivering serum and important messages has been directly the means of saving many human lives, and in addition wonderfully improved the morale of the people whom we were trying to assist, and enabled us to reach them and communicate with them. We believe that the Air Corps will never have an opportunity, in peace times, to perform a more heroic and splendid work than it has done during this disastrous flood.

We want to acknowledge the appreciation of the local chapter of the American Red Cross for the untiring, zealous and efficient service performed by the above mentioned pilots, and commend them to your favorable attention. Major Coker, Commanding Officer of the Intermediate Air Depot in Little Rock, aside from his personal flights to Monticello, assumed the responsibility of assisting us by securing and dispatching to us in various ways Red Cross supplies most urgently needed.

Maj. H.F. Fredman, Assistant Adjutant General of Ark., cooperated with us most efficiently day and night during the emergency period, in handling all of our needs, including prompt communication with your office relative to sending the DeHaviland planes to us.

A group of pilots headed by Lieut. R.C. Moffat of McCook Field, are now doing photographic mapping for the Miss. River Commission, operating out of Monticello. These officers have shown themselves gentlemen of the finest quality, courteous, considerate and appreciative of such conveniences as we have been able to place at their disposal. We know that they are doing splendid work, but as they are not connected with the American Red Cross, or doing relief work, we believe it not within the scope of this communication to refer further to their operations.

This letter will express but inadequately our keen appreciation for the invaluable assistance rendered during the recent emergency by the U.S. Army Air Corps under your command.

Very respectfully yours,

MONTICELLO CHAPTER AMERICAN RED CROSS;

F.B. Gardner, President.

Lamar Williamson, Secretary

Adrian Williamson.

In Charge of Communication and Relief
by Air."

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FRANCE FIELD SHOOTING TEAM LEAVES FOR UNITED STATES

Lieuts. J.E. Parker, R.W. Douglas, R.B. Williams, H.C. King and W.T. Larson, Air Corps, are on their way to the United States for the purpose of competing in the Annual Machine Gun and Bombing Competition to take place at Langley Field, Va., June 5th to 20th. These officers made the best scores in practice and record gunnery work at France Field. Their scores were as follows:

7th Squadron

REAR GUNS

	<u>Score</u>
Lt. Parker	456 (Expert)
" Williams	416 (sharpshooter)

	Score (cont.)
Lt. McHugo (Observer)	369 (sharpshooter)
FRONT GUNS	
Lt. Williams	751 (expert)
" Canfield	650 "
" Harbeck	621 "
BOMBING	
Lt. Ballard	122 hits
" Harbeck	114 "
" Howard	89 "
TOW TARGETS (Ft.guns)	
Lt. Williams	146

Practically all the flying personnel in the 7th Squadron were able to qualify on the towed target with rear guns.

The above scores are considered remarkable, for the reason that the air near the ground is extraordinarily rough in Panama during the dry season just ended and that it is exceedingly difficult to get the sights on the target for any length of time in ground target work.

24th Pursuit Squadron

	Score
Lt. R.W. Douglas	841.4 (Expert)
" L.M. Merrick	827.0 "
" R.B. Williams	755.6 "

Lieuts. Douglas, Merrick and Williams led in their ground target work in the order named.

Lieuts. Williams, Crocker and Merrick led in tow target work in the order named.

Lieuts. Gardner, Merrick and Eaton led in bombing in the order named.

25th Bombardment Squadron

TOWED TARGETS (Front Guns)

Lieut. Evans	282 hits
" King	225 "
" Martin	200 "

GROUND TARGETS (Rear Guns)

Lieut. King	77.25% Score
" Evans	61.41" "
" Martin	Third

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RESERVE OFFICERS OF KENTUCKY HOLD REUNION

A "Contact Camp" was recently held at Bowman Field, Jeffersontown, Ky., for two days, which was attended by 82 Reserve officers from all branches. The camp was promoted by the Commanding General of the 64th Cavalry Division and was for the purpose of providing a brief period of instruction, amusement and personal contact for the Reserve officers on inactive duty. A few problems in liaison between the Air Corps and ground troops were held, among which were scouting for the "enemy", message dropping and picking up messages from the ground. The latter was accomplished by the use of an improvised hook and some string. All of the Reserve Officers who cared to do so (43 in number) were taken for a 20-minute flight in the vicinity of the airdrome. Horses were obtained from the nearby stables of the Kentucky National Guard and instruction in equitation and a controlled ride were held each day.

A brief lecture period was given over to a discussion of "The relation of the Air Corps to other branches". About twenty of the visitors elected to spend the night at the field, where facilities had been provided, including a number of indoor sports and entertainments.

The total cost of the camp was \$60.00, of which \$50.00 was used for the purchase of gasoline and oil for the planes. A large number of those present express themselves as being well pleased, and it is believed by the NEWS LETTER Correspondent, Lieut. V. Hine, that such camps can be made a valuable agency in the promotion of interest among the Reserves.

PROPERTY ACCOUNTING SYSTEM FOR THE AIR CORPS

A committee was appointed by the Chief of the Field Service Section, Fairfield O., to report upon a new property accounting system for the Air Corps. This Committee, which acted under instructions from Captain Shiras A. Blair, consisted of Messrs. William D. Kennedy, Charles H. Calder, Leon W. Armour, Walter M. Moore and William G. Cooper.

Their report was submitted to Captain Blair early in May and will be used as the basis for a new and simpler system, by which much of the information needed by the Field Service Section will be received from the depots, fields and stations on one reporting form. By means of this form, statistical records will be obtained pertaining to receipt and issue of supplies, and the purposes for which issued. The new scheme will be tried out at two or three stations before being submitted to the Air Corps at large.

In order to obtain information regarding the actual working of property-reporting systems in other branches of the War Department, Captain Blair left recently to visit representative Ordnance and Quartermaster Depots to confer with supply officers who have had long experience in the installation and supervision of supply systems.

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PLANE TRAVELS 520 MILES TO TRANSPORT INJURED BOY TO HOSPITAL

The ambulance airplane at France Field, Panama Canal Zone, was recently put to a very good use by Lieut. Westside Larson, Air Corps, who flew to David, escorted by Lieut. Don Mayhew in a 135-gallon capacity DH. They picked up a Panamanian boy, who had been injured on the head by a falling log, and transported him to Ancon Hospital by way of Albrook Field to Balboa. Although the airmen did not leave until after one o'clock, they returned the same day, covering some 520 miles before dark. The ambulance airplane, which had just been put into service again, performed very well with its reinforced wings and new Oleo landing gear.

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ARMY AIRMAN REACHES HIGHEST ALTITUDE ATTAINED BY MAN

The Army Air Corps recently received an official report from the National Aeronautical Association to the effect that Captain Hawthorne C. Gray, stationed at Scott Field, Belleville, Ill., reached an altitude of 12,944 meters (42,470 feet) in his free balloon flight on May 4th. The instruments which Captain Gray carried in his balloon were calibrated by the Bureau of Standards, and the record will be forwarded by the National Aeronautic Association to the Federation Aeronautique Internationale, Paris, France, for official confirmation.

The altitude attained by Captain Gray is the highest ever attained by man in any type of craft, airplane or balloon. It is 1,650 feet higher than the official world's altitude record for airplanes, now held by M. Callizo, a French aviator, and 7,037 feet higher than the official world's altitude record for free balloons, made by the German aeronauts Suring and Benson. In reaching this unprecedented altitude of 8 miles and 230 feet, Captain Gray traveled skyward over $2\frac{1}{2}$ miles higher than the tallest mountain peak in the world, Mt. Everest, which man has thus far been unable to conquer. That he suffered no ill effects as the result of his climb into the ether testifies to Captain Gray's excellent physical condition and the perfect functioning of the oxygen apparatus with which he was equipped.

For nearly 26 years the altitude record for free balloons of 10,800 meters (35,433 feet) made by the German balloonists June 30, 1901, had withstood the attempts of others to eclipse it. Captain Gray's first attempt on March 9th last to establish a new record proved unsuccessful, although he reached 28,500 feet and broke the American record for altitude flight (15,997 feet) made October 4, 1909, by the veteran balloonist Clifford B. Harmon. Incidentally, this record was recently homologated by the Federation Aeronautique Internationale, according to advice received by the National Aeronautic Association.

It is interesting to quote what the Encyclopedia Americana says with reference to the flight of the German aeronauts:

"No serious attempt has been made to surpass this altitude record, for though it is easily possible to carry human beings to a greater height than seven miles, the results seem hardly to justify the cost. To ascend very much higher would require an enormous and costly balloon and to ensure the comfort of the passengers might require an airtight car, or armor, supplied continuously with fresh air or

cont next page

oxygen."

Captain Gray's flight was a decidedly interesting and eventful one, judging from his official report. Incidentally, he joined the famous mythical organization of airmen, dubbed the "Caterpillar Club" as, finding that his balloon was descending at too rapid a pace to insure his reaching terra firma without injury, he jumped with his parachute when 8,000 feet above the ground and made a normal landing in a plowed field.

The duration of the flight was one hour and 32 minutes, the ascent commencing at 1:33 P.M. and the hour being 3:05 when his feet again touched the ground.

The same balloon and equipment were used in the flight on May 4th as on the one of March 9th, with the following exceptions:

a. Specially designed sand bags were used. These bags were constructed in pairs containing two sections carrying 50 pounds of sand each. They were open at top and bottom. The bottom was divided very much as a pair of breeches, each leg was folded up and held in place by a cone such as used in the parachute pack, passing through a grommet and retained by a wire pin. This wire was lead into the top of the bag, passed through about one inch of the fabric near the top inside, then on down to about an inch above the cone where it passed to the outside of the bag, then through the cone and finally the end passed back within the fabric, making a smooth arrangement not likely to become entangled and positive in clearing. To the upper end of this wire was tied a piece of standard blocking cord which was led in the most direct manner through slots cut at an angle from the horizontal in plywood panels nailed to the rack from which the sand bags were suspended. These cords terminated in wooden knobs and were arranged with sufficient slack so that by pulling the knob part way out 50 pounds of sand was released, and pulling it out approximately four inches farther released the remaining 50 pounds. Positive opening of the bag was assured by a short piece of parachute opening elastic. This arrangement functioned entirely satisfactory and with very little effort.

b. Oxygen equipment was designed by 2nd Lieut. H.H. Couch, Air Corps and constructed under his personal supervision. This apparatus functioned perfectly throughout the flight.

c. A light bench, constructed of plywood and spruce, was placed across one end of the basket and found to be far more serviceable than the suspended wicker observation type seat formerly used.

Captain Gray's official report of the flight is as follows:

"The ascent commenced at 1:33 P.M., at which time the corrected barometer reading was 29.47, and temperature Fahrenheit 60 degrees. Wind direction WNW, velocity 3 miles per hour. The balloon took off fairly light with 3800 pounds of sand ballast available. The rate of ascent for the first 5,000 feet varied between 500 and 700 feet per minute. The appendix rope was cleared very shortly after the ascent started. The drag rope was also cleared shortly afterwards. From 5,000 to 25,000 feet the rate of ascent averaged approximately 800 feet per minute. From 25,000 feet on up the rate of ascent was reduced to approximately 500 feet per minute.

Radio reception was excellent to an altitude of 35,000 feet, where the broadcasting station signed off.

Between 20,000 and 25,000 feet the temperature was such that the back of the head under the part of the helmet where the zipper closing device came, became very cold. This discomfort existed until the return to lower altitude. Exact temperature for this altitude could not be determined by the Pilot, as no reading thermometer had been supplied, nor could be procured in St. Louis or vicinity.

Nothing unusual occurred until the altitude of 40,000 feet was reached. No dizziness, symptoms of distress, lack of pressure or lack of oxygen were noted. The eye pieces of the gas mask had become almost entirely coated with frost and visibility was possible only through a space about the size of a five-cent piece, which remained clear throughout the flight. The goggles had been previously coated with a commercial preparation.

At 40,000 feet the ascent slowly decreased. Desiring to reach 41,000 feet, the altitude claimed as an unofficial record by a Frenchman, the pilot walked around the basket testing each individual sand bag to ascertain that no sand remained. None was found. In order to attain the additional thousand feet it was decided to drop the oxygen cylinder which had been supplying oxygen up to this time (2:05 P.M.) The oxygen gauge was released from the cylinder and installed on the next cylinder, the oxygen valve of the cylinder having previously been closed. This cylinder still showed a pressure of between 600 and 700 pounds. Difficulty was experienced in removing the gauge and replacing it on the other cylinder be-

cause of the cumbersome glove being worn. This glove was removed and not replaced during the flight. No symptoms of freezing or discomfort in this hand were experienced. The oxygen cylinder was dropped with its parachute and the ascent continued to slightly above 41,000 feet.

During the time of testing the sand bags a slight pain in the chest was experienced. Having attained the desired altitude and complying with instructions of the medical officers to descend at the first symptoms of distress, the valve was opened for approximately three seconds and the descent started. The rate of fall was noted to be rather rapid, ranging between 1,400 to 1,900 feet per minute. The variation in this rate seemed to be due to the fluttering of the lower part of the envelope. This could not be verified because of lack of vision through the frosted glasses. Slight pain in the ears was experienced due to the rapid descent. This was relieved by lifting the helmet, holding the nose with thumb and forefinger and building pressure against the stoppage in the nose. Rapid rate of descent was expected and caused no concern until the altitude of 20,000 feet was reached, where the glasses had cleared and it was noted that the balloon did not take the true parachute shape expected.

At 18,000 feet the oxygen mask was removed and equipment, attached to suitable parachutes with messages requesting notification if found, was dropped. The rate of descent of the balloon was such that these parachutes after opening appeared to be rising quite rapidly. As these small parachutes had been drop tested and timed, that assured the pilot that the balloon was falling too rapidly to assure a safe landing, especially as it appeared to be headed directly toward a swamp country around a river.

The descent was followed carefully from 12,000 to about 8,000 feet, when it was determined to leave the balloon as no further ballast was available. An airplane piloted by Lieut. Holcomb, carrying Private Stinson who was operating a moving picture camera, was flying around the balloon from 13,000 feet down. As the Pilot climbed to the edge of the basket, preparatory to jumping, he distinctly heard Lt. Holcomb shout-'He is going to jump!' The valve was opened and the valve cord tied to the concentrating ring in order to assure that the balloon would land promptly. The parachute opened perfectly, without delay, and the Pilot landed normally in a plowed field, clear of swamp and river, near the village of Golden Gate, Ill., approximately 110 miles air line from Scott Field, at 3:05 P.M. The balloon was reported to have landed near Grayville, Ill., approximately 10 miles from Golden Gate, at 3:30 P.M. The pilot was returned to the field in Lieut. Holcomb's plane, arriving at 5:25 P.M. Lieut. Koenig was sent out from Scott Field to recover the balloon and its equipment. He located the same, returning the instruments and arranging for the return of the balloon and basket.

Five of the messages dropped with equipment have been returned to the field, designating the person who found this equipment and the place where it had been found. Letters have been sent requesting the return of the property, leaving one oxygen tank and the battery used for heating oxygen still unaccounted for.

Barographs and Thermograph have been forwarded to the Bureau of Standards for calibration."

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NOTES ON NATIONAL GUARD AIR CORPS ACTIVITIES

32nd Division, Detroit, Mich.

Work on Rouge Park airfield has progressed to such an extent that it is now practically leveled off. The 107th Observation Squadron is making such a fine port out of the field that the City of Detroit is considering doubling or trebling the 30 acres and making the whole acreage into a municipal airport.

Lieut. Henry H. "Hank" Ogden, of "Round-the-World Flight" fame, is the Squadron Adjutant.

The Squadron is enthused over the completion of their new \$10,000 hangar.

35th Division, St. Louis, Mo.

The 110th Observation Squadron has been able to secure some financial support from the city, \$5,000 having recently been voted by the Board of Alderman to meet the overhead expenses of the organization.

38th Division, Indianapolis, Ind.

An aerial circus recently held by the 113th Observation Squadron netted a profit of over \$800, which is to be used in building a field headquarters building and cementing hangar floors.

The high tension wires on the east side of Stout Field have been lowered and action has been promised by the County Commissioners to start work within 60 days of filling the drainage ditch on the west side of the field. The completion of this project will give the Squadron a runway of a full half mile east and west, or about as good as the north and south runway.

41st Division, Spokane, Wash.

An extensive construction program is now in progress for the 116th Observation Squadron. The State Legislature at a recent session appropriated \$10,000 for the erection of an administration building. This building will house the offices for the administrative officers of the squadron, a squad room with built in lockers for the men and a QM stock and supply room. These, together with an assembly room for the officers, rooms on the second floor for the Photo Section and Radio Section, hot and cold showers for both officers and men, will make a very complete and up-to-date building. It will be constructed of brick.

A forced feed gas filling system is also in process of construction, comprising a 1,000 gallon tank and an electrical driven pumping arrangement with underground leads to outlet boxes on the line. Fifty-foot filling hose are provided for servicing ships on the line. In the past several weeks there has also been constructed an oil storage house and powder magazine.

The annual encampment of the 116th Observation Squadron will be held at Camp Lewis for June 16th to 30th, inclusive. Artillery adjustment, Infantry contact, Photo and other missions will be carried out in connection with other units of the Washington National Guard encamped at Camp Murry, adjacent to Camp Lewis.

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THE EARTH INDUCTOR COMPASS IN CAPT. LINDBERGH'S FLIGHT

While Captain Lindbergh was being interviewed by newspaper men the day following the conclusion of his marvelous flight across the Atlantic from New York to Paris, a very interesting episode occurred when a voice from the outer ring of listeners called --

"Pardon me, but did you do the whole flight by dead reckoning? I am a flier myself; my name is Cobham, and I flew over here from London a few minutes ago to see you and tell you that you have done the greatest thing I have ever heard of."

All heads turned. The voice was that of Sir Alan Cobham, the greatest of British long-distance aviators, the pioneer of routes to South Africa, India and Australia.

"It is Sir Alan Cobham", several said, and made a path for him to approach Lindbergh, who grasped the Briton's hand and said:

"I am mighty glad to meet you, Sir. I have heard a great deal about you. We -- I -- did it all by dead reckoning. We didn't carry any astronomical instruments, and I don't know how to use a sextant."

In his story to the press, Captain Lindbergh made the following comments regarding the earth inductor compass, in the development of which the U.S. Army Air Corps played a most important part:

"Laymen have made a great deal of the fact that I sailed without a navigator and without the ordinary stock of navigation instruments, but my real director was my earth inductor compass. I also had a magnetic compass, but it was the inductor compass which guided me so faithfully that I hit the Irish coast only three miles from the theoretic point that I might have hit if I had a navigator. This inductor compass was so accurate that I really needed no other guide."

It may be of interest at this time to give a brief history of this most useful aerial navigation instrument, which played so prominent a part in the success of Captain Lindbergh's flight across the Atlantic and which has been used by pilots of the Army Air Corps in many long-distance cross-country flights, not to mention the flight around the world.

While the Chinese are credited with using the form of magnetic compass over 2000 years B.C., it was not till the 12th Century that a compass was used in Europe. For centuries no radical change was made in the magnetic compass, only refinements and improvements in the general design being made.

It is due to the U.S. Army Air Corps that an entirely new type of magnetic compass was developed, one built on radically different principles from all previous compasses. Realizing the urgent need of a reliable compass for bombing planes, whose mission is that of traversing long distances under various weather conditions and reaching directly their objective, the Army Air Corps initiated the development

of the earth inductor compass. During the fiscal years 1921 to 1923, the sum of \$4,000 out of Army Air Corps experimental funds was transferred to the U.S. Bureau of Standards for a preliminary study and investigation of the possibilities of this instrument.

After this initial expenditure, the development work was carried on in coordination with the Bureau of Standards and manufacturers of aircraft instruments. The inductor compass, while still new, and imperfect, has shown itself in many different ways to be the equal or superior of the older types.

Since the war, the speed and carrying capacity of the military airplane has been increased enormously. Naturally, its load has been increased in proportion in order that the airplane can be the most formidable war machine that it is possible to obtain. The greater part of the ever increasing amount of added equipment is concentrated on the airplane in the vicinity of the pilot's cockpit. This equipment is largely magnetic, being operated electrically or constructed of steel.

Formerly the magnetic attraction of the compass needles by nearby steel and electric circuits that caused the compass to indicate erratically, could be neutralized with compensating magnets. In modern military airplanes the magnetic forces of the steel equipment and structure are so much greater, in the vicinity of the instrument board, than the relatively feeble magnetic forces of the earth that neutralization is impracticable.

After unsuccessful attempts to employ in airplanes the gyroscopic compass, which is independent of the earth's magnetic field, the Air Corps decided in 1920 to concentrate its efforts and expenditure of funds on the development of a "distant reading" magnetic type. By "distant reading" it is meant a compass of which the magnetically sensitive part could be located at a considerable distance from the pilot's cockpit, where the magnetic attraction of the engines, fuel tanks, guns and electrical equipment would have a minimum effect. The instruments for reading the "distant reading" compass must, however, remain on the instrument board before the pilot in order that he could read them with perfect ease without leaving his seat or even so much as turning his head.

The Instrument Division of the Bureau of Standards was consulted in the latter part of 1920, and in December of that year allotted a fund to that Bureau for the development of the inductor compass. On May 26, 1921, the first inductor compass, designed and built by the Bureau of Standards, was flight tested by the Air Corps at McCook Field, Dayton, Ohio. Insofar as is known, this inductor compass was the first ever built for aerial navigation. Second, third and fourth flight models were built by the Bureau of Standards and tested by Army Air Corps pilots and civilian engineers at McCook Field during the year 1921. Each succeeding model was an improvement over its predecessor. The improvements necessary at each stage of development were carefully worked out on the basis of performance and opinions of the pilots and engineers.

The flight test of the final (fourth) model of this first series developed by the Bureau of Standards was made at McCook Field in October, 1921, at which time it was decided that the Bureau had accomplished their mission in developing the underlying principles and that the further development would involve strictly engineering and mechanical problems. Accordingly, specifications were drawn up by the Air Corps upon which five compasses were purchased from an instrument manufacturing concern. These were received in May, 1922, but proved on test to be no mechanical or electrical improvement over the final models produced by the Bureau of Standards. This was the first flight model constructed by any private concern and it was installed in a DeHaviland airplane. The pilot's reading instruments were similar to those used in the first flight model.

In January of 1923 the same concern delivered to the Air Corps a second model inductor compass, employing the same principles as in the final model produced by the Bureau of Standards. This was a considerable improvement mechanically but fell far short of being a successful production model. It served, however, as had the previous models, as a study for further development and as such was thoroughly flight tested by numerous Air Corps pilots and observed by Air Corps engineers.

On December 15, 1923, a small quantity of the third model by the same concern were accepted for delivery to the Air Corps. These also employed the Bureau of Standards two-circuit system, and were the final inductor compasses produced for the Air Corps by this concern. All of the development work done by this concern was based on Air Corps specifications and was financed and supervised by the Air Corps.

After exhaustive conferences with representatives of a second manufacturer during which the development of the inductor compass to date was thoroughly discussed and consideration given to the future development, the Air Corps contracted in June,

1922, with this concern for the experimental construction of four compasses. The first two of these were to employ the same mechanical and two-circuit electrical principles as the final Bureau of Standards model. The others were to employ the single circuit electric principle as described by the Bureau of Standards early in 1921, but which was dropped at the time because it involved a shaft connection between the course setting dial on the instrument board and the inductor.

The first compass delivered to the Air Corps by the Second concern in December, 1922, was one of the former types which, like all other models, was thoroughly tested in the air and laboratories at McCook Field, and its performance was reported and discussed with the manufacturers.

In May, 1923, the first of the single circuit inductor compasses manufactured experimentally for the Air Corps was delivered to McCook Field by the second manufacturer that engaged in their development. Numerous mechanical and electrical failures resulted during the testing, and these were reported and discussed at length with a representative of the manufacturer.

It was readily apparent from the tests made by the Air Corps that the single circuit principle was far the better of the two evolved by the Bureau of Standards and was adopted for further development. Several successive models were built by the second and a third concern, using this principle with such mechanical improvements as were necessary to correct the failures occurring during the rigorous service conditions to which the compasses were subjected by the Air Corps.

It is interesting to note that, in conjunction with its development of the inductor compass, the Army Air Corps has built and flight tested a recording magnetic compass, the only one ever developed. By means of relays and clockwork, a trace is plotted on paper of the actual path of the airplane through the air.

Early in 1923 in testing an early model of the inductor compass, a remarkable flight was made by U.S. Army Air Corps men. A non-stop flight from Dayton to Boston, Mass., was made, in which practically the entire distance was flown over clouds, out of sight of land. Near the end of the journey when the flyers descended through the clouds they found themselves only a few miles off their course.

A few weeks later a non-stop flight was made from Dayton to Fort Riley, Kansas, in which the airplane was flown either in or above the clouds over the entire State of Indiana and most of Illinois. When finally the clouds were left behind, the flyers hunted for a landmark to check their position. So accurately had the course been flown that a railroad bridge which was directly on their course, was at first invisible because it was hidden by the engine in front of the pilot.

Other equally remarkable flights encouraged the Army Air Corps engineers, so that when the famous World Cruise started inductor compasses were installed for what was the most severe test airplane equipment was ever subjected to. Mechanical troubles showed that the compass was still far from perfect, but improvements were made as the development continued.

The fast time made by Lieut. Russell L. Maughan on his Dawn-to-Dusk flight from New York to San Francisco was partly due to his being guided on a straight course by the inductor compass.

The Navy had kept informed of the progress of the new Army development, and when Commander Rodgers started on his attempt to fly to Hawaii he was equipped with an inductor compass borrowed from the Army Air Corps.

The fast time of 3 hours and 45 minutes from Dayton to New York was made in an ordinary DeH airplane, but being equipped with an inductor compass no time was lost by flying other than a direct straight line to the destination.

Captain Lindbergh made use of the Army Air Corps development, and he ascribes the success of his dead reckoning to the accuracy of the inductor compass.

It is true that the entire credit for the development of the earth inductor compass does not belong to any one organization. It may be said to be distributed between the Engineering Division of the Army Air Corps, the Bureau of Standards and the manufacturers of these articles of equipment. But back of the entire project it must be remembered that fundamentally it was money appropriated by Congress for experimental use by the Army Air Corps that fostered and perfected this item of aeronautical equipment.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station:

First Lieut. Edmund P. Gaines to Curtiss Aeroplane and Motor Co., Garden City, L.I., New York, upon completion of course at Air Corps Engineering School at McCook Field.

Changes of Station (Cont.)

Major Norman W. Peek from Walter Reed General Hospital to Akron, Ohio, for duty.
Major George E. A. Reinburg from Hdqrs. 7th Corps Area, Fort Omaha, Nebr., to Berlin, Germany, as Assistant Military Attache.

First Lieut. Albert F. Hebbard from Walter Reed General Hospital to his home to await retirement for convenience of the Government.

Major Walter G. Kilner, Executive, Office Chief of Air Corps, to Philippines, sailing from New York on or about October 7, 1927.

Major Douglas B. Netherwood from duty as student at Harvard Graduate School of Business Administration to Office Chief of Air Corps, Washington.

Major Harold A. Strauss from Scott Field to Kelly Field, Texas.

Second Lieut. Marvin J. McKinney from Advanced Flying School, Kelly Field, to Primary Flying School, Brooks Field, for course of instruction beginning July 1, 1927.

Transfers:

Second Lieut. Gregg M. Lindsay to Field Artillery, Fort Sam Houston, Tex.

Details to Air Corps:

Second Lieutenant Kenneth H. Kinsler, Infantry, to Brooks Field, Tex.

Promotions:

Major Jacob W. S. Wuest to Lieut.-Col. with rank from May 8, 1927.

1st Lieut. Edwin J. House to Captain with rank from May 18, 1927.

2nd Lieut. Howard G. Davidson to 1st Lieut. with rank from May 3, 1927.

2nd Lieut. Orval R. Cook to 1st Lieut. with rank from May 14, 1927.

2nd Lieut. James W. Spry to 1st Lieut. with rank from May 18, 1927.

Relieved from detail in Air Corps:

2nd Lieut. Harry McK. Roper to Field Art. 2nd Div., Ft. Sam Houston, Tex.

Capt. Harold Kernan to Enid, Okla., as Instr. Field Art. National Guard.

2nd Lieut. Henry L. Hughes to Coast Artillery, Philippine Islands.

1st Lieut. Hobart D. Reed to 9th Field Artillery, Fort Snelling, Minn.

Capt. Russell C. Snyder to 6th Field Artillery, Fort Hoyle, Md.

2nd Lieut. Alexander R. Sewell, Field Art. 2nd Div., Ft. Sam Houston, Tex.

Capt. Charles L. Mullins, Jr. to 25th Infantry, Fort Douglas, Arizona.

1st Lieut. Ewart G. Plank to 2nd Engineers, Fort Sam Houston, Texas.

2nd Lieut. Wm. L. Coughlin to 6th Field Art., Fort Hoyle, Md.

2nd Lieut. Donald H. Nelson to 14th Cavalry, Fort Sheridan, Ill.

Reserve Officers Ordered to Active duty for one year from July 1, 1927.

To Bolling Field, D.C.

1st Lieut. Frederick A. Schauss of Washington, D.C.

2nd Lieut. Paul E. Johnson of Maywood, Ill. 2nd Lt. James F. Walsh, Farmer City, Ill.

To Langley Field, Virginia.

1st Lieut. Glenn Virgil Conrad, of Washington, D.C.

1st Lieut. William K. Andrews, Jr., of Roanoke, Va.

1st Lieut. Edwin H. Bassett, of Indianapolis, Ind.

1st Lieut. David L. Behncke, of Forest Park, Ill.

1st Lieut. Werner O. Bunge, of Arcadia, Fla.

1st Lieut. James B. Dickson, of Evanston, Ill.

To Aberdeen, Md.

2nd Lieut. Ford L. Fair of Continental, Ohio.

1st Lieut. Russell Pyles, of Langley Field, Va.

2nd Lieut. Fred G. Richardson of Riner, Va.

To Maxwell Field, Montgomery, Ala.

2nd Lieut. Henry A. Frese, of San Antonio, Texas.

1st Lieut. Robert C. Ashley of St. Petersburg, Fla.

To Selfridge Field, Mich.

2nd Lieut. Joseph Clare Soper of Gregory, Mich.

2nd Lieut. James A. Ellison, of Huntington, W. Va.

To Mitchel Field, N.Y.

2nd Lieut. Harry P. Bissell of New York City.

2nd Lieut. George Richard Geer of Auburn, R.I.

To Marshall Field, Kansas.

2nd Lieut. Lee F. Duncan of Braman, Oklahoma.

To Crissy Field, Calif.

2nd Lieut. Leo C. Allen of Tacoma, Wash.

2nd Lieut. Wentworth Goss, of Los Angeles, Calif.

2nd Lieut. George A. Jones, Jr., of Ocean Beach, Calif.

2nd Lieut. Archie R. Loomis, Seattle, Wash.

To Fort Crockett, Texas.

1st Lieut. Francis C. Crowley, of Dorchester, Mass.
2nd Lieut. Reginald Heber, of San Diego, Calif.
3rd Lieut. Archie W. Kelley of Kansas City, Mo.
2nd Lieut. Douglas T. Kelley of San Diego, Calif.
2nd Lieut. Hansford W. Pennington of San Antonio, Texas.

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VETERAN ARMY AIRMAN LOSES HIS LIFE

In the death on May 17th of Major Harold Geiger as the result of an airplane accident at the Middletown, Pa., Air Intermediate Depot, the Army Air Corps lost one of its pioneer aviators. Major Geiger was among the first of the small number of Army officers who volunteered for aviation duty, receiving his flying training at the Signal Corps Aviation School at San Diego, Calif., in 1912. He was subsequently in command of this school.

Major Geiger, a native of Plainfield, New Jersey, was born on October 7, 1884. After attending the Stevens Institute of Technology for two years (1902-1904) he was appointed a cadet at the U.S. Military Academy, graduating from this institution in 1908, and being assigned to the Coast Artillery Corps.

Major Geiger not only held the rating of Junior Military Aviator but also that of Junior Military Aeronaut, receiving his free balloon training at Omaha, Nebraska. During the war he served for a time in the Balloon Section of the Office Director of Military Aeronautics, and then was assigned to duty overseas in connection with Lighter-than-Air activities. He served as Assistant Military Attache at the Hague, Netherlands, and subsequently at Berlin, Germany, acting as observer in connection with the construction of the ZR-3, now the U.S. Navy Dirigible LOS ANGELES.

Among the other responsible positions held by Major Geiger were:
Officer in Charge of Lighter-than-Air, Bureau of Military Aeronautics.
Commanding Officer, Aviation Section Signal Corps Detachment, Hawaii.
Commanding Officer, Balloon Section, Balloon School, Souge, France.
Executive, Balloon Section, S.O.S., American Expeditionary Forces.
Officer in Charge, Airship Section, Office Chief of Air Service.
Commanding Officer, Balloon School, Ross Field, Arcadia, Calif.

In June, 1926, Major Geiger graduated from the Tactical School at Langley Field, Va., and he was then assigned as Commanding Officer of Phillips Field, Aberdeen, Md. It was while a student at the Tactical School that Major Geiger became a member of the famous Caterpillar Club. During combat maneuvers, the plane he was piloting, an SE-5, collided with a similar type ship piloted by Major Horace M. Hickam. Both pilots availed themselves of that most useful article of Air Corps equipment, the parachute, and landed safely.

General regret has been expressed throughout the service over the passing of this popular officer. The Chief of Ordnance, in a letter to the Chief of Air Corps, stated:

"Please permit me to express the great regret of the Ordnance Department at the death yesterday of Major Harold Geiger, Air Corps. During the time that Major Geiger has been in command of the Air Detachment at the Aberdeen Proving Ground he has been of great assistance to the Ordnance Department. His attractive personality and his generous spirit of cooperation greatly facilitated the work both of the Ordnance Department and of the Air Corps at the Aberdeen Proving Ground. We greatly regret that we shall no longer have the assistance of this able officer.

C.C. Williams,
Major General, Chief of
Ordnance."

Major-General Andrew Hero, Jr., Chief of Coast Artillery, wrote the following letter to General Patrick:

"I wish you to know what a distinct loss all the officers in my office feel in the death of Major Geiger.

On termination of the Aberdeen Tests last year I requested you to inform your officers how appreciative we were of their cooperation. Major Geiger was especially in my mind at that time, and I feel I do not exaggerate when I state that the opinion in this office is no one did more towards forwarding the development of the Anti-aircraft Service than he.

Combined with our regret as officers of the Army, there is a feeling of personal grief for we admired, respected, and thoroughly liked him."

Major Geiger was a most excellent officer, one who could always be trusted to do his duty and who could be relied upon in every way. His record is a most honorable one and his loss is keenly felt.

The Air Corps sends its condolences to his bereaved family.

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HOW LINDBERGH WON HIS WINGS

Among a large class of flying cadets who started training at the Air Corps Primary Flying School on March 15, 1924, there was one who soon attracted attention by his exceptional progress in airplane piloting. He was a lean, lanky youth of a somewhat reserved disposition and known to his friends as "Lindy". The records showed that Flying Cadet Charles Lindbergh had had some experience in flying civilian planes before he entered the army training school. He soon demonstrated that he possessed that rare quality "inherent flying ability" in a marked degree and flying to him was as instinctive as breathing.

After completing his primary training at the Primary Flying School at Brooks Field, he was transferred to the Advanced Flying School at Kelly Field where he not only continued to prove himself an exceptional pilot but he also made an excellent record in his ground studies. Keen and intelligent, he had a knack of absorbing the instruction given to him and was considered by the school as an outstanding student.

Toward the end of the course he was selected for specialized training in pursuit aviation, a branch of flying which demands quick thinking and excellent piloting. It was during pursuit training that Flying Cadet Lindbergh had occasion to make his first emergency parachute drop. His plane was one of a formation of pursuit planes which attacked an observation plane in the air. During the dive on the target Lindbergh's plane and that piloted by Lieut. C.D. McAllister accidentally collided in the air. The ships were wrecked and started to plunge downward at great speed. Both Lindbergh and the other student were able to escape in their parachutes, and two planes spun to the ground locked together and burst into flames on crashing.

The qualifications of a military pilot are far more rigorous than for a civilian pilot, requiring as they do a thorough knowledge of the tactics and technique of air operations and a high degree of piloting skill. In the intense competition which prevails at the Air Corps flying schools, Flying Cadet Lindbergh easily maintained a superior average in his work. Upon graduation he was given the rating of Airplane Pilot and commissioned a second lieutenant in the Air Corps Reserve. Normally a reserve officer has to serve some years in the lowest grade before being eligible for promotion; but upon Lieutenant Lindbergh's entrance into the Missouri National Guard he quickly earned a promotion to the grade of Captain. At the time he made his record flight from New York to Paris he was on leave of absence from the air mail.

Captain Lindbergh's flight was beyond doubt one of the most remarkable ever performed by a human being. It not only required an exceptionally good airplane and engine, both of which he was blessed with, but it made tremendous demands on the nerve and endurance of the pilot. Flying alone as he did he had to do his own navigating and it was a tremendous achievement to have kept on the course throughout the flight. Furthermore the strain of piloting an airplane is not easily understood except by those who have had the experience, and to have performed this work for over 33 hours without a second's rest required a high degree of physical endurance.

But the outstanding feature of the flight was the courageous daring of the pilot. In a flight of that length the many possible adverse factors of weather, of engine failure, and of physical strain, among others, constituted causes of possible failure and, in the event of failure, the chances of the pilot surviving were considered very slight. Captain Lindbergh, confident of his plane, displayed a spirit of the highest intrepidity in the planning and execution of this flight.

Undertaken to advance the progress of aviation, his flight was a brilliant success. The Army feels a justifiable pride in having had the privilege of training Captain Lindbergh. He is a brilliant example of the type of military pilot produced by the Air Corps Flying Schools.

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CATERPILLAR CLUB MOUNTING IN MEMBERSHIP

Since the last issue of the NEWS LETTER, wherein it was stated that there were 41 members of the Caterpillar Club, with a total of 47 life saving jumps,

six names were added to the list in the persons of Major Lewis H. Brereton, Captain Hawthorne C. Gray, Lieuts. George G. Finch, B. M. Bridget, Master Sergeant Clyde M. Taylor and Staff Sergeant Fred P. Miller, thus increasing the number of life saving jumps to 54. The membership of the Caterpillar Club now numbers 46, two members (Major Harold Geiger and Lieut. E. H. Barksdale) meeting death in airplane accidents.

Lieut. Finch was a passenger in a plane piloted by Lieut. David M. Ramsay, who, on May 13th last, was en route from Washington to Kelly Field, Texas. While over Edwards, Miss., the plane burst into flames in mid air. Lieut. Finch went over the side with his parachute and landed without injury. Lieut. Ramsay remained with the plane and managed to make a safe landing.

On May 4th Captain Gray, after ascending in his balloon to the highest altitude ever reached by man, was forced to resort to his parachute after descending to about 8,000 feet altitude upon finding that his valved balloon was descending at too rapid a pace to insure his landing without injury.

Major Brereton, Lieut. Bridget, Sergeants Taylor and Miller were occupants of an LB-5 airplane, flying over Reynoldsburgh, about 10 miles from Columbus, Ohio, shortly after noon of May 28th. The breaking of the metal propeller of this plane jarred the engine loose from its bed, causing the gasoline feed line to break. The resultant escape of gas caused the plane to catch fire, and the four men took to their parachutes. Lieut. Bridget was injured in making the descent. For some unexplained reason Private Yeager, also a passenger in the plane, failed to jump, and he was killed in the crash. The airplane was completely destroyed by fire.

NOTES FROM AIR CORPS FIELDS

France Field, Panama Canal Zone (Lieut. Downey)

The News Letter wishes to correct a statement made some time ago to the effect that Sgt. Carducci of the 12th Photo Section at France Field, took the excellent photograph of the Isthmus, showing both Atlantic and Pacific sides. This was in error, and it has been called to our attention that Sgt. Edwards took this picture.

During the past five months the 63rd Service Squadron repaired and overhauled for France Field -- 8 DH-4B's, 9 NBS-1's, 1 DH-4M2P, 1 Loening Amphibian and 1 Cox-Klein ambulance plane. In addition they repaired five Loening amphibians for the Pan-American flight.

The motor shop completely overhauled 14 Liberty 12-A's and 1 D-12A, besides installing new motors, starters and electrical equipment on various airplanes.

The machine shop has been very busy correcting gunnery troubles and brushing up large wheels for the PW-9's, as well as doing innumerable other jobs that are constantly cropping up in the maintenance of an Air Corps Group.

Just recently Congressman J. Mayhew Wainwright, member of the Military Affairs Committee of the House of Representatives, visited France Field and renewed acquaintances with Col. Fisher and others at the field. Congressman Wainwright, formerly Assistant Secretary of War, is very much interested in the Air Corps.

At the present time France Field personnel is engaged in annual pistol practice, and thus far several experts were found in each squadron. Practically 90% of all squadrons have qualified at least as marksman, although the practice at this writing has not yet been finished.

On April 15th Col. Fisher, Lieut. Gaffney, Majors Beverly, Prescott, Butler and Mr. Benson flew to David, Panama, and spent a couple of days in the pursuit of game on a coffee plantation, in the vicinity of Bouquete on "Volcan", the extinct Panamanian volcano.

Major Paul Bock, a new arrival at France Field, took over the command of the 63rd Squadron on April 1st.

In his annual report to The Adjutant General on the tactical inspection of units in the Panama Canal Department, General Martin, the Department Commander, is quoted as follows: "The Panama Air Force.

"These exercises demonstrated the ability of units of this force to conduct long distance reconnaissance both during the day and night and to transmit accurately and efficiently information secured. The simulated attack upon the naval air force indicated efficiency and skill in the important missions they are to perform in the defense of the canal.

"The personnel is interested and keenly alive to their duties and possess a high morale."

Langley Field, Hampton, Va., April 30.

Langley Field was host on April 27th to 28 officers from the Engineering School at Fort Humphries. Arriving at the post at 11:15, they were met by Colonel Culver, the Commanding Officer, and a party of officers, who immediately started on a tour of the post, which included visits to the Lighter-than-Air Section, Machine Shop and test blocks. At 12:15 they were served Luncheon at the Officers Club. In the afternoon their inspection of the activities of the field included the aeronautical repair and a visit to the line where the various types of airplanes were inspected. At 3:00 P.M., they assembled on the roof of the Headquarters Building to witness the aerial demonstration, which represented an attack on the main body of a fleet by Pursuit, Attack and Bombardment aviation. The demonstration was concluded by the pursuit shooting down a captive balloon just off the airdrome. Upon the completion of the aerial demonstration the visitors were escorted to the N.A.C.A. wind tunnel for a short inspection and then returned to Fort Monroe.

In connection with the unfortunate accident on the morning of April 27th, when Lieut.-Commander Noel Davis and Lieut. S.H. Wooster, U.S. Navy, were killed when, in preparation for their trip across the Atlantic to Paris, the Keystone Pathfinder biplane "American Legion", which had taken off on a full load test, crashed on a strip of marshy land just across Back River from Langley Field, it was evident to officers from the field who arrived at the scene of the accident as quickly as they could make the passage of the river that the two officers had lived but a short time after the crash. There were few evidences of cuts or

bruises, but there was evidence of suffocating gasoline fumes and of suffocation due to the depth in which the two officers in the cockpit were imbedded.

On the afternoon of April 28th, "A" Flight of the Bombardment Group, under the command of Major Brereton, left Langley Field for the maneuvers at Kelly Field, Texas. This flight consisted of 9 Martin Bombers, one photographic DH and one Douglas Transport.

The Pan-American Good Will Flight, under command of Major Herbert Dargue, arrived at Langley Field at 1:30 P.M., April 29th. They were met by an escort from this field at Cape Henry. The flight remained at Langley until May 2nd, when they took off for Bolling Field and completed the last leg of their over 20,000 mile trip. They were escorted to Bolling Field by ships from this station and were met at Bolling Field by President Coolidge, Major-General Patrick and other dignitaries and high ranking army officials.

50th Observation Squadron: Lieuts. Foster, Davis and Holterman departed for Boston, Hartford and Mitchel Field, respectively, on April 23rd for a cross-country training flight and returned on May 2nd.

The Squadron is now carrying on its annual Machine Gun and Bombing practice.

The Squadron baseball team is now leading the Post League, winning every game played to date.

19th Airship Company: With excellent weather conditions for flying during the first four days of this week, the Airship TC-9 was engaged in bombing practice over the high altitude bombing range, and was seen rising into the air every morning and returning to the hangar late in the afternoon, so our officers have had plenty of bombing practice and showed some very good hits. Seventeen-pound bombs were used in these training bombing flights. Besides bombing, a few navigation courses were flown. This aerial work is very interesting and shows great sportsmanship between pilots who claim to be good navigators. Last week this kind of sport cost a few good jokes to one of the pilots. This "Navigator" was given a problem which required correct compass course, mileage, and a very near accurate time of landing. It happened that this "Navigator" missed his turning point by fifteen miles and landed at his starting point about twenty minutes later than his scheduled time. Of course, there was some good excuse for misjudgment of the "Navigator", but we hope it will never happen again, as he promised to be more accurate in laying out his compass courses in the future.

If you are interested in the York River just back of the airship hangar at Langley Field and want to know how deep and muddy it is, ask the balloonists who took off on April 26th at 10 o'clock in the morning for what was supposed to be a long distance flight, for at least a duration of 12 hours. After a flight of 10 minutes they landed right into the muddy water of the York River. The disappointed and confused balloonists in muddy and dirty clothes returned to the airship hangar unable to explain the real reason for their hurried landing. It seems to us that their stubborn balloon did not want to leave too far from its berth in the hangar or else the balloonists simply wanted to get a feeling of a mud and muck bath, which is sometimes very healthy for some people.

Lieut. B. T. Starkey, Operations Officer, was detailed on temporary duty at Bolling Field, D.C., to take command of operating an observation balloon utilized in suspending flags of Pan-American countries during the ceremonies incident to the return of the Pan-American flight.

The total flying time for the month was 65:50 aircraft hours and 454.25 man hours.

58th Service Squadron: Our Squadron Commander, 1st Lt. John R. Drumm, recently made a cross-country test flight with a DH supercharger to determine the maneuverability of this new type of plane now being used by the Air Corps. Throughout the mission Lieut. Drumm flew at an altitude of 10,000 feet.

Sgt. Luther Warren, popular 1st Sergeant, formerly of the 66th Service Squadron Camp Nichols, P.I., arrived here for duty on the first of the month. He replaces Sgt. John L. Davis, who left for Camp Nichols last December. We can readily understand why the boys of the 66th hated to lose Sgt. Warren, as he is an A-1 top kick.

The Squadron baseball team recently defeated the 59th Service Squadron in a fast league game, score 8 to 5.

11th Bombardment Squadron: Due to the fact that the Squadron was scheduled to be transferred to March Field on May 18th, it has practically ceased to function. Most of the time in the administrative department was spent in turning over squadron property, while the time of the hangar personnel was spent on fatigue details and in aiding the various organizations of the Group to get their ships in commission for the Air Force Maneuvers in Texas.

A farewell dance was given by the members of this organization on the night of April 26th. A gold ring with the famous emblem of Father "Jiggs" carved on each side of the stone setting was presented to Lieut. Kenneth N. Walker in memory of the 11th Bombardment Squadron. This presentation was made by Sergeant Vogel of this organization. A real good time was had by all.

20th Bombardment Squadron: There were no flying activities during the past week, due to the installment of new motors and the general overhauling of planes going on the Maneuvers.

This Squadron moved into the 11th Squadron hangar and Operations Office during the past week and is very much pleased with the change.

Lieut. Morris returned from McCook Field April 24th, ferrying an LB-5 plane to be used in the Maneuvers.

Langley Field, Hampton, Va., May 20th.

50th Observation Squadron: The Squadron regrets to report the transfer of First Sgt. Napier to the Panama Canal Zone. He leaves with an enviable record as First Sergeant and athletic coach, as under his coaching the 50th turned out championship baseball and basketball teams for the past 3 years. Sgt. Napier goes with the wishes of the entire squadron.

Staff Sgt. Craine returned from Memphis, Tenn., where he was on duty with the Mississippi River Commission.

Lieut. Webster recently ferried a DH-4M2-K from Aberdeen, Md., to this station.

As the 50th Squadron is being transferred to Brooks Field, Texas, where it will be rendered inactive, it wishes at this time to bid ADIEU to its friends throughout the Corps.

Air Corps Tactical School Detachment: On April 26th an official flight to Washington was made in a P1-B, rushing pictures of the "American Legion" ship crack-up.

On May 2nd, three P-1 and six AT-4 planes, acting as escorts to the Pan-American Fliers, made a cross-country flight to Bolling Field. The pilots were Majors Royce, Bradley, Westover, Captain Candee, Lieuts. Aldworth, Austin, Svasti, Stenset and Tech. Sgt. Lee.

Unfavorable weather conditions hampered school activities during the month of April, although the reports show a total of 443- $\frac{1}{4}$ man hours of flying and 324 aircraft hours.

The Air Corps Tactical School students flew a total of 136 hours in the past two weeks, making 271 flights.

If present weather conditions prevail, the School will probably pass the high mark in hours flown during the month of April.

Several cross-country flights were made to Bolling Field in the past week by the students in the regular cross-country training schedule, also flights were made by several of the instructors.

19th Airship Company: One of the unserviceable captive balloons was put up in the air at 1,000 feet altitude on April 29th as a target for bombing by the students of the Air Corps Tactical School. Suddenly the good weather changed into a heavy electrical storm, during which a bolt of lightning struck the left side of the balloon, burning it immediately.

On April 30th Lieut. Gillespie, who is to represent Langley Field in the National Elimination Balloon Race at Akron May 29th, made a test flight in a free balloon, ascending at 9:15 A.M. with Lieut. Schofield as aide and Lieut. Dulligan as passenger. After four hours and 15 minutes of nice traveling, a smooth landing was made in an open pasture on a farm two miles north of Waverly, Va.

A special detail of five men from this Company spent a very active week at Bolling Field. They inflated and flew an observation balloon which carried the flags of 20 Pan-American countries during ceremonies when President Coolidge greeted the eight members of the Pan-American Flight. Following the exercises, the gas was transferred from a captive balloon to a free balloon in which a flight was made on May 4th by Lieut.-Col. Fravel and Major Reardan. This detachment of men, including Lieut. Starkey in command, Staff Sgt. Knight, Corp. Hunter, Pvt. 1st Cl. McBride as rigger and Corp. Swain as winch driver, returned to their home station.

Due to bad weather no flying was done during the past week, but the hangar detail was busy inspecting and preparing the airships for the coming summer training period. Both ships, the TC-5 and TC-9 are to-day as rugged, as far as air worthiness is concerned, as when they were erected, one a year ago and the other two years ago.

Our motor boat being overhauled now awaits the opening of the bathing season, when every man in the company will get a chance to spend pleasant hours in the bay fishing or enjoying himself journeying to Buckroo Beach. The beach, which is just back of the barracks, is undergoing reconstruction, having a new deck and spring board to replace the old one. These attractions offer us sport and pleasure for all summer.

The various storms and dangerous flying conditions during the first eleven days in the month of May kept us inside the hangar. On the afternoon of May 12th when the weather cleared up a little and became more favorable for flying, both ships, the TC-5 and TC-9, were taken out and the rest of the day spent in training and test flying over Langley Field Airdrome. On the following day, at 8:15 A.M., the TC-5, under command of Lieut. B.T. Starkey, took off on a cross-country flight to Bolling Field, where it was turned over to Lieut.-Col. Ira F. Fravel, Majors Rush B. Lincoln and J.D. Reardan for their training in piloting of airships. The TC-5 returned to Langley Field at sundown.

In the first favorable days we expect to attempt our long-awaited cross-country trip to Fort Benning, Ga., for the purpose of the cross-country training of crews and special photographic mission over Fort Benning, Ga. The round trip by way of Fort Bragg, N.C., will be about 1250 miles and require about 30 hours' flying time. It is desired to stop at Fort Bragg each way to service the ship and keep it in good trim. While at Fort Benning it will be necessary due to lack of mooring facilities, to use the temporary cable mooring, similar to that used at the Boston Airport, when the TC-5 remained on the ground overnight. In this case it was moored to a deadman by fixed three-wire mooring system. Although there was a 35-mile gusty wind blowing, no difficulty was experienced with this method of ground mooring.

On May 12th the entire enlisted personnel of the Company was assembled to receive the compliments of the Company Commander, Captain Charles P. Clark, for the fine showing made and for the interest everyone showed in preparing for the general inspection on April 1st. On this occasion Col. Nugent of the Inspector General's Department inspected the command and was pleased with the inspection. The 19th Airship Company made an excellent showing in personal appearance, barracks, equipment and surrounding grounds, especially the company barracks, mess hall and storeroom, which might well be adopted as standard for the post.

San Antonio Air Intermediate Depot, Duncan Field, Texas, May 7.

Work on the new set of Commanding Officer's quarters is progressing rapidly, being well on the way toward completion. Work is also proceeding on two more sets of officers' quarters, both of which are expected to be completed by June 30th next.

A new heating plant is being installed in the Dope House, Engineering Department which is believed to be a great improvement over the present system. This type of heating is considered the most satisfactory and efficient plant used for such purpose.

Painting was completed on the Depot Supply Department warehouse and hangars Nos. 12 to No. 18, and painting started on the buildings of the Engineering Department.

Extensive repairs are being made on the asphalt-surfaced roads of this post. The gravel roads are being prepared for asphalt surfacing. Work on the drainage system is rapidly nearing completion. Lieut. Harold L. George, of the Office Chief of Air Corps, was a recent visitor at this Depot, arriving by rail from Fort Crockett April 22nd and leaving by air on the 23rd, ferrying a C-1-C plane via Selfridge Field and other stations en route to Bolling Field.

Our Depot Supply Officer, Lieut. R.V. Ignico, and our Chief Engineer Officer, Lieut. A.W. Vanaman, returned April 26th from a cross-country since April 15th, during which time they visited Love Field, Dallas, Texas; the Little Rock Air Intermediate Depot, Little Rock, Ark.; Hatbox Field, Muskogee, Okla.; Post Field, Fort Sill, Okla., and Lowry Field, Denver, Colo., on a tour of inspection of wooden type air-planes, and for conferences on supply and maintenance engineering problems.

Mr. Wurz, of the Curtiss Aeroplane Company, Long Island, N.Y., arrived at this station May 6th on a visit for the purpose of coordination of any difficulties or problems arising in connection with the new AT-4 plane.

Information of the retirement of Warrant Officer Charles R. Mayberry on April 11, 1927, from active service, on account of disability incident thereto, came as a matter of great regret to the personnel of this Depot.

Warrant Officer Mayberry was assigned to duty at this Depot from Kelly Field on May 7, 1923, and since October 13, 1926, had been a patient at the Station Hospital, Fort Sam Houston. He has had a long and enviable record of service in the Army, having had over 26 years of straight service since his enlistment in Company "M" of

the First Maine Volunteers on May 11, 1898, and having seen a great variety of service in the continental United States, Porto Rico, Philippine Islands, Cuba. As a Captain of the Signal Corps he was in the lines in France throughout the World War and with the Army of Occupation in Germany up to October, 1919. He was appointed Warrant Officer from the grade of Technical Sergeant on December 29, 1920. The warm wishes of his host of friends in this vicinity accompany him in his well earned retirement to private life.

Field Service Section, Fairfield, Ohio, May 7.

Captain Morris Berman was appointed Executive Officer of the Field Service Section on April 13th, succeeding Lieut. R.E. Selff. Captain S.A. Blair was appointed as Assistant to Executive in charge of special projects. Lieut. Selff was placed in charge of miscellaneous purchases under the Chief, Materiel Branch.

Mr. G.W. Warner was appointed in charge of transportation and Mr. E.E. Reynolds in charge of National Guard requisitions under the Chief, Cost-Requirements Branch.

Lieut. Barney M. Giles started May 2nd for Texas to attend the maneuvers. He made the trip by air.

Lieuts. Harold H. Clark and C.E. Crumrine, who left for Rockwell Field early in April by rail, returned by air ferrying two C-1 transports from Santa Monica to Wright Field, stopping at Salt Lake City on April 16th to participate in the dedication of a new flying field.

Major George H. Brett and Lieut. Joseph L. Stromme went to Washington on April 20th and consulted with the Chief, Training and War Plans Division, and the Chief of Air Corps in regard to allocation of airplanes at all stations during the next year. They also submitted a schedule covering the procurement and distribution of airplanes throughout the period of the five-year program.

Mr. Joseph L. Yost and Mr. Robert W. McGuffie, who were in Arizona for several months, were due to return to the Field Service Section and resume work on May 15th.

Norton Field, Columbus, Ohio (J.C. Allen)

On April 23rd Lieut. McKee took a formation to Mars Hill Field at Indianapolis for the dedication of the new Indiana National Guard Field. The following pilots and passengers made the trip: Lieut. McKee with Sgt. Allen, Captain Centner with Lieut. Mitchell, Lieut. Avery with Lieut. Shryver. The planes used were two Voughts and a TW-3. The show went over great and the boys of the 113th Squadron treated everybody royally.

The operations office with a club room and sleeping accommodations is nearing completion, and we hope that the visiting pilots and mechanics will take full advantage of both.

We are all pulling for our C.O. in the coming Balloon Race and bank on him to put Norton Field on the map.

Captain Laughlin, the Engineering Officer at Wright Field, dropped in on us last week.

Col. Cook, the Corps Area Air Officer, has been airing out the VE-7 on flights to Dayton, Cincinnati and Indianapolis.

The week end of April 28th and 29th was a busy one at this station. The majority of commercial ships on their way to Washington to greet the Pan-American flyers stopped over for service. Farnam Parker with his Jenny monoplane attracted a lot of attention.

Lieut. Steinmetz of the Office Chief of Air Corps, Washington, made a very fast trip from Bolling Field to Norton Field a few days ago. The time was two hours, 40 minutes coming and two hours, 35 minutes returning. Columbus is Lieut. Steinmetz' home town.

We are getting our share of Martins on their way to Kelly Field, but the more the merrier.

In order to furnish our newly erected operations office and rest and bunk room we have what we call a donation or alms book. Every Reserve officer and enlisted man is giving a little piece of furniture or whatever he has to beautify the place. Our ambition is to make this the neatest and most complete little resting station along the whole route.

Camp Nichols, Rizal, P.I., April 8.

66th Service Squadron: Lieut. John D. Corkille, a recent arrival in the Island was assigned to duty with the Engineering Department of the Squadron, taking over th-

duties of Squadron Engineering Officer, test pilot and Cost Officer, relieving Lieut. Edward M. Powers, who is on detached service at Camp John Hay, P.I., prior to his return to the States.

Hdqrs. 4th Composite Group: March was a busy month for the members of this Detachment. The annual pistol practice was an added feature during this period and so far has been very successful.

With the usual clean up details, such as painting and general furbishing, the month went by very quickly. We are all looking forward to the next boat, which is just another step toward an Island soldier's paradise-- Frisco.

6th Photo Section: Lieut. Hammond, section commander, has "in addition to his other duties" been appointed Personnel Adjutant of Camp Nichols, taking up his new duties on March 4th.

Organization Day for the Photo Section falling on March 30th, the organization was granted April 1st for the celebration. Preparations were made for a day's outing at Sibul Springs.

Master Sgt. Rhodes and Staff Sgt. Hall, on furlough, are due back home with us April 1st. Privates Zimmerman and Grant took advantage of 15 days' detached service at Camp John Hay, P.I.

Sgt. Charping, Supply Sergeant, is making daily preparations to return to the good old U.S.A., having received orders to return on the May transport and being assigned to the 11th Photo Section, Scott Field.

28th Bombardment Squadron: Lieut. John D. Corkille was relieved from duty with this squadron and assigned to the 66th Service Squadron. Lieut. Edward M. Powers was transferred from the 66th to this organization.

Flight B, 2nd Observation Squadron: During the month all officers completed aerial gunnery record firing, with both fixed and flexible guns.

Numerous tow-target missions were carried on in connection with Coast Artillery, Anti-Aircraft machine gun practice.

Clark Field, Camp Stotsenburg, P.I., April 8,

With the approach of the hot season, Baguio is becoming more and more popular, and is reported as rapidly reaching full capacity. Lieuts. Finn and Wolfe and families are enjoying a month's recuperation at Baguio and state that the mountain air and pine breezes have a very beneficial effect on the appetite and golf score.

Lieuts. Mills and Bobzien left last month for a trip to China and Japan, planning to spend their six weeks' leave in visiting the usual points of interest and doing a little shopping.

Machine gun and bombing practice and tactical formation work continue as the principal flying diversions. Several pilots developed deadly accuracy with the guns and bombs, and the average percentage has almost doubled.

A reminder of the typhoon season hit Clark Field last week and did minor damage in blowing down several small buildings and garages. The storm lasted only an hour or so, but during that time put up an exhibition of raining and blowing that has not been equalled for several months.

Kindley Field, Fort Mills, P.I., April 8.

On March 3rd another successful Southern Islands Flight was completed. This flight, however, was unique in that it was conducted upon a carefully prearranged schedule and without delay except for one day lay-over at Lake Lanao due to bad weather. This brought the flight home one day behind schedule. No mechanical trouble developed and no replacement of parts were made with the exception of one set of vertical wires. Cooperating with the Bureau of Posts, mail was carried throughout the trip. The following itinerary and list of personnel may be of interest: Kindley Field (Feb. 19th); San Jose, Mindoro; Iloilo, Iloilo; Silay, Bacolod, Hinigaran and Pulupandan, Occidental Negros; Cebu, Zamboanga; Jolo, Zamboanga; Camp Keithley; Iligan; Cebu; San Jose, Mindoro; Kindley Field (March 3rd). Personnel -- Captain Louis R. Knight, Elmer E. Adler, 1st Lieuts. Albro, Hodges, Powers and Beau.

The annual Coast Artillery target practice was conducted during the period February 21st to March 17th, inclusive. Aerial observation was furnished to each of thirteen batteries.

Captain Elmer E. Adler assumed command of the Squadron March 10th, relieving Captain Louis R. Knight, who goes on detached service to Baguio and later will return to duty as Assistant to the Department Air Officer.

The transfer of Lieut. Dudley W. Watkins from Camp Nichols completes the officer personnel changes which may be expected at this post for some time to come.

Kindley Field entertained the following week-end guests during the month: Captain and Mrs. L.P. Hickey, Lieut. and Mrs. Charles E. Thomas, Jr.; Lieut. and Mrs. E.B. Bobzien, Lieut. and Mrs. C. DeShields, Lieut. and Mrs. A.W. Martinstein, Lieut. and Mrs. Harry Mills, Lieut. and Mrs. Carr; Lieuts. Woodruff and Goodrich. Due to unsettled conditions Lieuts. Bobzien and Mills, with their families, departed for a tour of China and Japan.

Wright Field, Fairfield, Ohio, May 14.

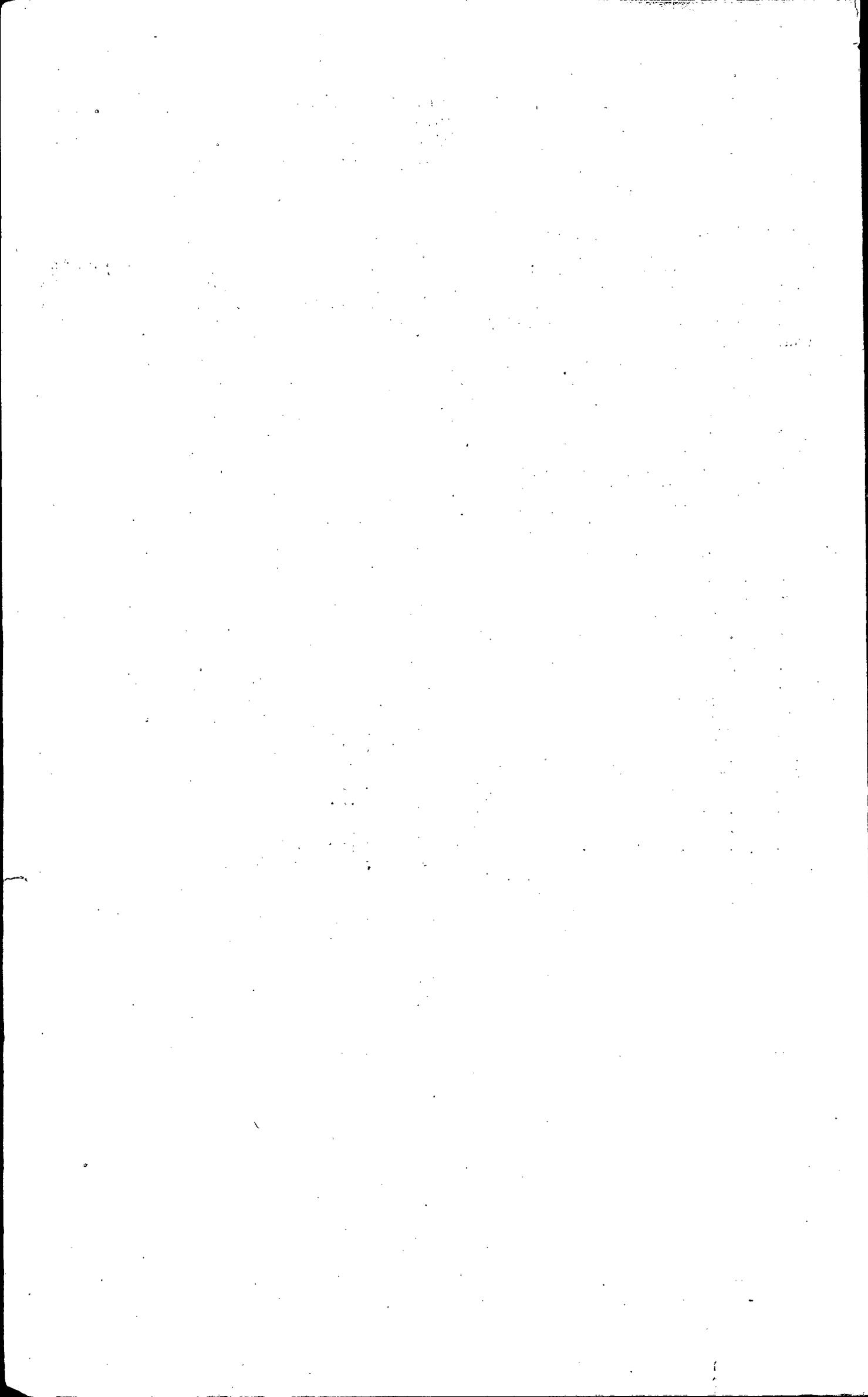
A Handicap Golf Tournament, on the links at Wright Field, was just brought to a close. Many of the officers are golf enthusiasts, and their skill has been vastly increased during the time they were stationed at Wright Field. The 18-hole course, situated within the limits of the field, is well laid out and is kept in excellent condition.

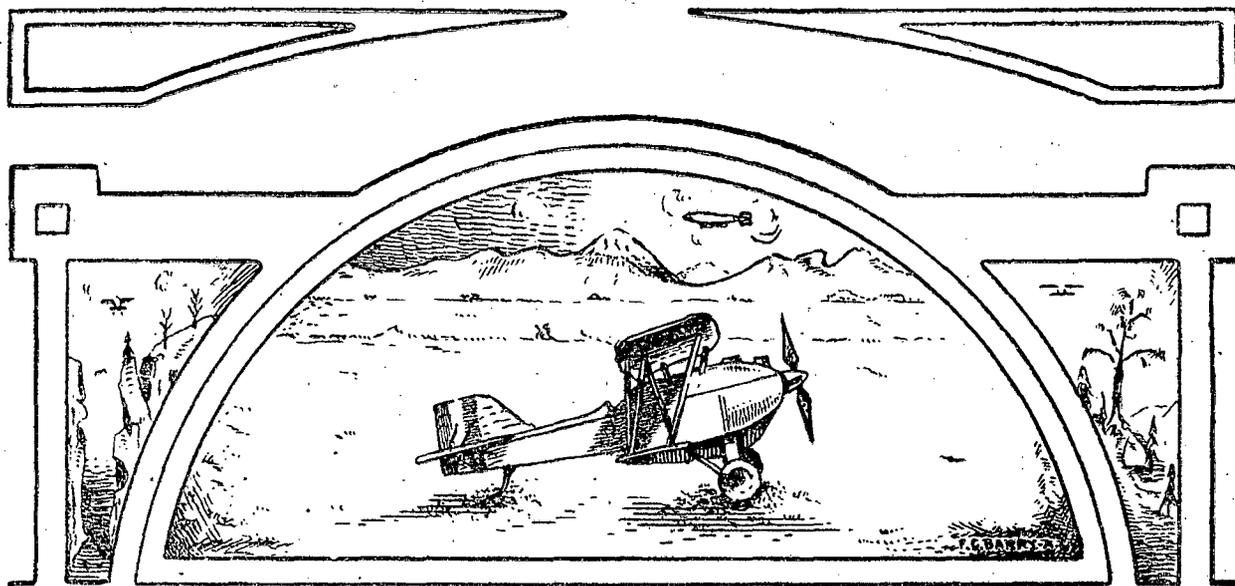
In addition to the officers, several men in the 88th Squadron are noted for their skill at the Scotsman's game. It was the desire of Major Robins that the soldiers in the 38th Squadron should have the opportunity to take part in a tournament before they left for Brooks Field, Texas. The match was therefore scheduled just before their departure.

The qualifying round was played on April 25th. Some of those who made the lowest scores on this round did not do so well later on; while some who just barely qualified stayed in the match until the semi-finals or finals.

The scores were as follows, being reported by Captain A.H. Thiessen:

Name	Net	Gross	Name	Net	Gross
1. Pvt. McClelland	76	82	19. Lt. Niergarth	95	105
2. Pvt. Higbee	77	92	20. Capt. Blair	97	103
3. Lt. Giles	79	79	21. Sgt. Bennett	98	113
4. Lt. Bartron	80	80	22. Lt. O'Connor	98	108
5. Lt. Hamlin	82	86	23. Lt. McCune	98	104
6. Lt. Redman	83	91	24. Lt. Dunlap	99	109
7. Lt. Cheatle	84	99	25. Lt. Nutt	100	110
8. Pvt. Gibson	84	92	26. Capt. Berman	101	126
9. Sgt. Flynn	85	95	27. Capt. Miller	103	113
10. W.O. Brewer	86	92	28. Lt. Flannery	103	113
11. Sgt. Dooney	87	102	29. Lt. Clark	105	115
12. Lt. Frierson	89	97	30. Capt. Colgan	106	114
13. Sgt. McClaskey	90	105	31. Lt. Rouse	111	131
14. Major Robins	93	97	32. Lt. Savage	111	121
15. Pvt. Wills	93	113	33. W.O. Knight	116	131
16. Pvt. Abramson	93	103	34. Lt. Dunn	118	143
17. Sgt. Hadley	94	104	35. Lt. Talbot	122	142
18. W.O. Smith	94	98	36. Lt. Greenslade	128	153





Air Corps

News

Letter



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Information Division
Air Corps

June 27, 1927

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 HAWAIIAN FLIGHT

For several months the Army Air Corps has been considering the possibility of having one of its most recent models of transport airplanes fly from California to Hawaii.

The object of the flight primarily is to subject navigation instruments to a thorough test in practical use. The flight to Hawaii necessitates traversing the air for 2,407 miles over water and, therefore, presents unusual problems.

After several tests, conducted at the Army Air Corps' Materiel Division at Wright Field, a new transport built by the Atlantic Aircraft Corporation was determined upon as the ship best suited for the flight. The ship is a monoplane equipped with three Wright Whirlwind motors and has, it is believed, sufficient capacity for the gasoline, oil, and human loads required for the long flight to the Hawaiian Islands.

Each of the three motors develops 225 horsepower. They are of the same type as those used by Lindbergh and Chamberlin in their trans-Atlantic flights. The plane itself has a wing spread of 71 feet and has flown in various tests with a gross load of 12,715 pounds. It has shown splendid capacity, not alone for getting off the ground, but also for climbing at a good pace once it has taken to the air. In order to provide room for the amount of gasoline necessary for the flight, the plane's fuel capacity has been increased to about 1100 gallons of gasoline.

Lieuts. Lester J. Maitland and Albert F. Hegenberger, of the Army Air Corps, were designated to make the flight subject to final authorization, this being given by the Secretary of War on June 24th, upon learning that the various tests conducted by the two pilots since their arrival at San Diego in the Army Transport have been declared satisfactory.

The actual start of the flight will depend upon weather conditions.

The following statement was issued by Assistant Secretary of War F. Trubee Davison, who has direct charge of Army aviation activities:

"I sincerely hope that the final tests will be successful. It would mean much to aviation if the flights over the Atlantic by Colonel Charles Lindbergh and Clarence Chamberlin could be duplicated over the Pacific.

There is no doubt in my mind as to the efficiency of the plane selected for the proposed Hawaiian flight. It has been tested in every particular as to its load capacity and aerodynamic qualities. It has met those tests. Lieutenant Maitland and Lieutenant Hegenberger are splendid pilots. The former has flown nearly 6,000 miles in a sister ship of the plane slated for the Hawaiian Flight, so he knows it thoroughly. Lieutenant Hegenberger, besides being a pilot, is a competent navigator.

I want to underscore that the project will be strictly an Army project and that it has no relationship to any prize or any other offer made by private individuals for a successful flight across the Pacific. The War Department has been considering a flight to Hawaii for several years. That the plan may be realized at this particular time - when the Atlantic has been flown twice and when private citizens, interested in aviation, are offering awards to stimulate a California-Hawaii Hop - is purely a coincidence."

ED. TELLS ABOUT MCCOOK FIELD VISITORS

Wright Field (new)
Architecture & Mud,
June the 1st., 1927.

Dear Ed:

Theres no 2 ways about it Ed if you stick around Dayton long enough you get a good look at pretty near everybody in the Aeronautical business. Of course thats really nothing for US boys to get excited about because if you come right down to it the pleasure is all the visitors on account of just look who THEY see when they get here. At any rate all these boys blow in to McCook at one time & another -- by trains or airplanes and automobiles and as far as can be seen with the naked eye theyve got only one real Ambition in life -- to the viz & as follows: To Impart some Valuable Knowledge to the Experimental Engineering Section.

Of course these visiting aviators & the etc dont push right in to headquarters & dumbfound the Gen. or Chief Engineer with the tidings because theyre pretty busy & in their embarrassment might have the visitor throwed out on his ear or something. So they begin at the bottom & work up. The idear is -- if they can make an ordinary 1st. Lieut., A.C. admit he dont know nothing & burst out crying & promise to hand back all the money the Govt has overpaid him during the last few years, why then they are all set to take on even a CAPTAIN who is much harder to convince & who has never been known to Turn Loose of any pay or allowances once the finance officer left him in the Same Room with it.

So you see the lowest stratum of society -- the 1st. Lieuts-- are the shock troops.

Now the visitor, having selected his victim, is ready to proceed with the dirty work.

(Note: If this is at all embarrassing, just tear out this page & turn over to the part about all the Oolong they are drinking awfternoons at Langley.)

BUF (to continue) they dont come right out with it at first. Some of them let on that they are looking for information themselves or hope to steal a few little odds & ends around the field or some other perfectly honest & straight-forward Purpose. And others, distinguishable by their costly clothes, let on that theyve got airplanes & the etc to sell to the good old Govt. But its only a matter of time -- abt 15 minutes by the average clock -- before the conversation gets around to technickle matters & the visitor has his chance to do his Stuff. - - -

Visitor -- (Innocently), And what do you think of the McSpinnach "Hoot-Owl"?

Local Boy -- (Seeing It coming & watching his step) -- Well it seems to embody some progressive features and -

Visitor -- (Letting that one go & waiting for a better one a little more on the outside) -- Well then what do you think of the Coagulated Aircraft companys "Hell-Diver",?

Local Boy -- (Knowing it has arrived but hoping for the best) -- Well of course all designs represent a series of compromises & in this case --

Visitor -- (Pouncing on his meat) -- OH is zat so! Well let me tell you what that ship done to Old Tail-Skid O'Halloran as good a boy as ever Burned up the Border.. Hes getting out of this so-called Hell-Diver, see, and CRACK goes the --- step & Tail-Skid all but breaks his --- Neck. Call that an Airplane? Gawd strike me Pink!

Comes visitor #2 -

Visitor #2 -- Of course you know how some of these unconventional European Metal monoplanes are falling down. Now take for instance this - now - Schieszgewehr "Heirat" -

Local Boy -- (Getting careless) -- Why I thought the "Heirat" had it all over -

Visitor #2 -- WELL, thats all YOU know about it. All you people out here think about is speed and climb and stuff like that. But what happened to this Heinie, Huh? What Happened?

Local Boy -- (Losing goat and about to be thrown for a Loss) -- Well

I'll bite. What happened?

Visitor #2 -- (Why this German concern, the Schieszgewehr all-gemein gesellschaft fur luftzeugbau that built the "Heirat" has gone BROKE, thats what they done, - havent got a dime.
Call That a Success? Sos your old-man.

And now comes Visitor #3 who has just this per diem dropped in en route back to Cornjug Field from a 2 day trip to Washington & pts East, & believe it or not, stranger, this lad has the Low Down on all the High Ups. In fact, the Higher the Lower. And so, far into the night as the smoke gets thicker in the Hotel de Gink and everybody has had a go at telling the biggest lie, this contestant rolls the following and Picks up the Money. Read it & weep - -

V.#3 -- Well, as I was saying to some parties last night in Washington-
(Note) On account of the secret and confidential nature of this birds mission he has evidently talked exclusively with Parties, mostly Big ones or even Certain Parties -- always under cover of night.)
- and it seems that in regard to the

promotion situation - - - - -

1 - 2 - 3

- To indicate the passage of three hours.

And in the meantime --

The boys from Kelly edge out making some crack about having to get a ship out early in the morning; The O.D. winds up the alarm clock that the trusting but careful janitor has moored to the dresser with a chain big enough to tow a Navy Seaplane; The Reserve officer on temporary duty remembers an article he is writing for his home town paper on Wild Tales of The Air and sneaks off to throw it all away and start over --

The showers spatter,

The O.D. snores,

The alarm clock ticks,

Everything is Jake at McCook.

Trusting you are the same,

Yrs truly,

Ed.

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AIRSHIP HAS NO TERROR FOR MR. BRUIN

An interesting feature of a recent flight of the Airship TC-5 from Langley Field, Va., to Lakehurst, N.J., was the spotting in a forest just a few miles from Lakehurst of several herds of deer. When they heard the noise from the motors of the airship they separated and ran to all parts of the woods. One bear was also seen, but instead of being frightened it stood up on its hind legs and looked up bravely at the airship.

The mission to Lakehurst was in the nature of a coastal patrol flight. The airship was under the command of 2nd Lieut. B.T. Starkey, with Warrant Officer R.E. Lassiter as pilot, and carried a crew of five men. After a three-hour flight up the coast the airship berthed at the Naval Station hangar at Lakehurst. Three days later the return flight to Langley Field was started and when the airship was three hours on the way a thick fog was encountered which generally increased in intensity. Instead of following the direct course to Langley Field, where fog was especially hard, the ship took a course from Ocean City over Pocomoke Sound to New Point Comfort, and thence over the coast of the Chesapeake Bay. The big silvered TC-5 finally arrived over Langley Field and came slowly and gracefully down to the landing port, 4½ hours after leaving Lakehurst. In every section the airship passed over it was seen by the crew that rain had been plentiful and the entire country from Cape May to Toms River appeared to be flooded. Water was standing in the fields and along the roads in every district.

The crew of the TC-5 appreciate the kindness and services shown them by the personnel of the Naval Station, and eagerly look forward to another visit to Lakehurst.

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LARGE HANGAR UNDER CONSTRUCTION AT WRIGHT FIELD

A new steel hangar, 100 x 200 feet in size, large enough to accommodate a

Martin Bomber, a Fokker or any other airplane (except the Barling Bomber) has been started at Wright Field. When it is completed it will no longer be necessary to move the big two-motored planes sideways into a hangar but straight ahead. This new hangar will be somewhat similar to the hangar completed a year ago at Middletown, and it will greatly facilitate the assembly of larger types of aircraft. Some of the material for this building will be obtained by the dismantling of old structures at McCook Field.

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NO LANDINGS AT MCCOOK FIELD AFTER JUNE 30TH

June 30th marks the last day government airplanes will be permitted to land at McCook Field. Visiting airplanes have practically ceased their visits to McCook Field and are all coming to Wright Field. The flying section of McCook Field will be established at Wright Field in a few days and will occupy several of the hangars which have been vacated by the 88th Squadron.

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WHAT THE MARYLAND NATIONAL GUARD AIRMEN ARE DOING

The Maryland unit, the 29th Division, Air Corps, is attached to the 29th Division, composed of Maryland, Virginia and District of Columbia troops, and in the emergency it would take the field with these troops. Thus Marylanders naturally take intense interest in the welfare of this unit, which has a high reputation gained by hard work and attention to duty on the part of all ranks in the unit.

The unit is composed of an observation squadron, a photographic section and a medical detachment. Its present strength is 23 officers and 80 enlisted men. Every Saturday afternoon at 2:30 P.M., it assembles in uniform and carries through a predetermined schedule of training -- observation missions, such as artillery adjustment, reconnaissance, sketching, photographic and formation flying. Classes in engine maintenance and overhaul, airplane rigging, radio, photography and armament are arranged for the enlisted personnel. In addition, all ranks are given instruction in and fire the 45 calibre automatic pistol on the modern steel range at Logan Field.

Ten airplanes are now assigned the unit -- 1 Douglas O2-C, 2 Consolidated TW-3's and 7 Curtiss JN's. By September the unit will have received, in addition, 3 Curtiss "Falcons" with Liberty engines, and by the end of 1928 all of the obsolete JN airplanes or "Jennies" will have been eliminated in favor of a new and modern type with much greater performance.

Saturday afternoon flying is controlled by a schedule of operations. Members of the unit may fly at any time, making cross-country flights limited to 500 miles. The unit attends all the nearby air meets and has participated with success in formation flying contests.

This year, for the first time, the unit goes to the field as a self-contained operating organization at Martinsburg, West Va., where it will set up its own camp. The people of Martinsburg have enthusiastically welcomed the idea of the Maryland unit going there and have planned extensive entertainment to make its stay pleasant.

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SECRETARY DAVISON VISITS CRISSY FIELD

The Hon. F. Trubee Davison, Assistant Secretary of War in Charge of Aeronautics, accompanied by Captain R.G. Erwin; Lieut. Lester J. Maitland; Sergeant Hooe; Mr. Porter Adams, President of the National Aeronautic Association, Mr. J.F. Brady, President of the Labor Bank of New York; and Mr. H.J. Adamson, Secretary to Mr. Davison, landed at Crissy Field, Presidio of San Francisco, Calif., at 1:00 P.M., May 30th in a Fokker Transport airplane.

The air travelers were cordially greeted by the Chief of Staff of the 9th Corps Area, Colonel A.V.P. Anderson; Major Delos C. Emmons, Commanding Officer of Crissy Field, and a large contingent of Army officers and prominent civilians.

On June 1st, Mr. Davison inspected the buildings, barracks, hangars and departmental activities at Crissy Field. Early the following morning the Secretary and his party enjoyed breakfast in the Squadron Mess Hall before taking off at 7:30 A.M., en route to Salt Lake City. An escort of three O2's, commanded by Major H.B. Clagett, with Sergeants Kolinski and Woodruff, flying in formation

accompanied the flight for a distance of 150 miles.

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KELLY FIELD PUTS ON LARGEST AERIAL REVIEW

The largest aerial review ever held at Kelly Field was staged on the morning of May 20th for Secretary of War Davis, Assistant Secretary of War Davison and General Patrick. Over 200 airplanes were in the review, which was led by General Fechet, the Air Brigade coming first, followed by the Bombardment Group, the Pursuit Group and the Attack Group. Brooks Field came next with 60 PT-1's flying in five-ship formations, then Kelly Field, led by Major Roy S. Brown, with DH's and bombers. The Airship TC-10 from Scott Field followed up in the rear. It was quite a spectacle for the thousands of civilians who came out to the field to see it.

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LONG PRACTICE FLIGHT IN A FREE BALLOON

Lieut. Paul Evert, pilot, and Lieut. R.R. Gillespie, aide, of Langley Field, Va., ascended in a 35,000 cubic foot free balloon on a training flight in preparation for the National Balloon Race in which they were entered. For the first four hours they drifted slowly to the south southwest. At about five o'clock a fair easterly wind came up, and during the night they averaged about 20 miles an hour, flying at an average altitude of 1500 feet. The next morning, still drifting southwest and having accomplished their purpose, they landed at 9:30 o'clock with some 300 pounds of sand ballast in reserve, at Marion, N.C. In the flight of 20½ hours they covered a distance of 350 miles, which is considered a fine performance.

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ARMY BALLOON TEAM MAKES LANDING IN CEMETERY

Ever once so often an incident occurs in the life of an aviator which is calculated either to shake his nerve momentarily or arouse his sex depending on how he is mentally constituted.

The NEWS LETTER Correspondent from Scott Field, Belleville, Mo., gives an account of the flight of Captain William E. Kepner, Army Air Corps aide, Lieut. Wm.O. Eareckson, in the National Elimination Balloon Race, that upon descending about one mile from the sea the aeronauts drifted over a cemetery, and finding everything favorable landed in front of a tomb which was inscribed the epitaph "Rest in Peace".

Captain Kepner and Lieut. Eareckson will represent the Army Air Corps in the next International Balloon Race, which will be held at Denver, Colorado, September 10th next. These officers qualified in the National Elimination Balloon Race, which started at 5:00 P.M., May 30th at Akron, Ohio. The final results of the Race Committee gives third position to the Army Balloon S-19. First prize was won by the transients participated in this Race. The Scott Field pilots who traversed the distance given officially as 595 miles, reported a most interesting flight that they took off from Akron at 5:45 P.M. and landed at Biddeford, Maine, the next night, May 31st. Weather conditions were satisfactory for the greater part of the trip and everything pointed favorably for a record-breaking flight had the Atlantic Ocean interfered.

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COLONEL LINDBERGH MAKES A BRIEF VISIT TO MITCHEL FIELD

By the News Letter Correspondent

The four minute visit of Colonel Charles A. Lindbergh to Mitchel Field on June 13th was a brief but dramatic chapter in the story of this plucky boy whose modesty and courage have made him a national hero.

It was just two minutes before noon when the Colonel touched the wing of his Curtiss pursuit ship to the flying field and it was two minutes after noon when Captain Ira C. Eaker, Air Corps, had cleared the field in his Loening amphibian, with Lindbergh as a passenger, headed for the harbor of New York where the official welcomers were waiting.

In the moments of his visit Colonel Lindbergh, in the post Cadillac from which the top had been removed to afford the three thousand spectators a better view, passed in review and as the car turned at the west side of the field and started toward the waiting Amphibian the crowd broke through the lines and followed the racing car.

To have attempted to check the streaming crowd would have meant disorder and unpleasantness. Almost simultaneously the order was given to the soldiers on duty to protect the spectators from the whirling propeller, and Chief of Police Abram Skidmore signaling his force of twenty Nassau County motorcycle policemen to merely keep a runway open on the field. In a moment the entire crowd had collected around the plane and it was only necessary for Captain Eaker to taxi a few hundred feet to have everyone behind the plane and an open field from which to take off.

Never before had so enthusiastic a crowd visited Mitchel Field. They represented the real Lindbergh fans who had come to the field on the possibility that he would land there, and they were not to be cheated of a close-up view of their hero. The fact that he was expected to land at Mitchel Field had been guarded with great secrecy lest a great crowd congregate and make both difficult and dangerous the landing of the pursuit ships.

Not one incident marred the spontaneous reception at Mitchel Field, and its successful conduct was due to the cooperation and understanding of each other's problems which exists at all times between the civil and military authorities Nassau County.

Colonel Lindbergh visited the field the following morning, intending to fly to Bolling Field in the pursuit ship in which he arrived. It was raining at Mitchel Field and en route, and a report was received that Bolling Field was under water, so the Colonel, reluctantly, gave up the idea of getting there that day.

Early in April Mitchel Field and its vicinity has been the center of national interest. On April 12th Bert Acosta and Clarence D. Gage completed fifty-one hours circling the three fields, and immediately the subject of a New York-Paris flight became the daily topic. Interest was divided between the "Columbia" and the "Spirit of St. Louis". When Commander Byrd landed at Roosevelt Field with the "America", there was keen but friendly rivalry as to which plane would be the first to take off for Paris.

During the preparations, scarcely a day passed that Mitchel Field failed to give assistance to one, and sometimes all of the three contenders. Perhaps the requests were reasonable it was possible to grant all of them, and the policy to give instant and interested cooperation. It was not a case only the wishes of the flyers and the safety and success of the flight was considered. Where three great sportsmen meet, such as Commander Byrd, Colonel Lindbergh and Mr. Chamberlin, and they are struggling to attain a common objective, each is bound to have his own following. So far as the field at Mitchel Field was concerned, there was never a semblance of favoritism. The continued warm friendship of the three great flyers is proof of this. It is not surprising, as he appears to do everything, Colonel Lindbergh hopped off with his power of decision, his ability as a flyer, and his plane and the flight which won him the coveted honor of making the first non-stop New York-Paris flight. Interest in his flight had been progressive. When he landed at Mitchel Field from St. Louis he was practically unknown. "The fellow named Lindbergh" he became the man with a hundred nicknames. His obvious ability to do the dramatic thing at the right moment caused the public to have an affectionate interest in this boy, whose modesty seemed to overshadow from the beginning his great ability and courage. On this background he crossed the Atlantic alone and landed in Paris, and the applause for him and his feat rang around the World he met every situation in the same friendly, direct manner which had made him popular at the flying fields.

Perhaps, the explanation for a good part of the personnel at Mitchel Field being on duty from Monday morning, June 13th, when he arrived from Washington in a Curtiss pursuit ship, until the following Friday morning when he left for St. Louis. He had a delightfully informal manner of skipping in and out of the Post and the news of his arrival leaked out, a crowd depending in size on how much advance warning had been given, gathered at the field. An ordinary guess was good.

for one to two thousand persons, and if eight or ten hours advance notice had been given a crowd of twenty-five to fifty thousand could have been expected.

Visitors are always welcome at Mitchel Field, but here a distinctly different problem was presented. These visitors were all insistent in getting within three feet of their hero and of following him and his plane out on the field. Only the most elaborate police arrangements with roped areas would have prevented confusion and possible injury. This was proven at Roosevelt Field on Thursday afternoon, where fifty thousand people gathered at a field reception to the Colonel. Almost all of the Nassau County Policemen, their reserve division, and almost the entire commissioned and enlisted personnel from Mitchel Field were required to stem a stampede toward him when the official car appeared on the field. Only the fact that he entered Roosevelt Field from an unexpected direction by cutting across Mitchel Field and the handling of the situation by the police and military authorities with diplomacy and efficiency prevented the probable injury, by trampling of some of the spectators.

It was that morning after an evening attending benefit performances in New York that he dropped in at three A.M. for a flight to Washington in an Army Curtiss pursuit ship, with Captain St. Clair Streett as his escort. At eight o'clock the Colonel was back at the Field with his "Spirit of St. Louis", and after a hasty breakfast was off to New York to change from his evening clothes and to appear in a parade in his honor held by the citizens of Brooklyn.

On his last morning in New York he was due at 2:00 A.M., at Mitchel Field, where he was to spend the night and leave at seven for St. Louis. Instead, it was seven twenty when he swept through the gates with his escort of motorcycle policemen.

He was generous in his appreciation of what the Air Corps had tried to do for him locally and in Washington, as well as grateful for the gallant Pursuit Group, led by Major Thomas J. Lanphier, which brought him up from Bolling and was then waiting at Wilbur Wright Field to pick him up on the last leg of his flight.

So delightful is the personality of this boyish Colonel that he retains the regard of even those whom he keeps waiting. For seventy-two hours the newspapermen had been led a merry chase, but when he attempted to apologize to them in the hangar, where they had been collected for a last New York interview, they would not hear him through, but abandoned the interview to shake his hand in farewell.

The plane and the motor had been minutely gone over in the hangar, and when he arrived the motor had even been warmed up. A runway, three hundred feet wide and leading out on the flying field, had been maintained. He had merely to taxi out of the hangar and down the runway. While the crowd closed in behind him he took off amid a mighty cheer. His departure was accomplished so smoothly that, before the spectators realized it, he was gone. There was scarcely time for a second cheer before he was out of sight.

As Mitchel Field lost one distinguished guest and flyer it gained another. Governor Trumbull, now generally known as the flying Governor of Connecticut, with Major William F. Ladd of the Connecticut National Guard, witnessed Lindbergh's take-off from the air and landed a moment later. The second cheer might well have been for Governor Trumbull.

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PROGRESS OF ADVANCED FLYING SCHOOL

The present class at the Advanced Flying School, Kelly Field, Texas, is progressing nicely, having had little interference from bad weather. Basic flying was completed the first week in June, the class then proceeding to Galveston, Texas, for two weeks' practice in aerial gunnery. The class now consists of 29 officers, 13 cadets, 3 enlisted men, one U.S. Naval officer, one Norwegian officer and one Cuban cadet.

The Special Observers Course started May 2nd with twelve Air Corps officers in attendance. The personnel of the class includes: Majors J.E. Fickel and Walter R. Weaver, Captain William D. Wheeler; 1st Lieuts. A.B. Ballard, Emil C. Kiel, Robert H. Finley, Henry H. Reiley, W.W. Welsh, F.A. Johnson, W.K. Moran; 2nd Lieuts. Gerald G. Johnston and Rowland Kieburz.

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COL. LINDBERGH'S KELLY FIELD RECORD MUCH IN DEMAND

Kelly Field was proud to hear that one of its graduates, Charles A. Lindbergh,

was the first to make a non-stop flight from New York to Paris. Lindbergh graduated from the Advanced Flying School on March 14, 1925, specializing in Pursuit. His old 201 (Personal) file was brought out the day he completed his flight and certainly has been in use for a number of days after that. Every newspaper in San Antonio, many magazines, etc., made requests for photographs and his record while at this school.

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SECOND OBSERVATION SQUADRON HANDY WITH THE PISTOL

Only two of the 82 enlisted men assigned to the 2nd Observation Squadron at Kindley Field, Fort Mills, P.I., failed to qualify in the annual pistol practice for the year 1927 recently held at that post. Most gratifying was the fact that 62 men qualified as experts. Of the remaining 20 men 11 qualified as sharpshooters, 7 as marksmen and two failed to qualify.

The unqualified enthusiasm and interest displayed by the men in the preliminary instruction and their individual attention to the minor as well as to the more important details was no doubt fired and maintained at a high pitch by a very interesting and instructive opening lecture on the subject of "Hold 'em, Squeeze 'em and Call 'em", by Major W.D. Frazar, 59th Coast Artillery, Distinguished Pistol Shot and authority on the subject. The officers of the Squadron are due to complete the pistol course very soon and are very optimistic as to the outcome of their determination to surpass the percentage attained by the enlisted men.

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WORK OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT

A total of 38 airplanes and 43 engines were overhauled and repaired by the Engineering Department of the San Antonio Air Intermediate Depot, Duncan Field, Texas, as follows: Airplanes -- 3 DH-4M-1, 3 DH-4M-1T, 2 DH-4M-2, 1 DH-4M-2P, 8 PT-1, 1 Pl-A, 1 Pl-B, 1 C-1, 2 C-1-C, 4 Douglas O2-C, 2 Douglas O-2, 1 PW-9, 1 PW-9-A, 2 AT-4, 4 NBS-1, 1 MB-2, 1 LB-5; Engines -- 22 Liberty, 18 Wright-E, 3 Curtiss D-12.

Ten Curtiss AT-4's were received at the Depot and are being set up for delivery to Kelly Field for use in pursuit training at the Advanced Flying School. With the incessant demands for planes and engines for summer training of the Reserve and National Guard, and the immediate need of the new AT-4's on the part of the Advanced Flying School, the San Antonio Depot is certainly being kept constantly "on its toes".

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19TH AIRSHIP COMPANY PUTS IN A GOOD DAY'S WORK

With excellent weather conditions for flying, the 19th Airship Company, stationed at Langley Field, Va., established a new record on June 2nd for a single day in training with non-rigid airships at that station. The Airships TC-5 and TC-9 were in the air from 8:00 A.M. until 8:00 P.M., making fifteen flights for a total of about 23 aircraft hours and 170 man hours. The airships covered various mission training flights over the Peninsula and especially over Hampton Roads, where the airships stood by and circled over the Battle Fleet, giving the persons on board an opportunity to see them. During the day a total of 94 different men were taken up on these flights.

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MACHINE GUN AND BOMBING MATCHES AT LANGLEY FIELD

The fourth annual competitive Aerial Machine Gun and Bombing Matches got under way at Langley Field, Hampton, Va., on June 5th, the officials in charge of the conduct of the matches being as follows:

Executive Officer Major Lawrence S. Churchill, A.C.
Adjutant 2nd Lt. L.F. Young, A.C.
Supply Officer 1st Lt. Earl S. Schofield, A.C.
Statistical Officer 1st Lt. H.W. Beaton, A.C.
Assistant Statistical Officers 1st Lt. J.F. Eagan, Air Reserve;
2nd Lt. B.T. Starkey, A.C.; and 2nd Lt. D.D. Fisher, A.C.
Range Officer Capt. C.P. Clark, A.C.

Asst. Range Officer Capt. C.R. Blake, Air Res.
O.I.C., Bombing Range Capt. W.H. Francisco, Air Res.
Asst. O.I.C., Bombing Range 2nd Lt. K.W. Malone, A.C.
O.I.C., Machine Gun Range 1st Lt. L.S. Webster, A.C.
Asst. O.I.C., Machine Gun Range 2nd Lt. L.C. Wilson, Air Res.
Asst. O.I.C., Machine Gun Range 2nd Lts. J.H. McKenny and D.H. Stuart, Res.
O.I.C., Attack Bombing Range 1st Lt. W.K. Andrews, Air Res.
Asst. O.I.C., Attack Bombing Range 1st Lt. E.H. Holterman, Air Res.
O.I.C., Tow Target Range 1st Lt. L.S. Webster, A.C.
Operations Officer Major J.W. Jones, A.C.
Asst. Operations Officers 1st Lts. P. Melville and K.N. Walker, A.C.
Armament Officer 1st Lt. S.O. Carter, A.C.
Asst. Armament Officer 1st Lt. E.M. Morris, A.C.
Engineering Officer 1st Lt. J.R. Drum, A.C.
Asst. Engineering Officer 1st Lt. J.R. McReynolds, A.C.
Ordnance Officer Capt. C.F. Hofstetter, O.D.
Asst. Ordnance Officer 1st Lt. A.R. McConnell, A.C.
Communications Capt. A.V. Eliot, Signal Corps.
Ground Observers 2nd Lt. W.R. Wolfenbarger, A.C.; 2nd Lt.
A.C. Komdat, Air Res.; Flying Cadet G.F. Stowell (2nd Lt. Air Res.);
Flying Cadet K. Roscoe (2nd Lt. Air Res.); Staff Sgt. J.H. Craine, A.C.
Aerial Photographer 1st Lt. Guy Kirksey, A.C.

The following contestants from the various Air Corps stations, Marine Corps and National Guard stations reported at Langley Field for the Bombing and Machine Gun Matches:

Langley Field, Va.	Captains Willis H. Hale, Cecil G. Sellers; 1st Lts. E.M. Morris, <u>K.N. Walker</u> ; 2nd Lts. Alva L. Harvey and Elmer J. Rogers, Jr.
France Field, Canal Zone	Lieuts. Westside T. Larson, James E. Parker, Robert W. Douglas, Jr.; Harold C. King, Robert B. Williams.
Selfridge Field, Mich.	Capt. Hugh M. Elmendorf; Lts. Victor H. Strahan, Wm. L. Cornelius, John J. Williams.
Mitchel Field, L.I., N.Y.	Lieuts. N.R. Laughinghouse, O.L. Stephens, Joseph A. Wilson, Henry W. Darr.
Fort Crockett, Texas	Lieuts. Louis M. Palmer, Earl C. Robbins, Mark D.S. Steenson and Howard M. Turner.
Kelly Field, Texas	Lts. Earle E. Partridge and Luther S. Smith.
Bolling Field, D.C.	Lts. Robt. L. Brookings and E.R. Quesada.
Crissy Field, Calif.	Lts. Walter G. Bryte, Jr. and Geo. E. Henry.
Ft. Sam Houston, Texas	Lts. Arthur Thomas and Harvey R. Ogden.
Marshall Field, Kansas	Lts. Cornelius E. O'Connor and Louis L. Bowen.
Chanute Field, Ill.	Lts. Bushrod Hoppin and Signa A. Gilkey.
Maxwell Field, Ala.	Lts. Mervin E. Gross and Narcisse L. Cote.
U.S. Marine Corps, Quantico, Va.	Major Charles A. Lutz; Capts. Lewis M. Bourne, Francis P. Mulcahy; Lts. D.H. Sanderson and George H. Towner, Jr.
Massachusetts National Guard	Capt. Clarence E. Hodge, Lt. Robert A. Nagle.
Missouri National Guard	Capt. W.M. Robertson, Lt. J.W. Johannpeter.
Connecticut National Guard	Lts. Earl W. Fleet and Arnold R. Ramussen.
Tennessee National Guard	Lts. Frank B. McConnel, Cornelius Anderson.
Arkansas National Guard	Lts. Joe T. Shumate and Garnett S. Caldwell.

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OPENING OF SAN FRANCISCO'S MUNICIPAL AIRPORT

The dedication and opening of San Francisco's Municipal Airport, known as Mills Field and located at Millbrae, Calif., proved to be an auspicious event and was attended by many prominent persons in civil and military life. The Army and Navy were well represented, Rockwell and Crissy Fields supplying quotas. Among the Army personnel, the Corps Area was represented by Majors H.B. Clagett and J.Y. Chisum and 1st Lieut. Harold A. Moore. Those participating in the flights from Crissy Field were Captain W.C. Ocker, 1st Lieuts. J.R. Glascock, F.D. Hackett, 2nd Lieuts. W.G. Bryte, Jr., G.E. Henry, Master Sgt. C.W. Kolinski and Staff Sgt. P.L. Woodruff.

AIRSHIP TC-5 MAKES NIGHT NAVIGATION TRAINING FLIGHT

The Airship TC-5 from Langley Field, Va., recently made a 13½ hour non-stop night flight by use of the compass, the voyage being for the purpose of night navigation training and the testing of radio communication facilities.

The airship left the hangar at Langley Field at 5:00 P.M., passed over Washington at 8:45 P.M., Baltimore at 10:00 P.M., Wilmington, Del., at 10:45 P.M., reaching Philadelphia at 11:00 P.M. After circling around Philadelphia for half an hour the TC-5 turned back to its home station. Due to a heavy head wind, the trip down from Philadelphia was delayed a little, the airship arriving at Langley Field at 7:30 A.M. the next morning.

The TC-5 was equipped with radio, and during the entire flight was in constant communication with the various stations along the route as well as in talking communication with the various radio fans and stations. Lieut. R.R. Gillespie, who commanded the airship, had with him Lieut. L.A. Skinner and Warrant Officer R.E. Lassiter as pilots; Staff Sgt. R.E. Quinn and Sgt. H. Camire as engineers and Corporal J. Kederis as radio operator.

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REFUSES TO JUMP FROM DISABLED AIRPLANE WHILE OVER TOWN

His propeller torn off, as well as the drift wires in the nose of his airplane, Lieut. E.H. Bassett, an Air Corps Reserve officer on active duty at Langley Field, Va., refused to "go over the side" with his parachute, because at that particular moment he was directly over the town of Messick, just across the river from Langley Field, and he was fearful of the dire consequences to the inhabitants below were he to have permitted his ship to crash.

Lieut. Bassett's first impulse was to jump but, on second thought, feeling of his controls and finding them still intact and the ship not badly out of balance, he turned it around, headed into the wind and made a landing in a marsh. He rolled into a duck pond, but by that time had lost enough speed so that the plane did not go over on its nose and, consequently, he suffered no injury.

At the time of the accident Lieut. Bassett was engaged in towing targets for the aerial gunnery matches being held at Langley Field. He was flying a DH-1 equipped with a supercharger. He had made one trip over the tow target range and started to go back. At that time he was approximately seven miles from Langley Field. A knock suddenly developed in the motor, which steadily grew worse. Pulling off the course he waved to the man firing at the target that he was in trouble and was heading for home. A few moments later a loud explosion occurred in the nose of his airplane, and loose wires and parts came flying past him. The ship became enveloped in smoke, presumably from burning oil.

Examining his ship after landing, Lieut. Bassett found that the engine crankshaft broke behind the first throw, tearing off the propeller and the drift wires in the nose of the plane and damaging the engine considerably.

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FIRST PURSUIT GROUP MAKES RECORD FLIGHT TO WASHINGTON

Twenty-one pursuit airplanes of the First Pursuit Group, under the command of Major Thomas G. Lanphier, departed from Selfridge Field at 2:00 P.M., June 9th for Washington, D.C., for the purpose of participating in the reception of Colonel Charles A. Lindbergh. At 5:50 P.M. the pursuiter were seen circling over the Capital City, the concerted loud hum of the 21 engines causing the populace to gaze upward at the trim little craft changing from one formation to another and finally making a bee line for Bolling Field.

This is the first time, it is believed, that such a large number of planes have flown to Washington from Selfridge Field without a stop, and adds to the records made by the First Pursuit Group to and from the Texas Maneuvers in May. It is just another demonstration of the reliability of aircraft when taken proper care of and when guided by the skillful hands of competent pilots.

The twenty-one pilots who participated in the flight to Washington were, in addition to Major Lanphier, Captains Vincent B. Dixon, Frank H. Pritchard, 1st Lieuts. St. Clair Street, Frank O'D. Hunter, Laclair D. Schulze, J. Thad Johnson, Louie C. Mallory, 2nd Lieuts. Kirtley J. Gregg, Clarence S. Irvine, Lee Gehlbach, Charles H. Deerwester, Russell Keillor, Ernest H. Lawson, John E. Bodle, Burton Hovey, Jr., George G. Finch, and 1st Lieut. Francis C. Crowley, 2nd Lieuts.

Jesse B. Stowe and Herbert V. Vanatta, Air Corps Reserve.

The above airmen were joined at Bolling Field by the three other pursuit pilots who were attending the annual Machine Gun and Bombing Matches at Langley Field. All of these planes accompanied Col. Lindbergh on his flight to New York. The latter piloted an Army P-1 on this flight, and before heading for the great metropolis thrilled spectators by his daring antics with the pursuit ship.

During the greeting in Washington the 24 planes, led by Major Lanphier, pleased the populace with their exhibition of stunting and wartime maneuvers.

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MAJOR DARGUE VISITS DETROIT

Major Herbert A. Dargue, Air Corps, commander of the recently concluded Good Will Flight from the United States to all of the countries in Central America, South America and numerous islands in the West Indies, arrived in Detroit June 14th on an airplane tour of the United States.

A reception was given Major Dargue in Memorial Park, Detroit. Lieut. Victor H. Strahm, of Selfridge Field, assisted in the ceremonies, and three enlisted men of the 57th Service Squadron were transported to Detroit to look over and take care of Major Dargue's plane.

The Good Will Flight in the United States is being made in the Amphibian plane NEW YORK 2ND. Mr. Walter O. Lockner, of Trenton, N.J., President of the National Association of Commercial Organization Secretaries, is accompanying Major Dargue, and their schedule calls for visits in 33 States. The Amphibian was escorted to Detroit by two pursuit planes from Selfridge Field, piloted by 2nd Lts. Joseph G. Hopkins and Ford J. Lauer, Air Corps Reserve.

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VISUAL INSPECTION SYSTEM ✓

Lieut. Donald B. Phillips, Air Corps, on duty in the Inspection Division, Office Chief of Air Corps, recently reported at Selfridge Field, Mich., for temporary duty in connection with the operation of the Visual Inspection System being installed at this station. This system is a new method of inspection of airplanes and materiel and is being established at all Air Corps Stations.

Staff Sgts. Benjamin J. King and Fred Sims, of the 99th Observation Squadron, Air Corps, of Bolling Field, D.C., reported at Selfridge Field in connection with the installation of this system.

The Visual Inspection System makes necessary the use of many new Air Corp forms, and Staff Sgts. King and Simms, who are familiar with these forms and the operation of the new system, are to act as instructors in the preparation of these forms. Classes of instruction in their use have been held in the Group Operations Office, the following officers of the First Pursuit Group being detailed as instructors: Lieut. Frank O'D. Hunter, Operations Personnel; Lieut. Lacair D. Schulze, Crew Chiefs and other hangar personnel; 2nd Lieut. Wm. H. Doolittle, Armament personnel; 1st Lieut. Addison G. Person, Parachute Maintenance personnel.

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NIGHT FLYING AT SELFRIDGE FIELD

Lights for night flying installed at Selfridge Field, Mich., consist of a net work of red lights around the edges of the field and a large carbon light with a very large lens which throws a beam of light across the field almost as bright as daylight. It is said that this light is of 400,000 candle-power. Located on the roof of Hangar 10 is a very powerful revolving searchlight and, it is believed, an aviator flying over Detroit on a clear night could easily observe this revolving beam.

These lights were modeled somewhat along the line of the lighting system at the Air Mail Field at Cleveland, Ohio. Master Sgt. Horst W. Tittel and Mr. George E. Moyer, the post electrician, performed most of the work in connection with the installation of the lights.

Lieut. Frank O'D. Hunter recently made several night flights to test the lighting system and had no difficulty in making perfect landings.

HEROIC CONDUCT OF AIR CORPS OFFICER ✓

Seriously injured, his lower limbs temporarily paralyzed, Lieut. Earl S. Hoag, Army Air Corps, exhibited great courage and fortitude when he dived twice from his wrecked airplane into the icy water of Lac-La-Peche, Province of Quebec, Canada, in his endeavor to rescue Captain McKee, Air Corps Reserve. The latter officer was piloting the airplane and was about to make a landing. Due, however, to the smoothness of the water and its high reflecting power, he was unable accurately to locate the surface and, in landing, the plane struck the water with considerable force. Captain McKee was catapulted from the plane and probably knocked unconscious, as he sank immediately. Lieut. Hoag was also thrown from the plane and seriously injured. He sustained lacerated wounds of the face and back and, in addition, a severe contusion to his spine which caused a temporary paralysis of his lower limbs.

A rescue boat was put out from the bank about a mile and a half away. Lieut. Hoag was seen clinging to the wreckage of the plane, but Captain McKee was not seen. The occupants of the boat stated that when Lieut. Hoag twice released his hold upon the wreckage and dived below the surface he remained under for a long time on each attempt and that upon their arrival at the scene they found him exhausted from loss of blood, exposure in the icy water and his attempts to rescue Captain McKee. They were amazed at his attempts to save his companion in spite of the fact that he had lost the use of his lower limbs.

The account of this accident was phoned Major Wood S. Woolford, Medical Corps, on duty in the Medical Section, Office Chief of Air Corps, by Commander Wick, U.S. Navy, who attended Captain McKee's funeral at Pittsburgh recently. Commander Wick stated that he had obtained the account from others at the funeral.

Lieut. Hoag, until recently, was on duty in the Training and Operations Division, Office Chief of Air Corps, Washington. He was granted leave of absence for several months prior to joining his new station at March Field, Calif. and joined a party organized and financed by Captain Dalzell McKee, Air Corps Reserve, of Pittsburgh, Pa., for an airplane exploration trip. It is understood that Captain McKee fitted out three airplanes at his own expense, his party, besides Lieut. Hoag, including Lieut. Tomlinson, on leave from the Navy, a Canadian Air Officer, a photographer and a mechanic. The airplanes were equipped with pontoons and were to have started from Montreal about June 15th to travel north through Canada along certain waterways up into the Arctic Circle photographing and making descriptive notes of the country.

From a point somewhere in the Arctic Circle it was planned to travel west to Port Barrow, Alaska, and thence south along the Pacific Coast to Vancouver, thence east to the starting point - Montreal. About three months were to have been spent on this trip, and between ten and eleven thousand miles covered. Captain McKee had arranged with the Canadian Government for the spotting of supplies at selected bases by the first boats going north after the rivers and lakes had become sufficiently clear of ice to permit navigation.

The expedition has probably been abandoned on account of the unfortunate accident on June 9th, when Captain McKee lost his life. The headquarters of the expedition was at Lac-La-Peche, Province of Quebec, Canada, and the preliminary testing of the planes was being done there.

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GENERAL FECHET TO BE NEXT CHIEF OF AIR CORPS

The President has approved the recommendation of the Secretary of War for the appointment of Brigadier-General James E. Fechet, Assistant to the Chief of Air Corps, to be Chief of Air Corps with the rank of Major-General, upon the retirement of Major-General Mason M. Patrick, Chief of Air Corps, when he reaches the age of statutory retirement - 64 years - on December 13, 1927.

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LIEUT. FRANK O'D. HUNTER ORDERED TO WASHINGTON

First Lieut. Frank O'D. Hunter, Air Corps, one of the best known officers at Selfridge Field, Mt. Clemens, Mich., was recently ordered to duty in the Office of the Chief of Air Corps, Washington. Lieut. Hunter is one of the

oldest officers in point of service with the First Pursuit Group, having come to Selfridge Field with the Group from Ellington Field, Houston, Texas, in 1922. Among other duties, Lieut. Hunter was Commanding Officer of the 94th Pursuit Squadron and Operations Officer of the First Pursuit Group. He is probably better known for his duties as Operations Officer.

The name of Lieut. Hunter was associated with every major operation of the Group since his connection with it, including the successful flight of six pursuit planes to the Pacific Coast in 1925, one of which was piloted by him. Better known, however, is the war record made by this fearless aviator. He is one of the few war time pilots remaining in the U.S. Army Air Corps credited with the destruction of five or more enemy airplanes.

Lieut. Hunter is also known as a two-time member of the Caterpillar Club, having been forced to jump twice with his parachute from a disabled airplane. One of these jumps occurred early in 1926 at Selfridge Field, when the pursuit airplane he was piloting caught fire. During the small space of time Lieut. Hunter tried to control the plane his mustache was burned off.

The First Pursuit Group regrets the departure of Lieut. Hunter, and all good wishes go with him.

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FIRST PURSUIT GROUP FLIES TO BALLOON RACE

During the National Elimination Balloon Race, held at Akron, Ohio, May 30th, at which time 15 contestants sailed up into the air late in the afternoon, a squadron of airplanes from the First Pursuit Group, Selfridge Field, Mich., was in attendance and added much color to the meet. The squadron, under the command of Major Thomas G. Lamphier, gave an interesting exhibition of combat maneuvers and formation flying.

Mr. Wade T. Van Orman, of Akron, Ohio; E.J. Hill, of Detroit, and Captain W.E. Kepner, of Scott Field, Ill., were officially acclaimed the three best performers in the Race, they having covered distances of 718, 650 and 595 miles, respectively. These pilots will constitute the American teams in the International Balloon Race to be held at Denver, Colorado, in September. Strong air currents, generally blowing eastward, carried the three winners to the coast of Maine. Several times they were in danger of being blown out to sea.

The balloons were limited to 35,000 cubic ft. capacity. A dirigible from Scott Field was flown to the meet.

Hon. Wm. P. McCracken, Secretary for Aeronautics, Department of Commerce, and Hon. Edward P. Warner, Assistant Secretary of the Navy in Charge of Aviation, were speakers during a banquet held in the Armory at Akron, Ohio, at the time of the meet.

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WEST POINT GRADUATES TO BE DETAILED IN AIR CORPS

The War Department construes the provisions of the Air Corps Act, approved July 2, 1926, as precluding commissioning in the Air Corps, in time of peace, any person other than a qualified flyer. Consequently, none of the graduates of the United States Military Academy, Class of 1927, has been commissioned in the Air Corps, all having been assigned to the remaining six combatant branches. All those prospective graduates who expressed a desire to undergo the prescribed physical examination for flying were given the examination at the Military Academy, and of those who qualified 38 have expressed a desire for detail in the Air Corps and will be so detailed at the time assignments to organizations and stations are announced. Their duties, final class standing, and branches in which commissioned are as follows:

<u>Name</u>	<u>Final Class Standing</u>	<u>Branch in which commissioned</u>
Hawkins, Donald C.	4	Corps of Engineers
Naylor, Robert H.	6	Corps of Engineers
McGregor, George W.	15	Field Artillery
Harrington, Charles A.	17	Corps of Engineers
Minter, William H.	23	Corps of Engineers
Day, Frederick E.	27	Coast Artillery Corps
Daly, Maurice F.	34	Field Artillery

Name	Final Class Standing	Branch in which Commissioned
Kunesh, Fred W.	35	Signal Corps
Peirce, George F.	38	Coast Artillery Corps
Edwards, Parmer W.	42	"
Wilson, James	59	Signal Corps
Mechling, Edward P.	65	Cavalry
Flocks, Julius T.	66	Signal Corps
Franholm, Frederick A.	72	Field Artillery
Simontom, Samuel J.	74	"
Curtis, James D.	78	Coast Artillery Corps
Lewis, Mark K. Jr.	83	Field Artillery
Grover, Orrin L.	98	Coast Artillery Corps
Cobb, Arthur L.	112	Cavalry
Schwab, John A.	114	Field Artillery
Towner, Milton M.	117	"
White, Robert C.	118	"
Ganahl, Joseph, Jr.	121	"
Upthegrove, Far R.	123	Infantry
Deichelmann, Matthew K.	126	Coast Artillery Corps
Schmidt, Ernest G.	133	Infantry
Phelan, William J.	137	"
Hackman, David M.	143	"
Rose, Bernard C.	158	"
Kirby, John W.	162	"
Loughborough, David S.	185	"
Huggins, Marion	189	"
Funston, Frederick, Jr.	190	"
Smyly, James W., Jr.	195	"
Harding, Neil B.	197	"
Easton, Robert L.	200	"
Thorpe, Fred L.	202	"
Bleakney, William R.F.	203	"

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Donald G. Stitt from Post Field, Fort Sill, Oklahoma, to March Field, Calif., accompanying 23rd Photo Section, and to remain in command of that organization. Prior orders in his case revoked.

Capt. Rosenham Beam, from Hqrs. Air Corps Training Center, Duncan Field, Texas, to March Field, Calif., for duty.

1st Lieut. Edwin Sullivan from Fort Crockett, Texas, to Advanced Flying School, Kelly Field, Texas, for duty.

1st Lieut. Mark R. Woodward from Mass. Institute of Technology, Boston, Mass., to Aberdeen Proving Grounds, Md., for duty.

1st Lieut. R.P. Reese from observation and treatment, Walter Reed General Hospital, to McCook Field, Dayton, Ohio, for duty.

1st Lieut. Lloyd Barnett from Crissy Field, Calif., to Birmingham, Ala., for duty as Instructor, Air Corps, Alabama National Guard.

Capt. Asa N. Duncan, from detail as Instructor, Alabama National Guard, Air Corps, Birmingham, Ala., to Langley Field, Va., for duty.

1st Lieut. John A. Laird from Graduate School of Business Administration, Harvard University, to McCook Field, Dayton, O., for duty in Office of Industrial War Plans Section.

Major Earl S. Maiden from Army War College, Washington, to pursue course of instruction at Ecole de Guerre, beginning about November 1, 1927.

1st Lieut. Carl W. Pyle from Fairfield Air Intermediate Depot to March Field, Calif., for duty.

2nd Lieut. Thomas M. Lowe from Langley Field, Va., to Brooks Field, Texas, accompanying 20th Photo Section. Former assignment to Kelly Field revoked.

1st Lieut. Frank O'D. Hunter from Selfridge Field, Mich., to Office Chief of Air Corps, Washington.

Major Archie W. Barry from Office Chief of Air Corps, Washington, to Scott Field, Belleville, Ill.

1st Lieut. Silas C. Hyndshaw from Letterman General Hospital, San Francisco, Calif., to his home to await retirement,

1st Lieut. Bennett E. Meyers from Hawaiian Department to Industrial War Plans Section, Procurement District, Dayton, O.

1st Lieut. Guy H. Gale from Air Corps Technical School, Chanute Field, Ill. to Mitchel Field, N.Y.

1st Lieut. Ulysses G. Jones from Air Corps Technical, Chanute Field, Ill., to Pope Field, Fort Bragg, N.C.

2nd Lieuts. Archibald Y. Smith and Harold G. Peterson from duty as students at Air Corps Technical School, to Chanute Field for duty.

Details to Air Corps: 2nd Lieut. George V. Holloman, and 2nd Lieut. James S. Stowell, Infantry, to Brooks Field July 1st for primary flying training.

Relieved from Air Corps: 1st Lieut. Terence J. Tully to 13th Infantry, Boston Harbor, Mass.

2nd Lieut. Paul B. Nelson to 2nd Div., Fort Sam Houston, Texas.

2nd Lieut. Harold E. Walker to 14th Cavalry, Fort Sheridan, Ill.

Captain Howell R. Hanson to 17th Field Artillery, Fort Bragg, N.C.

2nd Lieut. Ray B. Floyd to 38th Infantry, Fort Sill, Okla.

1st Lieut. George T. Barnes to Normoyle Q.M. Intermediate Depot, Texas.

1st Lieut. Charles M. Adams, Jr. to 13th Infantry, Boston Harbor, Mass.

2nd Lieut. John W. Homewood to 12th Infantry, Fort Washington, Md.

Promotions: 1st Lieut. Ray A. Dunn to Captain, rank from June 15, 1927.

2nd Lieut. Robert W. Douglass, Jr. to 1st Lieut, rank from June 3, 1927.

Reserve Officers Ordered to Active duty for one year from July 1, 1927:

TO BOLLING FIELD

Capt. Leslie Granger Mulzer, Columbus, Ohio.

Capt. Robert Edmonston Ellis, Paterson, N.J.

2nd Lieut. Julian Stanley Dexter, Boston, Mass.

TO CRISSY FIELD, SAN FRANCISCO, CALIF.

1st Lieut. Charles Glendower Ellicott, Santa Monica, Calif.

1st Lieut. Dear Farran, Los Angeles, Calif.

TO LANGLEY FIELD, VA.:

Captain Charles Raymond Blake, Westerly, R.I. (Extension of previous detail)

Captain Cecil Grey Sellers, Denver, Colo. "

2nd Lieut. Leo Craven Wilson, Clayton, Ind. "

2nd Lieut. Albert Carl Komdat, Cleveland, O. "

TO MAXWELL FIELD, MONTGOMERY, ALA.:

1st Lieut. Donald Dewey Arnold, Buffalo, N.Y.

1st Lieut. Harold Harvey Hunter, Indianapolis, Ind.

TO FORT CROCKETT, TEXAS:

2nd Lieut. Donald Wright Benner, Mays, Ind.

2nd Lieut. Herbert Melvin Newstrom, San Antonio, Texas.

2nd Lieut. Ivan Maurice Palmer, Mesquite, Texas.

TO MARSHALL FIELD, FORT RILEY, KANSAS:

2nd Lieut. Herbert Everett Rice, Granville, N.Y.

2nd Lieut. Joseph Hampton Atkinson, Dallas, Texas.

2nd Lieut. Homer C. Munson, Estherville, Iowa (extension of previous detail)

2nd Lieut. Joseph H. Atkinson, Dallas, Texas.

TO SELFRIDGE FIELD, MT. CLEMENS, MICH.:

2nd Lieut. Leo Katzman, Detroit, Mich.

2nd Lieut. Herbert Vernon Vanatta, Buffalo, Wyo. (Extension previous detail)

2nd Lieut. Robert Leonard Schoenlein, St. Louis, Mo. "

1st Lieut. John Franklin Egan, Brooklyn, N.Y.

2nd Lieut. Joseph Gerard Hopkins, Brooklyn, N.Y.

2nd Lieut. Jesse Beecher Stowe, Sacramento, Calif.

TO MITCHEL FIELD, NEW YORK:

2nd Lieut. Budd John Peaslee, Salinas, Calif.

2nd Lieut. Franklin Calhoun Wolfe, Houston, Texas.

2nd Lieut. Ford J. Lauer, Ligonier, Ind. (Extension of former duty at Selfridge Field, Mich.)

1st Lieut. Fay Oliver Dice, East St. Louis, Ill.

TO FORT SAM HOUSTON, TEXAS:

2nd Lieut. Lawrence Henry Douthit, Roscoe, Texas (extension of former detail at Chanute Field, Ill.)

TO BROOKS FIELD, SAN ANTONIO, TEXAS FOR DUTY:

2nd Lieut. Robert Richardson Ellis, Warren, Ohio.

For course of instruction at Primary Flying School:

2nd Lieut. John Richard Krick, Danville, Ind.

2nd Lieut. Louis Everette Wetherhold, Princeton, Ill.

2nd Lieut. John Philip Burkhart, Presidio San Francisco, Calif.

2nd Lieut. Lawrence John Chiappino, San Jose, Calif.

2nd Lieut. Howard B. Cock, Tustin, Calif.

2nd Lieut. Duane Monroe Covington, Seattle, Wash.

2nd Lieut. George Martin Dixon, Berkeley, Calif.

2nd Lieut. Louis Howard Enos, San Francisco, Calif.

2nd Lieut. Wilbur Mead Hayes, Berkeley, Calif.

2nd Lieut. John Reede Jacques, Berkeley, Calif.

2nd Lieut. Archibald Marison Muel, Jr., Sacramento, Calif.

2nd Lieut. Raymond Charles Olsen, Oakland, Calif.

2nd Lieut. Gardner Lawton von der Lieth, San Francisco, Calif.

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AERIAL NAVIGATION CONFERENCE TO BE HELD IN ROME

The Military Attache of the Italian Embassy, Washington, advises that during the first days of October next there will be held in Rome, Italy, "The International Congress of Aerial Navigation" under the Presidency of H.R.H. the Duca delle Puglie.

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HAWAIIAN FLIGHT AUTHORIZED

Authorization for Lieuts. Lester J. Maitland and Albert F. Hegenberger of the Army Air Corps to attempt the 2,407-mile flight from California to Hawaii was given June 24th by Secretary of War Dwight F. Davis, following a conference with Assistant Secretary of War, F. Trubee Davison, in charge of Army Air Corps activities.

Secretary Davis sanctioned the flight on learning that the various tests, conducted by the two pilots since their arrival at San Diego last week aboard the three motored Army transport in which they are to make the flight, have been declared satisfactory.

Major-General Mason M. Patrick, Chief of Air Corps, left for San Francisco June 23rd and, upon his arrival there, will make a final check-up on the tests which mainly deal with problems of navigation. These having been conducted, the huge monoplane will be ready to take off as soon as weather conditions permit. The flight will probably be started from the airport near Oakland, where a runway is now being constructed.

Care will be taken to avoid any rush in preparations for the flight. The Army, while eager to bridge the 2,407 mile gap by plane, is not approaching the project from the angle of a desire to have an Army plane the first to make the California-Hawaii flight. Furthermore, the Army is not attempting to compete with civilian airmen who are planning to fly from California to Hawaii. Under no circumstances will the two aviators selected for this flight be permitted to accept any prize money or other awards offered for trans-Pacific flights by aviation enthusiasts.

NOTES FROM AIR CORPS FIELDS

San Antonio Air Intermediate Depot, Duncan Field, Texas, June 15.

The Depot welcomed its new Commanding Officer on June 2nd, when Lieut.-Col. James A. Mars, Air Corps, assumed command, coming to us from Scott Field. He had been on leave of absence in Washington and made the trip here by auto. Mrs. Mars will join him in the near future, and their son, James, who is a sophomore at Harvard, will also be with them soon.

Capt. F.N. Shumaker, A.C., Instructor with the Colorado National Guard, arrived here May 26th in a DH-4M-2 for the purpose of changing the engine. He left with Lieut. Kearns, Reserve, for Fort Bliss.

Lieut. Chapman, Chief Inspector of the Depot, flew to Fort Crockett, May 26th to inspect a Bomber at that station.

Lieuts. Vandenberg and McGinley, of Fort Crockett, were visitors here on May 26th.

Lieut. Frank B. Tyndall, Air Corps Inspector at the Huff-Daland Plant at Bristol, Pa., ferried an AT-4 to this Depot, May 30th, returning by rail.

Lieut. Joseph L. Stromme, of the Field Service Section at Fairfield, Ohio, ferried an AT-4 plane from Mitchel Field to this Depot, arriving June 4th. He was on temporary duty for conference with Headquarters Air Corps Training Center until June 10th, when he returned to his home station. While in this vicinity Lieut. Stromme was a visitor at the Depot for several informal and helpful discussions on supply and maintenance subjects.

Lieut. Newton Longfellow, of Mitchel Field, visited this Depot, June 4th, ferrying an AT-4, and returned by rail.

Lieut. Stanton T. Smith, on duty at the Little Rock Air Intermediate Depot, visited here via air, June 11th and returned on the 13th.

Lieut. Ignico, our Depot Supply Officer, left for Fort Bliss, June 13th to inspect certain balloon winches at Camp Boyd.

Orders were issued for Captain L.B. Massie, Quartermaster Corps, now on duty at Fort Ringgold, Texas, to relieve Captain O.J. Langtry, Quartermaster Corps, who has been with us now for some four years as Quartermaster. The change is to take effect about August 1st, and Captain Langtry is slated for duty as Assistant to the Quartermaster at Fort Leavenworth.

Needed miscellaneous work around this station is progressing at a steady pace. The new set of quarters for the Commanding Officer is about completed. The main warehouse building, and warehouse hangars 12, 13, 14, 16 and 17 of the Depot Supply Department, also hangars 1 to 12 and the test and storage hangars of the Engineering Department have all been newly painted, the appearance of the post being greatly improved thereby. The new drainage system, covering the entire area within the Engineering Department and the flying field, is rapidly nearing completion. The gravel-surfaced road in rear of the Engineering Department leading to the main road has been scarified, graveled and rolled, ready for topping with Uvalde rock asphalt, which will be commenced very soon.

Our civilian athletics have been taking an upward trend with the activities of the lusty Duncan Field baseball nine, the "Tigers", under the management of Lieut. Thomas H. Chapman, assisted by C.O. Wetherell, with Julius Glau as Captain. They now stand second in the local Saturday League, with a record of five games won and two lost, and will continue full of menace to rival teams in this vicinity both military and civilian.

Scott Field, Belleville, Ill., June 14.

Lieut. Lawrence F. Lawson flew the TF airship from McCook Field to Scott Field on May 27th. This ship, which is the small training type, will be used for preliminary instruction work for students in the Air Corps Balloon and Airship School.

Trials on the TE landing wheels are proving the success of this idea, and it is believed that further trials will eventually determine what is necessary for the larger type airship.

One new TC airship has been erected and has just completed the first 15 hours of test flights. It is expected that another TC will be erected within the next week or ten days, which will give us two new TC ships on the field.

The RS-1 made some of its speed tests on June 11th, and a very considerable amount of important data was obtained as a result. Further tests will be conducted in the near future based on information gained from the tests just run off.

All preparations are made for the reception of the McCook Field Engineering Class, and an interesting and instructive program has been arranged for their benefit.

Unfortunately, the weather continues to be very bad and it is impossible to get the amount of flying desired.

Wright Field, Fairfield, Ohio, June 3.

With the increased funds made available until the close of the fiscal year, the repair shops have been as busy as a hive of bees. Captain Edward Laughlin is in charge, assisted by Lieuts. Milo McCune, Harold L. Clark, Melvin B. Asp, L.H. Dunlap and Francis E. Cheatle. A large variety of airplanes are being repaired; steel landing gears for the DeHaviland planes are being built, and PT-1 airplanes are being rapidly assembled. Another job of a somewhat different nature is the construction of Crew Chief's Stands, to be shipped to those fields where the new Visual Inspection System is being installed.

Since the departure of the 88th Squadron, there are only a few enlisted men left. The 7th Photo Section left for Marshall Field on June 2nd, and the lighter-than-air detachment has gone to Scott Field.

A unique party in the form of a Treasure Hunt was given on Friday evening, May 27, by Major and Mrs. A.W. Robins, and Lieut. and Mrs. Ray A. Dunn, to all members of the station. Invitations were issued in a very mysterious manner, and no one knew just who was responsible for the party. The treasure was finally located hidden near the fountain at the post swimming pool, by Lieut. and Mrs. Frierson and Captain and Mrs. Blair. Many miles were covered by the more ambitious of the hunters, who were paired off in cars which took them on quite a sight-seeing tour. A red lantern hung outside the quarters of Major Robins gave the signal for the finish of the hunt, and the weary travelers, covered with dust and despair, made up for their tedious searching by devouring many hot dogs and Budweiser.

The Amphibian, "New York", which was flown around South America on the Pan-American Flight, has just been overhauled at the repair shops and was flown on June 2nd from Fairfield to Syracuse by Lieut. E.C. Whitehead for delivery to Major Dargue for use on his good will tour of various States.

As soon as the Field Service Section moves to the new Wright Field, the engineering office, with Captain Laughlin in charge, will be moved into the Field Service Section building. The instrument room (Mr. R.L. Ahlbrand in charge) will occupy the building formerly used as the engineering office.

Several officers attended the automobile races at Indianapolis on May 30, among them being General William E. Gillmore, Captain Edward Laughlin, Lieuts. Ray A. Dunn, L.H. Dunlap, C.W. O'Connor and Barney M. Giles.

General James E. Fechet made a brief visit at Wright Field on May 25. On the following day, seven bombers, en route to Langley Field, stopped here for a short time.

Lieut. Ward F. Robinson, from Pope Field, N.C., arrived on May 13, to ferry a PT-1 from Wright Field to Maxwell Field, Alabama.

Lieut. F.E. Cheatle returned from the flooded area of the lower Mississippi where he spent some time in assisting the Mississippi River Flood Commission.

A dance was given at the Post Gymnasium on June 3, being sponsored by the Officers' Club, the American Legion, and the Wilbur Wright Welfare Association.

Kelly Field, San Antonio, Texas, May 23.

With the conclusion of the combined air and ground maneuvers, which took place about San Antonio, Kelly Field has settled back to its normal activity. The 1st Pursuit Group from Selfridge Field, with 30 pursuit ships, made Kelly Field its airdrome during the maneuvers. With these ships and some 50 or 60 planes from Kelly in the air in the mornings, every bit of the ozone in these parts was taken up.

Through the courtesy of the Famous Players-Lasky Corporation, the entire officer and enlisted personnel was given an opportunity to see the motion picture "Wings", at the Texas Theater. It certainly is a great picture and many familiar faces were seen, as many of the pilots from Kelly, Brooks, and Selfridge Fields were instrumental in making the picture a success. It certainly brought back memories of cadet days and the late war.

Major Andrews, the Commandant, under orders to attend the Air Corps Tactical School in September, is to depart shortly on leave prior to reporting to Langley

Field. With the departure of Major Andrews, Kelly Field loses one of its ablest leaders, a thorough gentleman, and an excellent Commanding Officer. He is one of our most active pilots, and will fly any time or place with the best of them. He has been responsible for building the Air Corps Advanced Flying School up to the high standard which it now enjoys. It is the wish of everyone at Kelly to have again the pleasure of serving under his command.

Captain Fred L. Eglin was appointed Adjutant, vice Lieut. John B. Patrick, relieved. Captain Eglin has proved his efficiency -- he keeps a box of good cigars in his desk drawer for issue (when he is not in).

Major Roy S. Brown is leaving soon for temporary duty at Chanute Field, thence to the Tactical School for the next year's course. Everyone regrets his leaving.

The instructors' course which starts at Duncan Field about July 1st will be the largest ever held and will constitute all the officers who are to be instructors at March, Brooks and Kelly Fields when the new approved method of training goes into effect.

March Field is a popular place with all the pilots at Kelly, as practically all officers here have requested transfer or asked that their names be put on the list to go. If all requests are granted, the Air Corps will have to lock the gates of Kelly as the last man leaves. It's that old California sunshine, Los Angeles, Hollywood and Mack Sennet that the boys are thinking of.

Lieut. Harper (in command) and Lieut. Patrick were scheduled to leave about June 15th for March Field with the 70th Service Squadron.

Captain W.E. Lynd recently returned from leave spent in southern Texas, inspecting the oil fields of that district. Why the inspection we do not know. Perhaps in view of organizing an oil corporation.

Despite the fact that there were a few days of bad flying weather, Kelly Field was able to fly 3,310,105 aircraft hours, with a total of 4,781.40 man hours during the month of May. A total of 207 cross-country trips were made.

With the departure of the entire class for Galveston for two weeks of aerial gunnery, it will be rather quiet around Kelly during this time. Captain B.S. Wright was designated as Commanding Officer of the Gunnery Expedition.

With a good many of the officers taking the instructors' course, 15 or so going to Galveston, and a few to March Field, jobs around the Field are being doubled up and the boys are sure putting out.

Lieut. Raney, our photographic officer, has been in Mississippi taking pictures of the flood and working in connection with the Flood Relief.

Captain A.B. McDaniel left with the Amphibian "San Antonio", for Washington by way of Dayton. After Captain McDaniel renders his report to the Chief of Air Corps he is to take a month's leave before he gets back to the "hard grind" at Kelly.

Camp Nichols, Rizal, P.I., May 6.

Flight "B" 2nd Observation Squadron: During the month, the Flight, in addition to the regular Camp and Garrison duties, completed the preliminary and record pistol practice, resulting in the following qualifications:

Pistol Expert	14	Pistol Sharpshooter	6
Pistol Marksman	4	Unqualified	1
Total number of men firing the course			25
Total men not firing			5
Total strength of the Flight			30.

Staff Sgt. Charles H. McKnight had the honor of high score for the Flight-- 94.1%.

The Flight suffered the loss of the following named enlisted personnel on the recent sailing of the transport "THOMAS" from Manila; Corporal Edgar J. Caldwell, Privates Raymond Sainthill, Carl E. Watkins, Arthur J. Wenzlick, and William F. Luck. The members of the Flight wish these men all success upon their arrival in the homeland.

The Flight is in possession of a few members who are but slightly affected by the tropical sunshine, as viewed by the following narrative, namely: Pvts. Ernest F. Schwab, Rose, Wilson and Dunne, aroused themselves the other morning from their little white horse (G.I. Bunk) and, to the astonishment of all, mentioned a "short cross-country hike" to Antipolo, Rizal, P.I. This agreed on, they took off from the field at 8:30 A.M. and arrived at Antipolo, 1:15 P.M.; stayed in Antipolo for dinner; left Antipolo for Camp Nichols at 2:15 P.M., ar-

riwing home at 9:15 P.M. same date, total distance covered 56 kilometers. Infantry troops take notice! And in the way of a hike we claim this as a record for the field. Equipment carried was -- Pistol Belt with Canteen, filled with water, and rations for two meals. The next hike is planned for Baguio, Mountain Province.

1st Lieut. Hugh A. Bivins is enjoying thirty days' Detached Service, at Camp John Hay, Mt. Province.

The Flight was sadly handicapped by the loss of our Commanding Officer, Captain D.B. Howard, who assumed command of the Post during the temporary absence of Major Howard.

Sixth Photo Section: Organization Day was celebrated by this organization April 1st, by going to Sibul Springs for the day. Plenty of "Liberty Beer" and "Eats" were taken along, and a good time was had by all.

Mstr. Sgt. Rhodes and Staff Sgt. Hall returned to duty from their furloughs of two months' duration, both stating they had a good time.

Headquarters, 4th Composite Group: The last thirty days were very busy ones in this organization. The record firing of the pistol course was completed and quite a few new experts were added to our list.

Another change of Organization Commanders took place, 1st Lieut. Thomas being relieved and the command taken over by 1st Lieut. Kase.

With the departure on the Transport of "Geniel" Jimmy Smith, Pittsburgh Slease and Gordon, the Assistant Chaplain, the last of our sunshiners will be gone. Their places in the organization will be hard to fill. However, we have ten new victims to initiate in the joys of soldiering in the Islands.

28th Bombardment Squadron: The "THOMAS" brought us some new men, including Sgt. Menis as replacement for Sgt. Norris, who is due to return to the United States. No doubt Sgt. Norris is already lined up for the job of "slinging" the Boston Baked and the sour pickles. It is rumored that he is one of our best Air Corps Mess Sergeants.

Lieut. Beau, attached to the Squadron, is in the Sternberg General Hospital. We all hope for his speedy recovery.

The Squadron has been involved in much flying during the past five months. Several cross-country flights were made in connection with our regular routine flying and the Squadron is still maintaining a high average of flying hours.

Sixty-sixth Service Squadron: Lieut. Martenstein was on detached service at Baguio for the past month, Lieut. Webster carrying on as Station Supply Officer during his absence.

The two D.H.'s assigned to the Squadron were transferred to Station Reserve, leaving this outfit without any planes.

The U.S.A.T. "THOMAS" arrived with a large number of passengers, carrying replacements for Staff Sgts. McCollomn, Gorse, Sgts. Paul T. Smith and Rothstein. Sgts. Morton, Parton and Brooks are returning to the United States for discharge.

Master Sgt. Pulliam, who completed his two year hitch of foreign service, will return to the United States on the transport " SOMME".

Clark Field, Camp Stotsenburg, P.I.:

Lieuts. Fann and Wolfe and Families returned from detached service at Baguio. They reported a very enjoyable vacation. Lieut. and Mrs. Crawford departed for Baguio. The good ship "THOMAS" carried Lieut. Julian B. Hadden as passenger to Japan, where he expects to visit all points of interest.

The rainy season seems to have started early this year. For the past month we have enjoyed daily showers. The hot season is very trying, and rain at this time is very enjoyable. Later the rain will become monotonous.

Lieuts. McMullen and K.B. Wolfe accompanied Flight "B", Second Observation Squadron, on a cross-country flight to Aparri at the northern end of the Island. This is one of the most scenic flights in the islands.

All pilots are becoming very proficient in gunnery and bombing. Some very good scores were set up. It is hoped that Record Firing will produce very satisfactory results.

This Squadron put in a total of 100 flying hours in April. The training schedule was completed with the exception of Record Firing and Bombing. This will be completed by the 15th of June.

Kindley Field, Fort Mills, P.I.:

The 2nd Observation Squadron will suffer two commissioned losses on the departure May 3rd of the "THOMAS", the old war horse of the transport service. The first is Lieut. Lucas V. Beau, who, because of illness, was ordered to the Fitz-

simmons General Hospital, Denver, Colo. By this we suffer the loss of an officer who has not only demonstrated his ability as an Engineering Officer but has also earned the respect and admiration of both officers and men alike. Vic's place will be a hard one to fill, and it is the earnest hope of the personnel of Kindley Field that his recovery will be prompt and complete.

Numerous projects are under way at present, all of which should be completed before the rainy season sets in. Chief among these is the installation of a lighting system for night flying, painting the hangars, repairing the north hangars and launching track and painting all quarters and barracks.

The Post was considerably stirred up recently over the non-appearance of our rescue launch "Osprey", which had gone out in search of the Squadron fishing boat. It shoved off about 6 P.M. with Sgts. Hoffman, Apple and Ferrell on board, and was to be gone about four hours. The small boat returned O.K., reporting that it had not seen the Osprey. Fortunately it was a clear, calm night, so that even with a dead motor the most hardship that the crew could have suffered was anxiety and worry while drifting about. At midnight all arrangements were made for three planes to take off at the crack of dawn and search for the launch. This was done and at 5:30 A.M. the missing boat was located beyond Monja Light, about 25 miles to sea. One plane was kept circling about it until 9:40 A.M. at which time the mine planter "Harrison" which had been ordered out by the Commanding General, Fort Mills, pulled alongside and took off the crew of the helpless craft. According to their reports, they had found little use for sleep "while drifting about in the China Sea".

The "THOMAS" will take from our ranks our Radio Wizard, Sgt. Sweeney, and five privates, all returning to the homeland for discharge per expiration term of service.

Over the week end of April 23rd, the Post Officers had their first "at home" party. Some 18 or 20 guests from Camp Nichols came over as our guests and spent an enjoyable time playing golf, tennis, bridge and swimming, in addition to participating plentifully of food and drink at the buffet dinner Saturday night, and the Dutch supper on Sunday night. All guests departed Monday morning, singing praises about their hospitable reception.

Langley Field, Hampton, Va., June 7th.

50th Observation Squadron: Lieut. E.J. Rogers and Sergeant S.C. Howe recently escaped a ducking in Chesapeake Bay when the crankshaft of their motor broke while on an observation mission with Fort Monroe. Fortunately, this mishap occurred while the ship was still over the battery tuning in the radio. With but 800 feet in which to maneuver Lieut. Rogers, nevertheless, managed to land in a small ploughed field behind the Fort. Examination of the motor revealed a broken crankshaft on #6 connecting rod throw and a badly shattered crankcase. Lieut. Rogers received the commendation of his Squadron Commander, Lieut. Webster, for his skill in saving the ship under such adverse circumstances.

59th Service Squadron: The Squadron heard, with deep sorrow, of the death of two of its members, Staff Sergeant Clifford Glenn and Corporal Melvin Andrews, as the result of an airplane accident on May 29th at Augusta, Ga.

Captain James F. Doherty was assigned and assumed command of the Squadron on June 2nd. Lieut. William A. Hayward, who was with the Squadron since June, 1922, and Squadron Commander for more than three years, was ordered to the Air Corps Advanced Flying School at Kelly Field, Texas. The entire Squadron extends to Lieut. Hayward its best wishes, knowing that he is as reluctant to go as the Squadron is to lose him.

Second Photo Section: Private Frederic Heinye, formerly Technical Sergeant of the 7th Photo Section, Wright Field, Dayton, Ohio, joined this organization by transfer from the 3rd Photo Section, Bolling Field. Private Heinye spent the past seven months in the employ of a civilian concern engaged in aerial photography.

58th Service Squadron: Lieut. John R. Drumm, accompanied by Staff Sergeant Russell of the Parachute Department, left here recently on a cross-country flight to Fairfield, Ohio. Lieut. Drumm was recently appointed Parachute Officer of Langley Field, and this flight was made in connection with his duties.

19th Airship Company: Some very accurate bombing was done in practice by pilots of this organization, it being a regular thing to drop nine practice bombs out of ten inside of a 200-foot diameter circle at an altitude of 3,000 feet and at a cruising speed of 40 miles an hour. The scores would be 950 and

975 points out of a possible thousand. The 30-foot diameter marker was hit on several occasions.

The bathing season officially opened this month. In preparation for this, our company dock, which is less than 200 yards from the barracks, was repaired and placed in first-class condition. A new springboard is ready to be installed and a float is being placed in front of the dock. A tent shelter was erected on the sandy beach, and it is expected that this beach will become even more popular than it has been in the past. There is 25 feet of water at the end of the dock, which makes it ideal for diving. The beach has been policed and everything is ready now for the organizations' amusement.

Crissy Field, Presidio of San Francisco, Calif., June 9.

Major Henry B. Clagett, Air Officer, Ninth Corps Area, accompanied by Master Sergeant Chester W. Kolinski, in a Douglas O-2 plane, visited Clover, Griffith Park, March and Rockwell Fields in the southland during the past week. On May 30th they escorted the flight of Assistant Secretary of War Davison and his party from Rockwell Field to this station.

On May 17th this field was honored by a visit from Brigadier-General William E. Gillmore, Air Corps, who inspected the post and its activities. In the evening the General was entertained at a dinner by the officers stationed here. The General, on May 18th, accompanied by Major J.Y. Chisum, of the Corps Area Air Office, and Major D.C. Emmons, commanding Crissy Field, made a trip across the bay to Oakland, on a tour of inspection at Bay Farm Island Municipal Airport. They were later entertained by the Oakland Chamber of Commerce, where the General was called upon for a speech, to which he appropriately responded.

During the past week 2nd Lieuts. Walter G. Bryte, Jr. and George E. Henry were busily engaged in preparation for the annual gunnery matches at Langley Field.

In connection with the California Development Association's program some 40 airplanes recently made a cross-country flight to Sacramento, Stockton, Modesto and Fresno, California, returning the following day. Included among these five planes were five JNS Reserve Training planes piloted by Reserve officers.

San Antonio Air Intermediate Depot, Duncan Field, May 8 to 26.

This depot manifested its share of the interest and enthusiasm aroused by the Air Corps and Combined Air and Ground Maneuvers held in the vicinity of San Antonio from May 10 to 21. During the maneuvers the 3rd Attack Group maintained its headquarters and airdrome at Duncan Field, and consequently this station was the scene of most intense activity both in the operations of the group and in the technical activities of the depot for the occasion. This depot, true to its consistent reputation for service, took care of every requirement for repairs and supplies incident to the Air Corps' part in the maneuvers, which at times required the greater percentage of the Engineering Department force to be diverted to emergency work thereon.

Commander T.G. Hetherington, of the British Embassy in Washington, and Group Captain J.S. Scott, Director of the Royal Canadian Air Force, visitors at the maneuvers, paid a visit to this depot and viewed its activities.

This station was officially inspected on May 19th by the Secretary of War, Hon. Dwight F. Davis; the Assistant Secretary of War, Hon. F. Trubee Davison; Major-General Patrick, and Brigadier-General Lahm and Staffs.

On the afternoon of May 20th, at the Duncan Field Officers' Club, a tea was given in honor of Mrs. F. Trubee Davison by the ladies of the Air Corps in this vicinity.

Our Commanding Officer, Major John H. Pirie, departed from this station with his family on May 19th on a short leave of absence prior to sailing on June 10th for General Staff Corps duty in the Philippine Department. His departure was a matter of deep regret on the part of the officers and civilians of this command. He made a most satisfactory and enviable record during the time he commanded this depot. Upon their departure, Major and Mrs. Pirie were given farewell parties by the officers of this Depot and their numerous friends at the other air stations and in the city of San Antonio.

Lieut. Harry A. Halverson, of this depot, piloted a Douglas Transport to Oklahoma City, Okla., on May 8th, and returned on the 9th ferrying to San Antonio the crew of the Martin Bomber which was wrecked at Oklahoma City while en route to the maneuvers.

Captain Otto G. Trunk, Air Corps, reported for duty at this depot on May 14th, on transfer from Bolling Field, D.C., having motored through from Bolling Field, and reporting a pleasant trip.

Lieut. Barney M. Giles, of the Field Service Section, while here during the maneuvers, was a visitor at this depot for several informal conferences in connection with supply and maintenance work.

Through the courtesy of the Famous Players -- Lasky Corporation, the officers and civilian personnel of this depot attended a special showing, given for the Air Corps on May 20th, following its premiere in San Antonio of the motion picture "Wings", the new feature War Aviation film, which was produced in this vicinity with the cooperation of the Air Corps and the Second Division.

The Engineering Department of this depot overhauled and repaired the following airplanes and engines during the month of April, 1927: Airplanes: 14 Douglas O-2, 9 Douglas O-2-C, 3 Douglas C-1, 1 Curtiss O-1, 11 PT-1, 3 DH-2M-1, Total, 41 planes; Engines: 32 Liberty, 12 Wright-E, 1 Curtiss D-12, Total, 45 engines.

The allotment of additional funds for the hire of civilian employes for the remainder of this fiscal year has decidedly relieved the situation with respect to the shortage of help in the Engineering Shops, and will in turn increase production.

Field Service Section, Wright Field, Fairfield, Ohio, June 3.

Captain Morris Berman recently went to Middletown, to confer with the Commanding Officer of the Air Intermediate Depot with reference to the supply situation. He also investigated the property system in use at several General Supply Depots in the East.

Messrs. Cornelius G. Loose, R.P. Evans and LaVerghne Cook, technical assistants in the Field Service Section, left for Langley Field on June 2nd to be present at the Bombing Matches. Later in the month Messrs. Evans and Loose will go to Mitchel Field to inspect installation of armament.

Lieut. J.L. Stromme ferried on AT-4 from Garden City, New York to San Antonio, Texas.

Lieut. J.L. Stromme delivered the Memorial Day address at the exercises held on May 30th at the Methodist Church in Fairfield, under the auspices of the American Legion. Lieut. Stromme is well known as a brilliant and forceful speaker, and his eloquent address was most favorably received by the assemblage that filled the church to overflowing.

Lieut. B.M. Giles and Mr. G. R. Marley returned May 23rd from San Antonio where they represented the Field Service Section at the Maneuvers.

Lieut. M.S. Lawton went to Maxwell Field on May 7th in a DH-4M-2, making the flight in one day.

Majors H.C. Pratt and Carl Spatz visited the Field Service Section on May 26th, en route from San Antonio to Washington, for the purpose of consulting with the Chief of this Section regarding the allocation of airplanes during the next year.

Lieut. O.O. Niergarth and Mr. O.J. Neff left May 22nd for a ten days' trip to Mitchel, Bolling and Langley Fields, to consult with representative organizations regarding equipment to be specified as standard. They returned May 30th, bringing with them much new information on the difficult subject of basic tables of equipment. On June 2nd the Board of Officers, appointed to review the basic tables, met at the Field Service Section, with the intention of completing the revision which was begun last winter. The results of the work of this Board will be submitted to the Chief of Air Corps in the near future.

Major George H. Brett, who has been at the head of the Field Service Section for the last three and one-half years, left June 2nd with the best wishes of the entire Section. He will attend the Air Corps Tactical School at Langley Field but before the school opens he will enjoy a well-earned vacation in the Rocky Mountain region. He intends to visit several of the national parks and national forests.

During the time that he has been in charge of the Field Service Section, Major Brett has been well liked by officers and civilian employes. His aim has always been to make the Section an organization of real service to the entire Air Corps. Courteous and kindly, he is a keen judge of men and motives, patient with the problems of the day, yet prompt in his decisions; attentive to detail, but always mindful of the results to be attained; willing to listen to suggestions,

and willing to give council when it is needed. Upon the occasion of his departure, Major Brett addressed a letter to the Field Service Section, expressing his appreciation of the intelligent and loyal support received, and wishing success to all.

Major Brett is followed by Major A.W. Robins as Chief of Section. Major Robins, who is personally known to all in the Field Service Section, enters upon his new duties with the hearty support and cooperation of officers and employes, who are much pleased that Major Brett has such a worthy successor.

Selfridge Field, Mt. Clemens, Mich., June 14.

It is expected that construction of the new barracks for enlisted men will get under way by July 10th.

These are part of the Government's 10-year building program, during which time it is expected that new officers' quarters, a new hospital, 10 steel hangars, stables, warehouses and many other structures will be erected. Many of the latter structures may be erected during the next three or four years.

We regret to record the death of Lieut. Philip H. Downes, Air Reserve, formerly a member of the 1st Pursuit Group, which occurred at Ford Airport, Dearborn, Mich., on May 27th. Lieut. Downes was testing a small monoplane at the time when the wing collapsed, and he died in the crash of the plane.

Lieut. Downes was chief test pilot for the Woodson Aircraft Company of Napoleon, O. He was on active duty with the First Pursuit Group up to about 1½ years ago, at which time he was attached to the 95th Pursuit Squadron. He was 36 years of age.

We extend our condolences to Mrs. Ethel Downes, the widow of Lieut. Downes.

An airplane piloted by 2nd Lieut. Wilbur Erickson, Air Reserve, on active duty with the 1st Pursuit Group, was forced down near Niles, Ohio, on June 12th. The plane was returning to Detroit from Youngstown, Ohio, and Lieut. Jack Wolfe, of Detroit, was a passenger. When about 100 feet above the ground the motor cut out causing the forced landing. Luckily, neither pilot nor passenger was injured. The landing gear was smashed. Reports state that skillful piloting on the part of Lieut. Erickson saved both pilot and passenger from death or serious injury.

Lieut. Edgar T. Selzer, Air Corps, came to Selfridge Field as a member of a Board of Directors for examination of candidates for appointment as Flying Cadet, other officers detailed to this duty being away on the flight to escort Col. Lindbergh. Lieut. Selzer is attached to the 107th Observation Squadron of the 32nd Division, Michigan National Guard, as instructor.

Lieut. Robert L. Schoenlein, Air Reserve, with 25 enlisted men, left Selfridge Field by motor truck for Chanute Field, Ill., for temporary duty in connection with the maintenance of airplanes and equipment to be used for the training of R.O.T.C. students at that place during the period June 15th to July 30th. Three trucks and three trailers were used on this journey, including a field ran. The non-commissioned officers accompanying this detachment are: Staff Sgts. Emil Kolp and William N. Cornell; Sgt. Andrew White; and Corporals Carl A. Swan and Donald J. Terrill.

Air Corps, Michigan National Guard, Detroit, Mich.

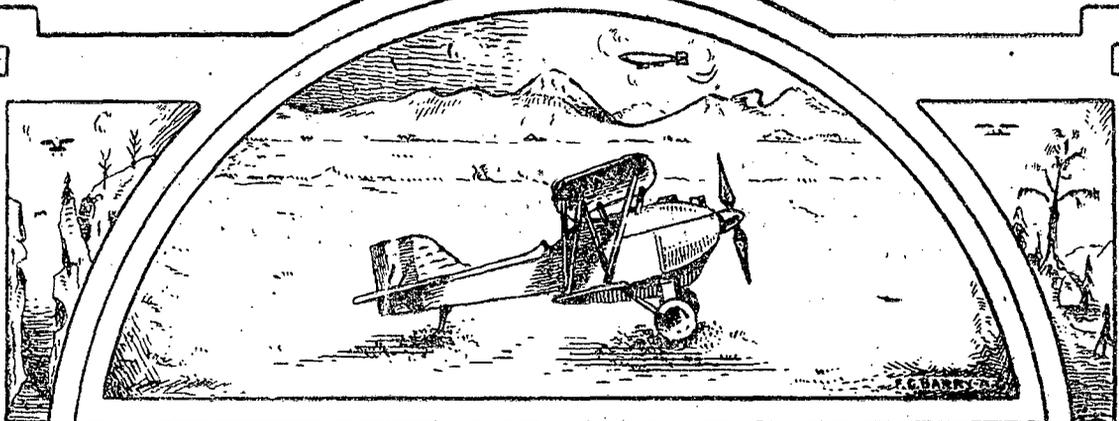
Despite much rain and a wet field which made flying unwise, if not impossible, the officers and men on flying pay in the 107th Observation Squadron, Michigan National Guard, have managed to get in all of their required flying time. In doing this the squadron has figured in several cross-country trips, and an aerial demonstration over the city during the Memorial Day parade.

Our field at the summer training camp site has been inspected and approved and we have been informed we will go to camp on August 6th for two weeks' training. The field is 3,000 feet square, located about three miles from Grayling, Mich.

On May 22nd our four "Jennies" flew to Lansing and back in the squadron's first cross-country flight. With the exception of a drenching during a rainstorm in Lansing, the trip was without incident.

Our field in River Rouge Park -- 80 acres -- is gradually changing into an A-1 port. The field is now being used as a Detroit terminal of a new airline between Detroit and Saginaw, recently started by W.J. Carr, veteran pilot of the State. Using one Travel Air biplane, Carr makes three round trips weekly.

A number of cross-country trips to Selfridge Field were made by squadron officers during the month.



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— **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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HAWAIIAN FLIGHT A REMARKABLE ACHIEVEMENT

From 8 minutes past 7:00 o'clock, Pacific Time, on the morning of June 28th, until 6:30 A.M. Honolulu Time, June 29th, Lieuts. Lester J. Maitland and Albert F. Hegenberger, Army Air Corps, were winging their way across the stretch of some 2400 miles of water between Oakland, Calif., and Wheeler Field, Hawaii. This flight aboard an Army Transport of service type was a fitting climax to a year which has produced remarkable progress in army aviation in this country.

Major-General Mason M. Patrick, Chief of Air Corps, who was present at Oakland for the start of the flight wired that there was practically no wind for the take-off; that Lieut. Maitland started slowly, made a perfect take-off, climbed gradually and apparently easily and hoped to reach the Islands between 7:00 and 10:00 the next morning. In reaching Wheeler Field at 6:30 A.M., it appears that the flyers were not far off their reckoning.

Just before the take-off Lieut. Maitland sent a telegram to the Hon. F. Trubee Davison, Assistant Secretary of War, stating that the plane was ready, the weather favorable and that he and Lieut. Hegenberger would "do their stuff". They "did their stuff" and chiefly because they knew their business and had the courage to put their knowledge to the acid test.

Secretary Davison in commenting on the flight, stated:

"The successful flight from California to Hawaii by Lieut. Lester J. Maitland and Lieut. Albert F. Hegenberger opens up a new vista of communication between America and its oversea possessions.

"It demonstrates perfection of motors and planes, and underscores the progress made in the development of the earth inductor compass, the radio beacon and other instruments for aerial navigation.

"The flight is unquestionably one of the very greatest of aerial accomplishments ever made. More than 2,400 miles of water separates this continent from Hawaii. To cover that distance, and at the same time keep a true course which enables the pilot to head directly toward a group of islands covering little more than 300 miles from tip to tip, is a major problem in aerial navigation. Had the plane been even four degrees off its course, disaster instead of success might have been the consequence.

"I am naturally pleased that two Army Air Corps officers, operating an Army plane built for no other purpose than Regular Army use, were the first to negotiate the flight to Hawaii. At the same time, I want to point out that it would have made no difference to our plans if the flight had been made first by one of those other valiant fliers who are planning to take off on the same hop. The Army flight had been under consideration for a long time. Exhaustive tests and preparations were made over a period of many months. It was not undertaken to compete with civilian fliers and neither Maitland nor Hegenberger will be eligible to receive any prize moneys or other awards.

"The thought behind the Army's project was not to have an Army plane be the first to cross the Pacific but to gather data which would be of value in promoting air traffic between California and Hawaii. The flight was contemplated in the interest of aviation and not as a quest for a unique record.

"The Atlantic has been crossed by Lindbergh and Chamberlin. The Pacific was crossed by Maitland and Hegenberger. These are great days for American aviation, and the Army Air Corps is supremely proud of Lieuts. Maitland and Hegenberger and what they have done."

The Hon. Dwight F. Davis, Secretary of War, sent the following radiogram to Lieuts. Maitland and Hegenberger:

"The War Department rejoices in the eminently successful outcome of your flight. We are justifiably proud that the perils of another great span of the air have been met and conquered by the skill, courage and daring of officers of the Air Corps. The whole of the Army unites in hearty congratulations to Lieut. Hegenberger and yourself for your flight, which is a valuable contribution to the development of aviation."

In an interview given members of the press at the Royal Hawaiian Hotel, the fliers stated that for the first 500 miles they encountered strong cross winds and after that a very strong tail wind. They flew all day at an altitude of 300 feet, but at night went to 10,000 feet for celestial observations.

Each motor, gave a little trouble, but in turn all straightened out. At about two o'clock on the morning of June 29th it was very cold and one motor began to sputter badly. They came down to 8,000 feet and it behaved better. Neither of them slept and they stated they were not tired but hungry. They had no special emotions or intensity of exhilaration and it seemed after the start like an every-day flight.

The radio beacon, they stated, was not used to any great extent because their receiver went bad several times and they were too occupied with other things to bother to repair it. At about midnight the beacon started going again and they were surprised at the narrowness of the radio path they traveled. It seemed to be one or two miles wide. The beacon has tremendous possibilities.

The Fokker was characterized as a marvelous plane, very comfortable to fly in any weather. There is no desire to look out ahead.

After the first hour from San Francisco they got into heavy local showers and met them nearly all the way across. They traveled a maximum of 115 miles an hour.

Their first sight of land was the lighthouse of Kauai, exactly 23 hours after starting, that is 6:00 A.M. Kauai was covered with heavy clouds. The light, as may be imagined, looked very good to them in the early dawn, and the sunrise on Kauai was the most beautiful sight they have ever seen.

Very interesting editorial comments appeared in the press of the country upon the conclusion of the flight. The New York SUN stated that there was little reason to doubt that the Army fliers would succeed, because they are men of experience, Maitland as pilot, Hegenberger as navigator, and then goes on to say, "While these daring Americans have broken another record to the extent that theirs was the longest flight ever made entirely over water, direction and not distance, was their chief hazard. * * The flier starting for a continent need not worry about perfect aim. If he goes far enough he will find land. But flying to relatively diminutive islands in the vast Pacific is different. A deviation by even a few miles from the course mapped would have been enough to send these Army aviators into a marine wilderness. Therein lay their danger; happily they have triumphed over it."

"If ranked in terms of danger and difficulty", says the New York WORLD, "the Hawaiian flight will stand high in the list of gallant air achievements. Accidents aside, its special danger, as compared with any cross-Atlantic flight, was the chance of missing a mark of 317 miles in a range eight times as great. Even a moderate side wind would throw an airplane off its course in such an attempt unless the navigators had means of estimating and counteracting its effect."

The Indianapolis STAR characterized the flight as being as daring in many respects as any flight in history and was the longest water flight now regarded within reach of the cruising distances of airplanes.

Taking a very optimistic view on the future of aviation, the New York TRIBUNE states: "With the army plane brought down in triumph at Honolulu and the naval flyers winging steadily onward over the North Atlantic passage, it must be seen that there are few conquests left for America and her eagles. The cheering crowds at Honolulu see themselves emerging from the lonely isolation of the mid-Pacific and may already be envisioning a future in which their islands will be a junction point for fast passenger and freight services to Oceania, Australia and the Far East."

After enumerating the difficulties confronting Maitland and Hegenberger on their 2400-mile flight over the Pacific and touching on the type of plane used, the navigation problem and the navigation instruments used, the Chicago TRIBUNE goes on to say: "This country has the genius requisite to deal with the scientific problems of aviation that still await solution. It has the enterprise, the courage, the skill and the material assets necessary to maintain the supremacy it has won and to use it beneficially for defense and for progressive peacetime objectives. Aviation needed a dramatic challenge to the popular and business mind, and now the challenge has been furnished in a series of remarkable flights."

"By reaching Hawaii Lieuts. Maitland and Hegenberger have accomplished the long-dreamed-of Pacific Flight," says the New York EVENING POST. "Its successful completion, therefore, writes another brilliant chapter in the rapidly

growing book of adventures in the air."

The New York TIMES says that "The United States Army fliers accomplished the voyage to Hawaii with such ease that, with favorable weather, the passage of the Pacific to Australia should be practicable."

"Lieutenants Maitland and Hegenberger of the United States Army, landing today in Hawaii after a non-stop flight from the American mainland, have opened an aerial avenue over the eastern reaches of the Pacific, even as Lindbergh opened an aerial avenue over the Atlantic", says the Minneapolis JOURNAL, and continuing: "In view of all that has already happened in the first half of 1927, the prediction that a non-stop flight between Honolulu and Japan will be achieved before the end of the present year seems neither extravagant nor fantastic. Indeed, the historians of the future may set 1927 down in bright red letters as the year that made all the peoples of the world next door neighbors."

The above are only a few of the many editorial comments on the Hawaiian flight which have appeared in the press of the country, but the majority of the others noted touch mainly on the navigation problem of the flight.

The official report of Lieuts. Maitland and Hegenberger is awaited with interest.

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THE NECESSITY OF FORMATION FLYING

In the course of an interview with newspaper correspondents, the Hon. F. Trubee Davison, Assistant Secretary of War, stated that aerial combat during the World War consisted chiefly in individual conquests in which the knight of the air flew alone and fought alone. Development of aerial tactics since the war has demanded formation flying as the rule rather than the exception. From a military point of view, formation flying is fundamental. In future wars air units, consisting of varying numbers of planes, will be led and fought by a commander in the air. It is also a proven fact that greater safety results to the individual flying in formation than would be possible were an equal number of pilots flying at will in the same general vicinity. For this reason formation flying is absolutely essential and practice in it will continue in the Army.

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EXPANSION OF THE THIRD ATTACK GROUP

With reference to the expansion and movement of the Third Attack Group, now stationed at Fort Crockett, Galveston, Texas, Assistant Secretary Davison made the statement that the five year air program contemplates the expansion of the Attack Group into a Wing to consist of 3 Attack Squadrons, 3 Pursuit Squadrons, 2 Service Companies and one Photographic Section.

A board of officers is at present considering a new station for the Third Attack Group (to be expanded to a Wing). As yet, however, no decision as to the actual location has been made. The five year air program contemplates two bombardment wings, one on the Atlantic Coast and one on the Pacific Coast.

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PROCUREMENT OF PERSONNEL IN AIR CORPS EXPANSION PROGRAM

To carry out the provisions of the five-year air program, the Hon. F. Trubee Davison, Assistant Secretary of War, after setting forth that 1,650 officers, 15,000 enlisted men (2,500 of whom are to be flying cadets) and 1,800 airplanes must be provided, stated that in order to secure the necessary personnel, especially commissioned, the Air Corps is desirous of incorporating into its ranks, first as flying cadets and later as pilots, the highest type of young men possible to obtain. For this reason one of the requisites for appointment as flying cadet is going to be two years' college education or its equivalent. The greatly increased number of applications received during the past several weeks permits a choice of cadets that will go a long way in providing the necessary commissioned personnel.

THE MACHINE GUN AND BOMBING MATCHES AT LANGLEY FIELD

There were a total of 53 contestants in the Machine Gun and Bombing Matches held at Langley Field, Va., during the period of June 5 to 20, 1927. Of these contestants, 38 were Air Corps officers, 5 Marine Corps officers and 10 National Guard officers. Every phase and every department of the competition was operated very smoothly and efficiently throughout. A total of 284 missions were required for the completion of the Competition, but 319 missions were actually flown, the additional 35 missions being required as a result of jams, etc., which made it necessary for contestants to land before completion of the mission. Such contestants were then scheduled at another time to complete the mission after it was determined that the non-completion of the first mission was not due to the fault of the contestant. Of the missions scheduled, 95% were flown. The missions not flown (15) are explained by the fact that weather conditions were such as to make it impossible to dispatch missions scheduled at some particular time or because trouble with equipment did not permit same to be carried out. The latter reason was responsible for calling off only seven missions throughout the competition.

As an index to the high degree of discipline of Air Corps personnel in performing duties incident to their arm, it is stated in the official report that the 1927 competition is without parallel, and that this can be better realized when it is considered that contestants came from all parts of the United States and from Panama.

The officers detailed to the staff for the matches operated with a high degree of efficiency. Certain of them were outstanding in the performance of their duties.

Representatives of the Materiel Division were present throughout the matches and were of considerable assistance. The presence of these men served to add assurance to the successful completion of the competition, as they were able and authorized to take any action necessary to secure the desired result.

Three officers of the Japanese Army and one officer of the Royal Air Force of Great Britain were present for a short time to observe the competition.

Captain Hugh M. Elmendorf, Army Air Corps, a member of the 1st Pursuit Group, Selfridge Field, Mich., was the winner of the contest for pursuit pilots. With a score of 901.2 he outclassed the ten other competitors in this contest. Members of the Pursuit Group also took second, third and fourth places in this competition. Of the eleven contestants, six were members of the Army Air Corps and five of the Marine Corps.

The match for observation and attack pilots, in which 17 contestants were entered, resolved itself into a race for first place between Lieut. Earl E. Partridge, of Kelly Field, and Lieut. Elmer J. Rogers, of Langley Field, the former winning with a score of 656.6, and the latter scoring 638.2.

Lieut. James E. Parker, of France Field, Panama Canal Zone, was the winner of the Observer's Match, Lieut. Arthur Thomas, of Fort Sam Houston, Texas, taking second place and Lieut. Harold C. King, of France Field, Panama Canal Zone, third place. There were 20 competitors in this contest.

Four teams were entered in the Bombardment Match, two from Langley Field, one from Phillips Field and one from France Field. Lieuts. W.T. Larson and H.C. King, the team representing France Field, won first place with a score of 1519. A Langley Field team, with a score of 1509, won second place, Capt. W.H. Hale and Lieut. K.N. Walker being the members thereof.

There was one fatal accident during the competition, resulting in the deaths of two officers of the 105th Observation Squadron, Tennessee National Guard. This occurred during their participation in the fourth phase of the attack on ground targets. No other accidents occurred except three forced landings, one of which was in the water. No injury to personnel resulted from these forced landings.

Among the recommendations made by the Executive Officer of the Competition are:

1. That hereafter Commanding Officers of Air Corps fields and stations send their best shots to the competition instead of the officers most available for this duty.
2. That to increase interest and foster the spirit of competition in this annual event trophies be purchased and awarded to the winners of the different matches and to the two-seater team making the highest score, the trophies in each case to be held until the next year's matches.

3. That the next Annual Machine Gun and Bombing Competition be held at Langley Field. The efficiency of operation will then be assured since there will always be officers present who have had experience on the staff during past years.

4. That machine gun and bombing practice be conducted by the various squadrons and that only those who make the highest scores take part in the competition. The suggestion is made that officers at stations where no range is available be ordered for temporary duty and gunnery training to other stations where firing is conducted.

5. That each competing officer, except those from Panama, bring a completely equipped airplane to the station where the competition is held. Some airplanes sent to the competition this year were not completely equipped with guns and bomb racks.

6. That National Guard officers designated as contestants bring to the matches a certified statement from the Regular Army Instructor of the unit to which they belong setting forth the actual time of each contestant in each type of airplane flown by him and whether or not he is qualified to fly the service type airplane in a machine gun and bombing competition.

The contestants in the various events and the order in which they finished are given below, as follows:

MATCH 1.

For Pursuit Pilots

<u>Name</u>	<u>Rank</u>	<u>Home Station</u>
Hugh M. Elmendorf	Captain	Selfridge Field, Mich.
Wm. L. Cornelius	2nd Lt.	Selfridge Field, Mich.
Victor H. Strahm	1st Lt.	Selfridge Field, Mich.
Luther S. Smith	2nd Lt.	Selfridge Field, Mich.
George H. Towner	1st Lt., U.S.M.C.	Quantico, Va.
L.H. Sanderson	1st Lt., U.S.M.C.	Quantico, Va.
R.W. Douglas, Jr.	2nd Lt.	France Field, C.Z.
J.J. Williams	2nd Lt.	Selfridge Field, Mich.
Charles A. Lutz	Major, USMC	Quantico, Va.
Francis P. Mulcahy	Captain, USMC	Quantico, Va.
Louis M. Bourne	Captain, USMC	Quantico, Va.

MATCH 2.

For Attack and Observation Pilots

Earl E. Partridge	2nd Lt.	Kelly Field, Texas.
Elmer J. Rogers	2nd Lt.	Langley Field, Va.
George E. Henry	2nd Lt.	Crissy Field, California.
Harvey R. Ogden	2nd Lt.	Ft. Sam Houston, Texas.
George H. Towner	1st Lt., USMC	Quantico, Va.
Henry W. Dorr	2nd Lt.	Mitchel Field, N.Y.
Earl C. Robbins	2nd Lt.	
Elwood R. Quesada	2nd Lt.	Bolling Field, D.C.
Robert B. Williams	2nd Lt.	France Field, C.Z.
Robert A. Nagle	1st Lt.	Mass. National Guard
Orville L. Stephens	1st Lt.	Mitchel Field, N.Y.
Mervin E. Gross	1st Lt.	Maxwell Field, Ala.
Louis L. Bowen	2nd Lt.	Fort Riley, Kansas.
Earl W. Fleet	1st Lt.	Connecticut National Guard.
Signa A. Gilkey	2nd Lt.	Chanute Field, Ill.
Wm. M. Robertson	Captain	Missouri National Guard.

OBSERVER'S COURSE

For Observation, Attack and Bombardment

James E. Parker	1st Lt.	France Field, C.Z.
Arthur Thomas	1st Lt.	Fort Sam Houston, Texas.
Harold C. King	2nd Lt.	France Field, C.Z.
W.T. Larson	1st Lt.	France Field, C.Z.
Alva A. Harvey	2nd Lt.	Langley Field, Va.
C.E. O'Connor	2nd Lt.	Fort Riley, Kansas.
N.L. Cote	2nd Lt.	Maxwell Field, Ala.
Robt. L. Brookings	2nd Lt.	Bolling Field, D.C.
R.N. Laughinghouse	1st Lt.	Mitchel Field, N.Y.
Louis M. Palmer	2nd Lt.	Fort Crockett, Texas.

OBSERVER'S COURSE (Continued)

<u>Name</u>	<u>Rank</u>	<u>Home Station</u>
Clarence E. Hodge	Captain	Mass. National Guard.
Joe G. Shumate	1st Lt.	Arkansas National Guard.
Walter G. Bryte	2nd Lt.	Crissy Field, California.
Joseph A. Wilson	1st Lt.	Mitchel Field, N.Y.
Julius W. Johannpeter	2nd Lt.	Missouri National Guard.
Mark D.S. Steenson	2nd Lt.	Fort Crockett, Texas.
Arnold R. Rasmussen	1st Lt.	Connecticut National Guard.
Bushrod Hoppin	1st Lt.	Chanute Field, Ill.
Garnett Caldwell	2nd Lt.	Arkansas National Guard.
Cornelius Anderson	2nd Lt.	Tennessee National Guard.

BOMBARDMENT COURSE

W.T. Larson	1st Lt.	
H.C. King	2nd Lt.	France Field, C.Z.
W.H. Hale	Captain	
K.N. Walker	1st Lt.	Langley Field, Va.
C.G. Sellers	Captain, ORC	
E.M. Morris	1st Lt.	Langley Field, Va.
J.H. Dulligan	2nd Lt.	
G.H. Steel	2nd Lt.	Phillips Field, Md.

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ELECTRIC BOMB RACK PROVES SUCCESSFUL

An electric bomb rack, designed and installed on an O-2 airplane by Sgts. Charlie Stagner and William B. Townsend, of the 91st Observation Squadron, Crissy Field, Presidio of San Francisco, Calif., was used at the Annual Machine Gun and Bombing Matches at Langley Field, Va., and proved successful. The forward guns were fired by pressing a button on top of the stick, this electric trigger being designed by Sgt. Townsend. Electric triggers are far in advance of the present mechanically operated triggers, and will probably replace them in the near future.

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AIRPORT FOR OAKLAND, CALIF.

The selection by the City of Oakland, Calif., of an airport site within four miles of the city hall is to be followed by its immediate development to accommodate all forms of aircraft, plans for which are already well under way. The site consists of 680 acres located on Bay Farm Island, having a frontage of one mile on San Francisco Bay, and also contains frontage on San Leandro Bay. It has two good means of highway communication with Oakland and is easily accessible to planes from east, north and south.

Because it is entirely free from hills and in a location which has a comparatively small amount of fog, the site has been described by United States Army and Navy officials as having greater potential advantages than any other on the Pacific Coast.

Preliminary plans of development provide for the reclamation of 800 adjoining acres ultimately. This will give the airport a total area of 1,400 acres. For the present, it is planned to improve only the acreage already secured. Numerous hangars are to be erected as well as a mooring mast for lighter-than-air ships. The control of the airport has been placed in the hands of the port commission which is directed by city ordinance to proceed immediately with its improvement, funds being available from harbor tolls.

The purchase of the Oakland airport follows work done by the Airport Committee of the Oakland Chamber of Commerce which made a thorough investigation of possible sites and finally selected that on Bay Farm Island as the most desirable. Fortified with the results of this survey, the committee was able to convince the city council of the necessity of providing a municipal airport.

KELLY FIELD CLAIMS CLARENCE CHAMBERLIN ✓

In the last issue of the NEWS LETTER a statement appeared to the effect that Kelly Field was proud to hear that one of its graduates, Charles A. Lindbergh, was the first to make a non-stop flight from New York to Paris. The Correspondent from that Field now steps forward and modestly states that Kelly Field has the distinction of having another famous airman as one of its former officers in the person of Clarence Chamberlin, and then goes on to say that this Trans-Atlantic flyer was on duty as an instructor there during the Spring of 1919, adding that "his old files show that he was pretty 'hot', having been commissioned and rated a R.M.A. after having had about 50 hours' instruction on the 'Jennie'. Try and do it now. His records show that he was classed as an instructor in advanced work while here at Kelly."

Touching on the visit of the Hawaiian Flyers, the News Letter Correspondent says:

"When our friends, Lieuts. Maitland and Hegenberger landed at Kelly Field on June 17th, en route to the Pacific Coast for the start of the California-Hawaiian Flight, all Kelly was out to greet them. They kept the inside of their plane a secret even to their best friends, a man standing by the door at all times to prevent anyone from getting a peek inside. We have our suspicions; maybe it wasn't extra gasoline tanks they had in there. Whatever they were trying to conceal makes no difference; they did their stuff and did it nobly.

Somebody asked if Kelly didn't claim Maitland and Hegenberger. Sure! Kelly claims all but one-half of one percent of the Air Corps, for who is it that hasn't been stationed at Kelly, no matter how short the time, sometime during their Air Corps career?"

No one is disputing you, Mr. Correspondent.

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CAPTAIN B.S. WRIGHT COMES BACK TO WASHINGTON

Captain Burdette S. Wright, Air Corps, left Kelly Field, Texas, on July 1st for his new station - Office Chief of Air Corps, Washington, D.C. Strictly speaking, however, Washington is not a new station for Captain Wright. He came here shortly after the war and is well remembered for his excellent work in connection with airways, etc. After four years in Washington, Captain Wright was assigned to duty with troops, and Kelly Field was selected as his stamping ground. For the past two years he was Director of Flying at the Advanced Flying School, and it is largely through his efforts that the flying instruction there was standardized.

Captain Wright was assigned to the Training and Operations Division, and is at present on leave of absence.

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CATERPILLAR CLUB MEMBER DIES IN ACCIDENT ✓

Lieut. J. Thad Johnson, Commanding Officer of the 27th Pursuit Squadron, Selfridge Field, Mich., met his death in an airplane accident shortly after noon on July 2nd at Ottawa, Ontario, Canada.

Lieut. Johnson left Selfridge Field on the morning of that date as a member of Col. Lindbergh's escort. As the formation was landing in Ottawa, he dove toward the ground as if to land, then in swinging upward threw his plane in the path of the one immediately following. The latter one struck it from the rear, disabling the controls and throwing it into a nose dive. In an attempt to save his life, Lieut. Johnson jumped, but the distance to the ground was too short and he struck before the parachute could function.

Lieut. Johnson became a member of the Caterpillar Club, April 10, 1925. He was en route on a non-stop flight from Selfridge Field to Mitchel Field, and while over a mountainous section of Pennsylvania engine trouble developed. Despite the fact that the motor was heating up rapidly and water and steam started coming out of the expansion tank, he managed to climb through the clouds to an altitude of 10,000 feet and then jumped with his parachute. He landed in a wild apple tree in the midst of a forest without injury.

Fate decreed that Lieut. Johnson was not to become a second degree member of the Caterpillar Club. He is the third member of that exclusive organization

to lose his life in a subsequent airplane accident, those going before him being Lieut. Eugene Barksdale and Major Harold Geiger.

We tender our condolences to the bereaved widow of this popular officer.

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GOODFELLOWSHIP AIRPLANE TOUR FROM KANSAS CITY.

The second Airplane Goodfellowship Tour of the Chamber of Commerce of Kansas City, Mo., from June 16th to 18th, inclusive, served to create added interest in aviation at the places visited. Stops were made at Chanute, Kansas and Tulsa, Oklahoma, on June 16th; Muskogee, Okmulgee and Oklahoma City, Okla., on the 17th, and Ponca City, Okla.; Wichita, Kansas, and Emporia, Kansas, on the 18th. The total mileage for the trip was 696 or 2,784 miles for the four Army planes -- one DH-4M-2 and three JNS -- composing the flight. Lieut. Isaiah Davies, in command of the flight, piloted the DH-4M-2, while the three JNS planes were piloted by Air Corps Reserve officers.

The schedule prepared for this tour was maintained throughout, all planes starting returning to the home station, Richards Field, Mo., one hour ahead of time.

At each city visited the flight was met and entertained by the Chamber of Commerce of that city. At each luncheon and dinner advantage was taken of the opportunity to stimulate interest in aviation, and in every case the airmen's hosts were most interested in the subject. The cities visited were notified about ten days prior to the departure of the flight of the date and hour of contemplated arrival, and the fact that at almost every stop the flight was a few minutes ahead of schedule created much interest in the dependability of the airplane as a means of transportation.

In his official report on this tour, Lieut. Davies expresses the belief that such cross-country flights should be encouraged by the War Department, not only for excellent training they afford Reserve Officers, but for the interest stimulated that will promote an industry in time of peace which would be most valuable in case of a national emergency -- the construction of airplanes.

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LANGLEY FIELD MEN JOIN THE CATERPILLAR CLUB ✓

Major Lewis H. Brereton, Commanding Officer of the 2nd Bombardment Group, 2nd Lt. B.A. Bridget, Master Sergeant C.M. Taylor and Staff Sgt. F.P. Miller, of the 20th Bombardment Squadron, of Langley Field, Va., joined the Caterpillar Club when they successfully jumped out of the disabled XLB-5 airplane just before it crashed and burned at Reynoldsburg, Ohio, recently. Lieut. Bridget was painfully injured in landing and was taken to the hospital at Fort Hayes, Ohio. Private Yeager, an occupant of this plane, failed to jump, and he was killed instantly.

In describing the accident, Lieut. Bridget stated:

"We left Norton Field and were in a steady climb and had reached an altitude of 1000 feet over the town of Reynoldsburg, Ohio, when one blade of the right propeller flew off, going through the right lower wing. The motor flew to pieces one piece striking me in the right leg, making this limb numb and slightly stunning me. Major Brereton, seeing the condition of the right wing and the motor which was torn almost free from the ship, prepared to jump. I tried the controls and finding them useless I cut the left motor. The plane began to assume the position of a dive, whereupon I opened the left motor again, which pulled the plane into a climbing turn. Private Yeager raised his head in the front cockpit and looked at me. I yelled for him to jump as I was already climbing out of my seat. He appeared dazed and disappeared back in his cockpit, making no apparent effort to leave the ship. It is my belief that he had been struck by a flying piece of the motor, this incapacitating him and causing his death. I climbed towards the rear between the upper wing and the bomb bay, grabbed my ripcord and fell off head first. The chute opened promptly and I made about one oscillation and hit the roof of a church, falling 25 feet to the ground and wrenching my back. It is my belief that I left the ship at an altitude of not more than 400 feet."

Master Sergeant Taylor and Staff Sergeant Miller, riding in the rear cockpit, took to their parachutes in order to save themselves when the accident occurred. Sergeant Taylor, hearing the noise from the motor, stuck his head out of the rear cockpit to find the cause of the noise. Seeing that the right motor was disabled,

he tried to warn Sergeant Miller, who was working with the radio set installed on the ship. Sergeant Miller had already seen Major Brereton leave the ship and was scrambling to get out, forgetting that he had on a radio helmet which was securely fastened on one end of the set and the plane and on the other to his head. Sergeant Taylor jumped just as Sergeant Miller came to the end of his tether and commenced to fight the helmet like a "Bobcat" fighting a muzzle. He finally managed to get out of the plane. His parachute worked perfectly and he landed only two or three hundred feet from the plane. Sergeant Taylor landed in the top of a tree near Lieut. Bridget. After climbing down the tree he went to the assistance of Lieut. Bridget, and, finding him in the hands of a doctor, proceeded to the wrecked plane. There he found Private Yeager lying about half out of the front cockpit, but as he was pinned down by the wreckage it was impossible to remove the body. The full tanks of gasoline were broken, saturating the plane with gas. Sergeant Taylor made the crowd stand back, and just a few seconds afterwards there was a muffled explosion and then a mass of flames.

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PLANE CARRIES ANTI-TETANUS SERUM TO DYING WOMAN

Piloting airplanes on errands of mercy seems to be a rather frequent practice in the Panama Canal Department. Lieuts. Downey and Percy recently carried some anti-tetanus serum to David, Panama. A woman resident of that pretty Latin-American town was in a dying condition and badly in need of the serum. Two PW-9 airplanes were used, and the distance between Panama City and David, some 240 miles, was covered in one hour and forty minutes each way.

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GRADUATION OF AIR CORPS TACTICAL SCHOOL STUDENTS

Major-General Mason M. Patrick, Chief of Air Corps, delivered the address and presented the diplomas to the graduates of the Air Corps Tactical School at the exercises held at Langley Field, Va., on June 15th. In his address General Patrick commended the students for the character of their work during the school year. Explaining that it would be the last time he would have the privilege of addressing a graduating class of the Tactical School, as he would retire as Chief of Air Corps next December, the General drew from his experience to point out many valuable lessons. Loyalty to the service and devotion to duty regardless of reward were points stressed.

Lieut.-Colonel C.C. Culver, Commanding Officer of Langley Field, made the introductory remarks. He traced the development of the Tactical School from its beginning in the fall of 1920 to its present stage, where it is looked upon as one of the foremost institutions of its kind in the aviation circles of the world. He expressed pleasure at having among the students this year officers from the Marine Corps, officers from the ground arms and two officers from the Siamese Air Service. The presence of these officers, Colonel Culver said, was of distinct benefit to the School because of the broadened viewpoint, association and study with them would bring.

The Staff and members of the Class of 1927 at the School were:

Staff:

Commandant:	Lt.-Col. C.C. Culver, A.C.
Asst. Commandant:	Major W.H. Frank, A.C.
Secretary:	Captain Edwin J. House, A.C.
Instructors:	Major Davenport Johnson, A.C.
	Major Courtney Hodges, Inf.
	Captain F.M. Brady, A.C.
	Captain L.F. Stone, A.C.
	Captain W.W. Wise, C.W.S.
	1st Lt. Charles B. Austin, A.C.
	1st Lt. Clayton Bissell, A.C.

C.O., A.C.T.S. Det. -- 1st Lt. Richard T. Aldworth, A.C.

Engineering and Operations Officer:- 1st Lt. Wm. J. McKiernan, A.C.

Graduates:

Lieut.-Col.	T.C. Turner, U.S.M.C.
Major	Oscar Westover, A.C.
Major	R.E.M. Goolrick, A.C.

V-5691, A.C.

Major Follett Bradley, A.C.
 Major F.T. Armstrong, Field Art.
 Major Ralph Royce, A.C.
 Major Gordon Reel, A.C. Reserve.
 Captain R.J. Mitchell, U.S.M.C.
 Captain Oliver L. Haines, Cavalry.
 Captain R.C. Candee, A.C.
 Captain F.G. Epling, Coast Art.
 Captain Chas. B.B. Bubb, A.C.
 Captain E.W. Chester, Infantry.
 1st Lieut. W.G. Farrell, U.S.M.C.
 1st Lieut. Martinus Stenseth, A.C.
 1st Lieut. M. Sinhaseni, Siamese Air Service.
 1st Lieut. V.L. Svasti, Siamese Air Service.

The program of the graduation exercises follows:

Invocation:	Chaplain Wood
Music:	Fort Monroe Band
Introduction:	Lieut.-Col. Culver
Address and Presentation of Certificates:	Major-General Mason M. Patrick
Music:	Fort Monroe Band
Benediction:	Chaplain Wood
Star Spangled Banner:	Fort Monroe Band

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PLANES COLLIDE IN AIR BUT PILOTS LAND SAFELY ✓

In recording the account of a collision in the air of two airplanes, one piloted by Major Davenport Johnson and the other by Lieut. Martinus Stenseth, one of the few World War pilots carrying the unofficial title of "Ace", there is brought to mind the oft repeated story as to what constitutes news, told a cub reporter by a famous New York editor. Like the man biting a dog, the safe landing of two planes after a collision in the air constitutes real news.

A glimpse from the air of Col. Lindbergh as he entered the Chesapeake Bay on the Cruiser MEMPHIS was not the only nor probably the greatest thrill experienced by four officers of Langley Field. Among the 25 planes sent out from this field to welcome home the Trans-Atlantic flyer was a five-ship formation from the Air Corps Tactical School, led by Major Johnson. When circling the MEMPHIS in a tight formation, the lower aileron of Lieut. Stenseth's plane locked with the stabilizer on Major Johnson's plane. The aileron on one plane was torn loose while the stabilizer on the other was jammed up. Both slipped out of the formation, and all concerned wondered if the pilots would regain control before striking the water.

Needless to say, all those witnessing the accident and, particularly, Major Johnson, his passenger (Major Hodges), Lieut. Stenseth and his passenger (Major Reel, A.C. Reserve) were relieved when it was found that the control stick of each plane was still of value and that the pilots could head for home. Both planes were landed without further mishap.

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AMPHIBIAN AIRPLANES ARRIVE IN CANAL ZONE ✓

One of the recent Army transports arriving at Panama from San Francisco brought a Douglas Transport to France Field. The plane was assembled and has already proven its usefulness by transporting personnel to and from the Pacific side.

Four Loening Amphibians arrived about the same time, coming down the Atlantic Coast. Two of these were set up by the 7th Observation Squadron and the other two by the 63rd Service Squadron. All have been tested and are ready for use. All the pilots who have flown the Amphibians are very much pleased with them and are favorably impressed with their performance. It gives quite a sense of security to a pilot flying in the rainy season, which in Panama lasts eight months, to know that no matter how bad the storm he has a plane which he can put down at any time and ride out the bad weather in safety. They taxi very well both on land and water and control handily in the air.

MAJOR DARGUE CONCLUDES GOOD WILL TOUR OF STATES ✓

Traveling a distance totaling more than 10,000 miles, visiting more than 100 cities in 34 States of the Union, with speaking engagements in 70 of them, meeting all dates and adhering closely to the seven weeks' schedule mapped out prior to the flight, sum up briefly what was accomplished on the recently concluded "Good Will Tour" of the United States made in an Amphibian airplane by Major Herbert A. Dargue, Army Air Corps, Commander of the Pan-American Flight, accompanied by Mr. Walter O. Lochner, of Trenton, N.J., President of the National Association of Commercial Secretaries.

The successful culmination of this airplane tour, despite the fact that during the first five of the seven weeks there were only five favorable days for flying, with but slight improvement in weather conditions thereafter, testifies to the feasibility of airplane travel and to the reliability of the airplane. Major Dargue states that on this whole trip the worst weather conditions possible for flying was encountered.

Carrying a message of good will from Latin-America to the people of the United States, the airmen were enthusiastically received everywhere, large crowds being present at the landing field at each place visited to welcome them and later to attend the entertainments given in their honor. In most cases, governors, mayors, city and county officials, chamber of commerce officials, as well as senators and congressmen were present at the landing places. Mr. Lochner, Major Dargue's companion, spoke at various places in the interest of commercial aviation, and made arrangements through the chambers of commerce in different cities for landings, receptions and talks.

Captain Ross G. Hoyt, Air Corps, piloting an O-2 airplane, with Sergeant D.B. Boozer, mechanic, accompanied Major Dargue. This observation plane carried spare parts which were calculated would be required during the course of the tour but which, as it later turned out, were not needed. The escorting airmen rendered very valuable service during the flight, aiding in refueling the Amphibian, checking over all adjustments, connections, etc., and, in a number of instances, first making the landing at certain localities to determine the suitability of the field for landing by the Amphibian.

The Amphibian airplane was an object of considerable interest; The fact that landings were easily made on many bodies of water in the interior of various States served to create a deep impression on the spectators. Major Dargue stated that it was very interesting to be able to go to any place and squat down on a little brook, as it were. He added that the Amphibian type of plane may not be suitable for some parts of the United States, but it is admirably suited for the lake region of this country and Canada. It is a plane in which one can travel with comfort and at a good rate of speed. It has a marked safety factor in being able to land on both land and water, and a still further safety factor in that, at localities where land or water landing facilities are not available, it is possible to make a landing on the hull in very small fields and get away with it with only very slight damage, if any at all.

At all places visited Major Dargue found a general wave of enthusiasm for aviation, lively interest being manifested in the establishment of airports, the increase in production of airplanes, and even in the purchase of airplanes for individual use. He was asked frequently as to what type of plane he would recommend be purchased, and, while recommending no particular type, mentioned a number he thought are very good.

Every effort was made to point out the commercial uses to which an airplane could be put, not the least of which was the advertising of communities and commodities. One business man signified his intention of purchasing an airplane for the purpose of traveling around and inspecting the various agencies of his firm, some 30 in number, scattered all over the United States. This gentleman also has in mind an excellent advertising scheme -- painting all over his airplane the product his concern is turning out.

During his tour Major Dargue found, to his regret, that in a number of cases communities had provided airports of minimum rather than of fair size. This, he said, was like providing railroad yards or garage facilities which were not large enough to care for the transportation which was to come their way. Suggestions and advice were given wherever possible along the line of improving existing airports and the building of new ones, those making specific inquiries on the subject being referred to the Department of Commerce for the necessary data. Evidence of one of the tangible results of the tour was the receipt of information

to the effect that in some of the cities visited steps have already been taken to establish airports.

While visiting the 34 States, Major Dargue carried messages to the Governors thereof from the Honorable F. Trubee Davison, Assistant Secretary of War. Messages were also carried to the mayors and presidents of the Chambers of Commerce of the more than 100 cities visited. In a number of instances, messages were dropped while flying over these cities and the airmen not only had the satisfaction of hearing later of the receipt of same but of actually seeing them picked up by persons in the streets or parks. The first message dropped was while the Amphibian was at an altitude of about 4,000 feet above the public square of Hanover, Pa. This message landed about a block and a half away and they saw it picked up. The last message was dropped at Richmond, Va., at the Plaza in front of the Capitol, and two men were observed to stoop to pick it up.

Touching on their flight to Canada, Major Dargue stated that they called on the Governor-General and were present on the occasion of the installation of our first Minister to Canada, Mr. Phillips. The hearty welcome they received, Major Dargue added, was indicative of the friendship existing between our country and her neighbor to the north. The Undersecretary of State presided over a very fine luncheon on the date of the arrival of the flyers, and the Mayor of the City of Ottawa was present at a banquet in the evening, at which time the first key to Canada was presented to them.

On this trip to Canada innumerable thunder storms were encountered, making it necessary for the airmen to deviate from their course many times. A great deal of rain and fog were added handicaps. In one case the fog was so thick that it was impossible to see 100 yards ahead, and the Amphibian on this occasion was used as a boat and maneuvered on the water under its own power until the fog became less dense. The plane was then gotten on its step, run at a speed from 40 to 60 miles an hour and skimmed on top of the water for about 20 miles before there was sufficient visibility to get into the air. All this brings out another advantage of the Amphibian which enabled the flyers to adhere to their schedule.

The landing at Chicago, Ill., was considered impossible of accomplishment, due to the roughness of the Lake, but the sturdy Amphibian rode the waves and withstood the elements. In several places the flyers landed in a downpour of rain and in many they were not expected at all on account of bad weather conditions.

The daily schedule called for getting up between six and seven o'clock in the morning, flying until nearly lunch time when the flyers would arrive at a city where they had a noon time engagement, and then proceed immediately after lunch to the city where they had their night engagement. As many as 500 miles were flown on some days. It was the rule rather than the exception that both during the morning and afternoon they made intermediate stops for the purpose of delivering messages they were carrying. On two successive days during the tour the flight travelled over 1,000 miles and kept eight engagements.

In conclusion, Major Dargue stated that the fact that one single plane went around on this whole trip, totaling more than 150 flying hours, with only minor difficulties and just a little more than the usual amount of servicing, refueling and checking up, is a fairly convincing demonstration to the public of what is coming in the future along aeronautical lines.

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SECRETARY DAVISON ON THE EXPANSION OF OUR AERIAL DEFENSE.

Speaking at a luncheon of the Rotary Club, Yonkers, N.Y., on June 30th, the Hon. F. Trubee Davison, Assistant Secretary of War, stated that Saturday, July 2nd, marked the first anniversary of the adoption by President Coolidge and by Congress of the five-year Army Air Corps development program. The machinery for this expansion was created on July 2, 1926, when the measure which inaugurated a new era in American air activity became law.

The past year, Mr. Davison stated, has been productive of results, and -- due to appropriations made by the last Congress -- the new year will produce more men, more equipment, better Army fields -- in short, more progress. As the fiscal year starts, \$21,891,000 will be available for continuation of Army Air Corps development. This is in addition to an even greater sum in general appropriations for pay of the Army, subsistence, barracks, quarters, general transportation, military equipment and accessories.

The following are the highlights of the record of Army Air Corps expansion and achievement during the past twelve months:

1. Orders placed for 50 Pursuit, 40 Attack, 10 Transport, 80 Observation, 110 Training planes, and 9 Amphibians. Of these planes, 135 have been delivered. The balance will be forthcoming in the near future.
2. Replacing war-time wooden training planes with modern equipment for Reserve and National Guard flying. After September 1, not a single "Jenny" will be in service. The discarding of these planes began on June 1.
3. The development of new bombardment and attack planes far superior to those now in use.
4. Establishing a new training school for flying cadets at March Field, California, and expanding training facilities at Kelly Field and Brooks Field, Texas.
5. Completion of the new establishment of the Army Air Corps Materiel Division at Wright Field, near Dayton, with every modern facility for experimental testing and development.
6. Participation by 109 Army planes in maneuvers near San Antonio, Texas, in conjunction with Second Division troops.
7. The successful culmination of various Army flying projects, including, besides the California-Hawaii flight, the Pan-American "Good Will" Mission and two spectacular flights by pursuit planes -- one into Canada in zero weather and one from Michigan to Texas, about 1300 miles, in less than 12 hours.
8. Inauguration of policies which will increase participation of Reserve Officers and National Guard Air units in military flying.
9. Many valuable contributions toward motor development, airplane construction, aerial navigation and aerial photography as the result of research work performed by the Materiel Division.

The second year of the Army Air Corps development program starts tomorrow. Out of the \$21,891,000 set aside for the Army Air Corps development, \$12,000,000 is authorized for the purchase of 590 planes of various types. Authorization is also given to increase the number of our flying officers to 1,100, the enlisted strength to 10,008, and to place 110 Reserve officers on active duty for one year.

Among other important appropriations are the following: \$2,200,000 for experimental and research work; \$1,062,000 for improving Army Air Corps fields and technical construction; \$475,000 for lighter-than-air equipment, including \$200,000 for the purchase of helium.

The first stage of the Army Air Corps development plan has been completed. The second is about to be started. There is every indication that with the support of Congress and an air-minded public, this country by the end of 1932 will have attained the air defense goal set by the Act of July 2, 1926.

By the close of 1932 this country -- if the five year plan is realized -- will have an Army Air Corps of 1,650 flying officers, 550 Reserve officers on active duty and 15,000 enlisted men. The flying equipment will consist of 480 Pursuit, 95 Attack, 195 Bombardment, 59 Transport, 412 Observation, 72 Amphibians, 479 Training planes, and 110 aircraft of various types in war reserve.

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HOW "JIMMY" DOOLITTLE FLEW ON HIS BACK THROUGH THE SKY ✓

By Nell Ray Clarke

By permission from the Philadelphia Ledger. U

Lieutenant James H. Doolittle has set another record for other aviators to shoot at. He has just completed an "outside" or inverted loop in his airplane, a stunt hitherto considered impossible.

A remarkable feat! Yes, but it is not remarkable that Jimmy Doolittle was the aviator to do it. What the World says can't be done in aviation, Jimmy Doolittle does and then comes down sly and smiling and slips away while everybody else is talking about his daring.

On May 25, he climbed into his Curtiss Pursuit plane and went up for a little exercise in the rarefied atmosphere. While careening around at an altitude of 8,000 feet, he suddenly decided that "just for fun" he would try the inverted loop -- a stunt which had never been carried through to completion, although several other aviators have lost their lives attempting it, according to reports.

In looping-the-loop as it is normally done, the aviator puts the nose of his machine down slightly to obtain his maximum speed and then pulling back on

his control stick rises slowly at first and then more rapidly as the top of the loop, which looks like a letter "e" in script, is made. Just after the top of the loop is reached, he shuts off his motor and the machine is allowed to fall down by its own momentum through the last half of the loop.

When the loop is completed the stick is placed in neutral, the motor switched on and normal flight resumed. Throughout practically the entire flight, except for the moment at the top of the loop, the plane and the aviator are riding right side up. It is a part of every aviator's training in handling his machine to learn to perform this relatively simple stunt, just as beginner in driving an automobile must learn to back his car. It does not require much speed of the plane, only enough to pull up to the top of the loop, for the ship coasts down again.

The inverted loop, however, is an entirely different affair. For a long time it has been known that, in ordinary flying or in the performance of any kind of stunt, the maximum point of danger is when the machine assumes an inverted position, which is usually consequent upon some error in flying. One feature of this danger seems to be the difficulty and sometimes the failure of the pilot to right the airplane after it has once become inverted, partially because he is likely to have difficulty maintaining his own position with reference to the controls. But here we have a man who makes a whole loop in an inverted position.

If Lieutenant Doolittle had left a trail in the wake of his plane it would have looked like the letter "e" in script inverted in the heavens. The aviator is riding the entire time on the outside of the loop and the plane is flying on its back. During normal straight flight the pressure of the pilot on his seat is equal to his weight, but during an inverted straight flight he would hang on his belt with a force equal to his weight and during an inverted flight along a curvilinear path the stress on the belt is very much greater than the true weight of the pilot caused by the terrific speed which the plane must attain on its downward course in order to get enough momentum to help to lift it back to the top of the loop again.

At 8,000 feet up in the air, Lieutenant Doolittle turned the nose of his plane downward and described a huge circle 2,000 feet in diameter and turned back up to level out his plane at the original height from which he had started. At the lowest point of the loop he was vertically beneath his plane riding at the speed of about 280 miles an hour. When he had swung back to the ceiling again his plane had slowed down to about 150 miles an hour, according to the official estimate.

Few, indeed, were the lucky spectators who happened to see the remarkable performance, in spite of the fact that thousands would have gathered to witness it. "I didn't decide to try it until after I got up and then I did it just for fun", Lieutenant Doolittle explained. "I was flying one of the standard Curtiss pursuit planes with a 420 horsepower engine, which will develop in a vertical loop a speed of about 280 to 300 miles an hour."

"Why is it that this loop has been so difficult to perform this feat?" Lieutenant Doolittle was asked.

"Well, you see, the wings of an airplane are designed for greatest efficiency when the plane is flying right side up, of course. When a plane turns over and is flying upside down, the planes are inefficient and the motor will not run. In fact, the air pressure on the wings is reversed and the feed of gasoline to the motor will stop and loose objects in the cockpit of the plane will fall out. Therefore, in order to complete the inverted loop, it is necessary to dive to a very high speed.

"For instance, you would start out in the average plane on the downward turn of the loop at about 150 miles an hour and when the plane is on its back it will have dived and picked up speed and be going approximately 300 miles an hour, which is as fast as it is capable of going. Only the racing planes can go faster than that. If any plane is diving directly toward the ground there is a speed called the limiting speed beyond which it will not go. This is the speed at which the resistance of the air becomes equal to the attraction of gravity. In a perfectly streamlined bomb this speed is around 800 miles an hour. A racing plane probably can drop at from 400 to 500 miles an hour and a pursuit plane around 300 to 320 miles an hour, while in the slower, lighter planes, the rate is much below this -- probably somewhere in the order of about 200 miles per hour.

"A bomb won't drop faster than 800 miles an hour. The friction caused by

the uprush of air against the dropping object holds it back, or rather it becomes a force equal to the pull of gravity against the falling object. One of the simplest examples of the result of this friction of the air is evident when a meteor falls through space to the earth. Regardless of how fast the meteor may be traveling out in space, as soon as it reaches the earth's atmosphere the resistance offered to its speed by the air surrounding the earth heats it white hot, and the speed of its fall is retarded and falls to the earth at a rate which is governed by its shape, its size, its weight and other factors.

"The fall of a plane toward the earth is governed by the same factors; resistance to the air offered by the wings, the wires, the struts, and the fuselage hold it back, and the pressure created as a consequence is very great.

"In order to execute the outside loop, the airplane must be dived to its limiting speed to get the momentum necessary to complete the loop. Any body in motion tends to move in a straight line unless acted upon by an outside force, and when any maneuver in a curvilinear path is being executed this force is exerted on the wings, the effect being to increase the apparent weight of the airplane and everything in it. In pulling out of a dive, for instance, the apparent weight of the pilot may be increased six or eight fold, if the dive is steep and the pull-out rapid.

"For instance, if the pilot weighed, normally 150 pounds and his apparent weight was increased eightfold, it would be necessary for the seat to be able to support a weight of 1200 pounds. And if it were not sufficiently strong, the pilot would go out through the bottom of the fuselage. In a normal loop, the apparent weight is increased from two to five times, according to the care exercised in making the maneuver and the speed at which it is executed, but the pilot is inside the curved path and the centripetal acceleration tends to keep him in his seat, and the load on the airplane is, generally speaking, in a normal direction.

"In the inverted loop, the force is about three times the normal weight and the tendency is to throw the pilot out of the plane, since he is on the outside of the curve. He is held in only by his safety belt, which ordinarily goes across his lap. If this safety belt were to break, he would immediately be thrown free and clean from the plane. Inasmuch as the tendency of every particle in the plane is to be thrown out from the center of the turn, the blood in the pilot is also tending to be thrown out and this blood coming to his head, while not at all dangerous, is most uncomfortable."

"Did you suffer anything but temporary discomfort from this experience?" he was asked.

"Not the least bit", was his answer. "I was not the least bit groggy, when I came down, as I have heard that it has been reported. It was said that my eyes were bloodshot for a while."

"Was your plane especially braced for the feat?" Lieutenant Doolittle was questioned.

"Absolutely not. In no way was it reinforced or was anything extra added. It was one of the standard Curtiss P-1 pursuit planes which we had there at McCook Field."

"Why is it then that no one has ever completed an outside loop before this?" was the next question.

"I don't know that I am the first to complete an inverted loop. I am told this is so, but I do not know. But it is only recently that we have had planes sufficiently strong, having sufficient speed and with a low enough resistance to permit the inverted loop being done. The present tendency in wing design is to have both the bottom and top of the wings somewhat similar, which permits greater efficiency in inverted flying than formerly."

The usefulness of such a stunt as Lieutenant Doolittle performed is threefold. It means greater flexibility of aircraft in both offensive and defensive military maneuvers; it offers greater opportunity in the field of sports, for a man can learn to execute all sorts of figures and didos through the air just as he does on a pair of ice skates; and, perhaps, the most important of all at the present time, it indicates that the development of aircraft has reached the point where the pilot can rely with an increasing feeling of security upon his plane.

Edward P. Warner, Assistant Secretary of the Navy for Aviation, recently said that stunting with an airplane, "when carried out with a proper airplane and by a skilled pilot, need not be any more dangerous than the following of

a straight course. This statement, however, should be qualified by adding that it applies only to that sort of stunting which is approved in the Government service, and which consists merely of causing the airplane to follow an abnormal course and to execute such maneuvers as loops, spins and rolls. It does not in any sense relate to such foolhardy and useless performances as the attempt to transfer a passenger from one airplane to another or from an airplane to a speeding automobile, or to giving 'wing-walking' exhibitions, in which an airplane is used as a trapeze for the accomplishment of athletic feats which should be done at a low altitude and over a net."

He points out that stunt flying has no place in the commercial operation of airplanes, but that the distinct field of acrobatic flying is in military operations and in the field of the sports.

That the first inverted loop should have been done by Jimmy Doolittle is not surprising, for making records has almost become a habit with this famous middleweight wielder of the joy-stick. On September 5, 1922, he completed the first one-stop trip from the Atlantic to the Pacific Coasts, from Jacksonville, Fla., to San Diego, Calif., and established a record of twenty-one hours and twenty minutes actual flying time, with only one hour and fifteen minutes stop at Kelly Field for refueling his plane. In August, 1924, with an observer, he piloted an Army plane on an extended cross-country flight for the purpose of experience and to obtain photographs of points of interest along this route. In eight days he had covered a total of 6,765 miles in 75 hours and 36 minutes of actual flying time, a startling piece of work at that time.

Then he walked off with the Schneider International Seaplane Race in 1925 in the record time of 232 miles an hour. He had put pontoons on his Army plane and had beaten the Navy at its own game, and then on the following day he broke another record when he flew a three-kilometer course at a speed of 245.71 miles an hour. In the summer of 1926, having some leave on his hands, he went down to South America to show the Chilean Government what some of the American commercial planes could do, hopping over the Andes -- a feat that had been accomplished only once before in history -- which required his skirting his way around snow-capped mountain peaks at an altitude of approximately 18,000 feet. The fact that he had broken both his ankles in helping to assemble his plane upon its arrival in Chile did not deter him in any way from accomplishing what he set out to do. He merely had a portion of the cast that extended above his left knee taken off and clips fastened to the bottom of the casts so that he might manipulate the rudder bars, and then he had someone take him down and put him in the plane.

No year seems to slip by in this remarkable aviator's extraordinary life without some feat or daring. In 1927, he has already chalked up on the list of his achievements a stunt which no one has ever accomplished before.

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PROGRESS OF ADVANCED FLYING SCHOOL crow

Members of the present class of the Advanced Flying School, Kelly Field, Texas, recently returned from the Aerial Gunnery Expedition at Galveston, where they conducted aerial machine gun practice. Some very good scores were made, but some targets were only slightly damaged and will be used by the next class.

The class has been divided into the four branches of aviation for specialized training. The Attack Section, under Lieut. Duncan, have five Regular Army officers, three cadets and one enlisted man, also a Norwegian Air Service officer; the Pursuit, under Lieut. George, has eight Regular Army officers, one Naval officer and three cadets; the Bombardment, under Lieut. Moon, has eight Regular Army officers, three cadets and one enlisted man; and the Observation, under Lieut. Gravely, has eight Regular Army officers, three cadets and one Cuban cadet. If everything goes all right, Kelly Field, on August 1st next, should give the Service twenty-nine Regular Army officers, twelve flying cadets and two enlisted men as airplane pilots.

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R.O.T.C. TRAINING CAMP AT CRISSY FIELD

A total of 35 students are in attendance at the ROTC Camp now in its full stride at Crissy Field, Presidio of San Francisco, Calif. Twelve of these students are from the University of Washington and 23 from the University of California. The boys are enthusiastic and show much interest in the work, particularly that which involves flying.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station

Capt. Joseph H. Davidson from Fort Crockett, Texas, to March Field, Calif.
2nd Lieut. Joe L. Loutzenheiser from Kelly Field to Chanute Field, Ill.
1st Lieut. Lloyd C. Blackburn, upon completion course of instruction at Technical School, Chanute Field, to Fort Riley, Kansas.
1st Lieut. Samuel G. Frierson from Fairfield, O. Air Intermediate Depot to the Massachusetts Institute of Technology, Cambridge, Mass.
1st Lieut. James L. Grisham from Kelly Field to March Field, August 1st.
Captain Arthur B. McDaniel from Kelly Field to Training Center, Duncan Field, Texas.
1st Lieut. Leonard D. Weddington from Fort Sam Houston, Texas, to Brooks Field, to pursue special course for instructors, then to March Field, Calif.
1st Lieut. Bayard Johnson, McCook Field, to duty with Organized Reserves, 5th Corps Area -- 366th Service Squadron.
1st Lieut. James H. Doolittle, McCook Field, to duty with Organized Reserves, 5th Corps Area -- 485th Bombardment Squadron.
1st Lieut. Winfield S. Hamlin from Fairfield Air Intermediate Depot to Fort Sam Houston, Texas, for duty.
Captain Burdette S. Wright from Kelly Field to Office Chief of Air Corps, Washington, D.C.
1st Lieut. Bernard S. Thompson from Aberdeen Proving Grounds, Md., to Kelly Field, Texas.
Major Edward L. Hoffman from detail with Organized Reserves, 5th Corps Area, to Washington, D.C., for duty in Office Assistant Secretary of Commerce.
1st Lieut. Howard Z. Bogert from duty as student, Air Corps Engineering School, McCook Field, to Wright Field for duty.

Promotion

Captain Junius H. Houghton to Major, with rank from June 30, 1927.

Resignation

1st Lieut. Courtney Whitney, June 30, 1927.

Transfers

2nd Lieut. Paul B. Nelson to Coast Artillery, 63rd Company, Fort Winfield Scott, Calif.

Reserve Officers Ordered to Active Duty to June 30, 1928.

TO BROOKS FIELD, TEXAS, for flying training:

2nd Lieut. Frederick E. Glantzberg, Jacksonville, Fla.
2nd Lieut. Eugene Herbert Rice, Oklahoma City, Okla.
2nd Lieut. Perry Louis Shelley, Campbell, Calif.
2nd Lieut. Lloyd Harrison Tull, Washington, D.C.
2nd Lieut. LeRoy Hudson, Lancaster, Texas.
2nd Lieut. Edward Harrison Alexander, Battle Creek, Mich.
2nd Lieut. Preston Waldo Cumback, Hinsdale, Ill.
2nd Lieut. Sidney David Berman, Malden, Mass.
2nd Lieut. Ronald Newman Schartle, Atlanta, Ga.
2nd Lieut. Robert Richardson Ellis, New York City.

TO SELFRIDGE FIELD, MICH.

2nd Lieut. Frank H. Robinson, Glendale, Calif., extension of detail.
1st Lieut. Francis C. Crowley, extension of detail.
2nd Lieut. Hoyt Leroy Prindle, Santa Maria, Calif., extension of detail.
2nd Lieut. Clarence Wilbur Hudson, Waynesville, Ill., extension of detail.
1st Lieut. Addison Garland Person, Washington, D.C., extension of detail.
1st Lieut. George Griffin Finch, Atlanta, Ga., extension of detail.
2nd Lieut. Keith Rogcoe, Loma Portal, Calif., extension of detail.
2nd Lieut. Wilbur Erickson, Omaha, Nebr., extension of detail.

TO LANGLEY FIELD, VA:

2nd Lieut. Donald Hunt Stuart, Washington, D.C., extension of detail.
2nd Lieut. George Ferry Stowell, Hastings, Mich.
1st Lieut. Carl Vincent Vickery, Bellevue, Ohio.

TO BOLLING FIELD, WASHINGTON, D.C.

2nd Lieut. Robert I. Hazen, Berkshire Heights, Pa., extension of detail.
2nd Lieut. John Harvie Price, Washington, D.C.
2nd Lieut. Roy Snow O'Neal, Washington, D.C.

TO FORT CROCKETT, TEXAS.

2nd Lieut. George Robert Acheson, Lewiston, Me., extension of detail.
2nd Lieut. George Henry Macnair, Clinton, Ind., extension of detail.

V-5691, A.C.

TO MITCHEL FIELD, N.Y.

2nd Lieut. Gordon Philip Saville, Berkeley, Calif.
2nd Lieut. Charles Bernard Overacker, Jr., Niles, Calif.

TO FORT SAM HOUSTON, TEXAS.

2nd Lieut. Forrest Lynne Neville, Chickasha, Okla., extension of detail.
1st Lieut. Ernest Alfred Eli Pratt, San Antonio, Texas.

TO MAXWELL FIELD, ALA.

2nd Lieut. Herman Franklin Woolard, extension of detail.
2nd Lieut. Louis Percy Turner, Birmingham, Ala.

TO ABERDEEN PROVING GROUNDS, MD.

2nd Lieut. Allen Ralph Springer, Connelsville, Pa., extension of detail.

TO CRISSY FIELD, PRESIDIO OF SAN FRANCISCO, CALIF.

2nd Lieut. Vernard Allerton Grant, Los Angeles, Calif.

Revocation of Orders.

Orders assigning following Reserve Officers to active duty revoked:

1st Lieut. John Ayers Collins
2nd Lieut. Lloyd Radcliffe Ash
2nd Lieut. John R. Krick

Detailed to Air Corps and to Brooks Field for flying training:

2nd Lieut. Andrew A. Frierson, Cavalry.
2nd Lieut. Arthur S. Peterson, Infantry.

Duty Assignments:

Major Shepler W. Fitzgerald to be Commandant, Primary Flying School, Brooks Field, Texas.

Major James E. Chaney to be Commandant, Advanced Flying School, Kelly Field, Texas.

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COOPERATION OF AIR CORPS WITH COAST GUARD IN LIFE SAVING ✓

Recently an actual opportunity to display the effectiveness of airplane cooperation with the Coast Guard in life saving was nearly demonstrated, when the Commander of the Coast Guard called on the Commanding Officer of Crissy Field, Presidio of San Francisco, Calif., for this assistance in the case of the steamer, INDIANA HARBOR, which, with 24 souls aboard, was in immediate danger of breaking up on the rocks at Punta Gordo.

Master Sergeant Thomas J. Fowler, pilot, accompanied by Private, 1st Cl. John F. Townsend, mechanic, proceeded to the scene of the wreck, and upon arrival and circling above it they discovered that a line had already been placed from boat to shore. Seeing that the objective had been accomplished, they flew to Eureka and landed, whereupon they notified the Coast Guard that they would stand by in readiness to assist if needed. The next morning they were notified that the crew had been safely landed.

An extract from Sergeant Fowler's report is quoted: "At the time of the take-off and during the flight over the ship, the wind was strong and increased in velocity. The cliffs at Punta Gordo are about 5,000 feet altitude, the wind hitting these cliffs made a turmoil of air at this point. Nevertheless, I feel certain that, had the Coast Guard failed to get a line aboard the vessel, it could easily have been done with an airplane."

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INSPECTION OF THE THIRD DIVISION, AIR CORPS

During the recent annual inspection of the 3rd Division, Air Corps, by the Corps Area Inspectors, Colonel William R. Smedburg, Jr., and Lieut.-Col. R.E. Beebe, of the Inspector-General's Department, the first day was chiefly devoted to an Infantry problem at Salada Beach, Calif. The next day was taken up in the following manner: In the morning tactical problems were conducted in Gunnery, Radio and Photo missions, also cooperation with the Coast Guard in the possibility of life-saving. This was demonstrated by carrying a cable from the beach to an assumed wreck at sea beyond the range of Coast Guard guns. In the afternoon the buildings, quarters and regular routine work of the various departmental activities were inspected and a field inspection of troops was made.

NOTES FROM AIR CORPS FIELDS

Langley Field, Hampton, Va., June 29.

An escort of 25 Observation type planes in five 5-ship formations, consisting of 15 contestants in the Annual Machine Gun and Bombing Matches and 10 from Langley Field, met the Cruiser MEMPHIS carrying Col. Lindbergh and convoyed her past the field.

Ten Bombardment planes from this station were dispatched to Bolling Field, D.C., to participate in the welcome to Col. Lindbergh.

19th Airship Company: The Airships TC-5 and TC-9 flew a formation patrol flight when President Coolidge reviewed the Battle Fleet at Hampton Roads, Va. During the week the airships fully completed their training schedule which brought their aircraft hours to 40 and man hours to 300.

The non-rigid airship J-3 of the Naval Air Station, Lakehurst, N.J., made a cross-country training flight from that station to Langley Field, Va., on June 9. The ship, under the command of Lieut. R.F. Tyler, U.S. Navy, with crew of five men, left its hangar at 11 A.M. and after encountering strong head winds all the way down, landed at Langley Field and berthed in the hangar of the 19th Airship Company at 7:31 P.M. The Navy airship remained at Langley Field for several days and then proceeded to its home station.

The TC-5 left here at 4:00 P.M., June 10, in command of Lieut. B.T. Starkey, with crew of six men, on a special cross-country flight to Washington, D.C., where it made a demonstration flight over the Washington Monument from 8 to 9 P.M. A garrison flag was suspended beneath the airship and was illuminated by searchlights. Upon completion of the mission the TC-5 returned to Langley Field, via Potomac River and Chesapeake Bay.

96th Bombardment Squadron: While the flight of planes consisting of 12 Martin Bombers, two transports, and one photographic plane, were taking off at Augusta, Ga., returning to Langley Field, Va., from the Air Corps maneuvers at San Antonio, Texas, a very serious accident occurred in which the following personnel lost their lives:

2nd Lieut. Dan F. Voorhees, A.C. Res.,
96th Bomb. Squadron, A.C.,
Staff Sgt. Clifford Glenn, A.C.,
59th Service Squadron, A.C.,
Staff Sgt. James Reid, A.C.,
20th Bombardment Squadron, A.C.,
Corporal Melvin Andrews, A.C.,
59th Service Squadron, A.C.

The first flight of three planes took off and maneuvered some distance south of the field and got into formation, turned, and crossed the field at an altitude of about 700 feet. When the flight was over the north side of the field, the plane piloted by Lieut. Voorhees, and flying number three position in the formation, left the other ships and turned to the left. Observers on the ground noticed that the left motor had cut out and apparently the pilot was looking for a place to land. This was very difficult on account of the other planes taking off. The plane made one complete turn when the nose suddenly dropped and the ship dove to the ground, striking high tension wires and bursting into flames. Assistance was at the scene of the accident two minutes after the crash, but it was impossible to remove the bodies until the fire had been extinguished by the fire department which arrived almost immediately.

Every possible assistance was rendered by the citizens of Augusta, and their sincere sympathy was demonstrated by flags being displayed all over the city the day following the accident. A military funeral was held at the undertaking parlors, followed by an escort from the American Legion, the Chamber of Commerce, and the City Council. The bodies were escorted to the station for shipment.

The assistance rendered by the personnel of the Augusta Arsenal and the Veterans Hospital in taking charge of the bodies and salvaging the plane, was very commendable, and relieved our personnel of much responsibility.

During the past week this organization had a total of 38 hours and 40 minutes aircraft hours, consisting of 68 flights. All planes of this organization returned from the Air Force Maneuvers with the exception of one forced down at Warsaw, S.C. Due to the Field being so small this plane is being crated and sent to the Air Intermediate Depot.

Six planes of this squadron participated in the demonstration held at Bolling Field on June 11 for Col. Lindbergh.

This organization regrets the loss of Lieut. Paul L. Williams, Operations Officer, and Lieut. Harry F. Colliver, Supply Officer, who were transferred to other Air Corps Fields.

20th Bombardment Squadron: This is the first weekly letter from this organization since April 18th. The intervening omissions were due to the squadron being intensely occupied with the annual maneuvers at San Antonio, Texas, and, subsequently, the annual aerial gunnery and bombing matches at this station.

The 20th Squadron greatly regrets the loss of Staff Sgt. Jimmie Reid and Pvt. Spec. 5th Cl. Daniel L. Yeager. Sergeant Reid died on May 29th when an NBS-1 piloted by Lieut. Voorhees crashed at Augusta, Ga., into electric power lines and was completely destroyed by fire. Private Yeager was killed in an XLB-5 which crashed and burned at Reynoldsburg, Ohio, on May 28th. Both men were well liked by their comrades and the news of their tragic deaths shocked everyone.

This squadron had the honor of participating in the aerial escort and demonstration rendered for Colonel Lindbergh.

Staff Sgt. A.C. Barker, our local Will Rogers, was detailed to the Aero Repair for a change. "Ollie" nearly nosed over a D.H. when he went to help lift its tail -- he thought he was doing his daily dozen on a Martin Bomber.

France Field, Panama Canal Zone. -- Lieut. Downey.

It is generally conceded that cockroaches are a nuisance, especially the Panamanian variety. They grow to prodigious proportions. It is reported that one was seen in the Chagres River and mistaken for a young alligator, but it is thought that this is an exaggeration.

Jerry Ballard says he does not mind them about the quarters, for they are almost in the nature of pets, one sees so much of them, but when Jerry had a forced landing at Ancon and found one in his oil pump he all but lost patience with the species. How this adventurous bug found his way into the bowels of a Liberty engine is a mystery. Jerry extracted him and straightway, being of a technical mind, set about devising means for preventing such happenings in the future. It was suggested to Jerry to have a General Order issued making it a guardhouse offense for roaches to enter the oil tanks of a DH, but this has its drawbacks in that roaches probably would pay no attention to General Orders. The only alternative seems to be to put up a barrier in the oil line that the bugs would have to hurdle, thereby spraining their ankles or otherwise incapacitating them.

The writer has long been of the opinion that airplane cockpits should be somewhere near livable but for years the long-haired birds who presumably design our ships persisted in putting a bit of glass a yard in front of our noses, which only increased the turbulence and caused currents and gusts to gallop up and down our necks until we had the willies. Indeed, many a good ship has been condemned because its pilot was unable to determine whether he was backing up or moving forward, thanks to the unholy flurries that slapped him first in the back of the neck and then in the cheek. Now, the writer gave at one time a great deal of thought to this matter and prepared a drawing based on much study of a proposed design for windshields. But neither the highbrows nor the doughty test pilots would listen to reason. It was even stated that a pilot's job was to freeze in the winter and roast in the summer, and that a few gusts of wind now and then would eventually serve to harden him to the degree of imperviousness that is desired of Army pilots.

Nevertheless, the writer undertook here at France Field, when no one was looking, to slip in a windshield of original design and lo, and behold! It has been discovered that it is good, yea, even excellent. One can fly with his goggles off, and could smoke a cigarette if one were that foolish.

All that is required to make one is some transparent sheet, a pair of shears, and a few rivets. Will wonders never cease?

Such great interest has been shown here in the Spanish language that a class has been started. More than 30 officers, and wivess of officers, are in the class. There were several unkind remarks as to the reasons why certain bachelors desired to become proficient in the language of the Dons, but we are assured that they wish merely to use their Spanish in commercial transactions and not to converse with the Senoritas.

The Department Inspector, Col. Stodter, recently inspected France Field and personnel and was apparently satisfied with his findings, as is witnessed by the following extracts from his report:

"The affairs of the Post appear to be satisfactorily administered and the Command is well instructed and efficient.

An excellent system of bobbing targets for the pistol range has been constructed by 1st Lt. H.G. Crocker, A.C.

The Command is efficient in the drills and ceremonies pertaining to its basic disciplinary training. Discipline is satisfactory. Economy is exercised in the care, preservation, and repair of equipment. The work of the various shops in the repair and maintenance of equipment is excellent."

Col. Fisher and Lieut. Gaffney, who were up in the mountains of Boquete recently, reported splendid wild pigeon shooting. Several of our huntsmen are oiling up their artillery in prospect of bringing some back soon from the same place. During June and July pigeons are in this locality by the thousands.

Crissy Field, Presidio of San Francisco, California, June 23.

Major D.C. Emmons, accompanied by 1st Lieut. Raymond J. Little, A.C., Reserve, on active duty, took off June 14, for Rockwell Field for the purpose of ferrying back a new plane.

First Lieut. Willis R. Taylor and Master Sgt. William L. Klutz, of the 15th Photo Section, proceeded on June 14 to Vancouver and Camp Lewis, Washington, in connection with photographic missions.

2nd Lieut. George E. Henry and Sgt. William B. Townsend, returned from Langley Field where they participated in the annual gunnery and bombing matches. Lieut. Henry took third place with forward guns and bombing.

Major George E. Peabody and 1st Lieut. F.H. Bartlett, Instructors at the University of California, and Warrant Officer H.B. White, of the University of Washington, reported for duty in connection with ROTC activities at this station.

The Reserve Officers' Training Camp opened at this station on June 17.

Camp Nichols, Rizal, P.I., June 11.

Flight B, 2nd Obs. Squadron: Two officers who arrived recently from the States were assigned to the Flight. Both have post duties at present, however, Lieut. Perrin acting E. & R. Officer and Lieut. Park Holland being our new Provost Marshall. The latter relieved Lieut. D.G. Lingle, now Post Adjutant.

Several formation flights were carried on during the forepart of the month.

Lieut. Perrin, on his second hop in the Philippines, had a chance to try his luck picking an emergency landing field. He did very well, considering the terrain adjacent to Camp Nichols. Evidently he wanted to get a little better view of the ground, and after cutting his throttle and diving, he was unable to "give her the gun" again, due to throttle sticking. He landed in a short narrow field, but had to ground loop into bamboo trees to avoid rolling into an irrigation ditch. Resulting casualties included a broken "prop", tail skid, and cracked longeron.

The Flight held its annual picnic on May 14th and 15th. The trip was made in two White trucks, and the first stop was Pagsanjan, about 78 miles from Manila. A chicken dinner was disposed of, after which the "gang" made a trip in bancas, up the Pagsanjan River, thru the rapids and the beautiful gorge. The Flight returned as far as Los Banos for supper and spent the night at Camp Eldridge. The next morning all hands took the hot baths at Los Banos. After lunch the return trip was made to Camp Nichols. A good outing was reported by one and all. Several officers and their wives, including Major and Mrs. Duty, Captain Howard, Lieut. and Mrs. Chauncey, Lieut. and Mrs. Lingle and Lieut. Goodrich, accompanied the Flight.

Lieut. Hez. McClellan returned from a month's visit to China.

Sixth Photo Section: Lieut. George W. Goddard, formerly officer in charge of the Aerial Photographic Experiment Department of the Engineering Division, McCook Field, Dayton, Ohio, took command of the Section, relieving Lieut. Hammond, who is now Post Personnel Adjutant.

Master Sergeant Wilbur R. Rhodes returned to the United States for discharge by purchase.

Mr. Lou Hutt, photographer for the International News Reel, aided by Lieut.

Goddard, was able to get some very interesting shots of Manila from the air.

Steps are now being taken to complete a number of mapping projects requested by the Coast and Geodetic Survey, and the Engineering Corps of the Philippine Department.

The Section has been very short of Photographic material but the "Thomas" and the "Somme" brought us in about six months' supply.

Headquarters, 4th Composite Group: May was unusually quiet month, about the only event being the departure of the Transport on which we lost three "old timers". To compensate for this loss, we gained seven recruits on the April 25th Transport.

Our Commanding Officer, Lieut. Kase, left for detached service at Camp John Hay, Mountain Province.

Major C.W. Howard returned from a month's sojourn at Baguio. During his absence Major Leo A. Walton, Clark Field, assumed command of the 4th Composite Group, and Capt. D.B. Howard of Camp Nichols.

28th Bombardment Squadron: The Squadron gained Lieut. Carlton F. Bond, transferred from the 66th Service Squadron, and lost Lieut. Harold R. Wells, who replaced Lieut. Bond in the Service Squadron.

The Squadron is well represented at the government Mountain Resort at Camp John Hay, in the persons of Lieuts. Koontz, Carr, Lundberg and Bond.

Sixty-sixth Service Squadron: Captain George L. Usher, who arrived on the "Somme", took over command of the Squadron, relieving Capt. Robert Kauch, transferred to Flight "B", 2nd Observation Squadron.

1st Sgt. Davids, who arrived on the April 25th Transport, replaced 1st Sgt. Luther Warren, who was transferred to Langley Field, per expiration term of foreign service.

Medical Detachment: Major John F. Duckworth, M.C., came to Camp Nichols on the SOMME, relieving Maj. Longacre, who departed for the States via Suez Canal.

The Medical Corps had another change in doctors, Capt. Richard E. Elvins, an arrivall on the THOMAS, relieving Capt. J.E. Brummette, transferred to Sternberg Hospital.

Philippine Air Depot: The whole Air Corps in the Islands miss Lieut. C.E. Thomas, Jr., and family, who returned to the States on May 3rd Transport for the interment of their boy "Dicky", at Talanta, Ga. "Dicky" after only a few days' illness, died at Sternberg General Hospital of Diphtheria.

Post and Group: The work of the Group personnel on the pistol range was quite gratifying. Although handicapped by reduced ammunition allowances, the following report shows that the 4th Composite Group personnel were not asleep:

Group percentage qualified - - - 89.78%

Group average score per man - - - 79.59%.

Clark Field, Camp Stotsenburg, Pampanga, P.I.

Lieut. Haddon started on a six weeks' tour of Japan and China.

Lieut. Schulgen and Lieut. and Mrs. A.R. Crawford spent part of the month at Baguio.

Mrs. White, Lieut. and Mrs. Bobzien and Lieut. and Mrs. Mills returned recently from a trip to China and Japan. The ladies arrived on the PRESIDENT GARFIELD and Lieuts. Mills and Bobzien returned on the U.S.N.T. CHAUMONT. All reported a very interesting trip and brought back many pieces of Oriental equipment.

Four Clark Field ladies, Mrs. J.G. Williams, Mrs. M.E. Finn, Mrs. A.S. Heffley and Mrs. P.W. Wolf left on the EMPRESS OF CANADA for a shopping tour in Hongkong.

There were several visitors during the month, -- Major and Mrs. Duty, Lieut. and Mrs. Carr, Lieuts. Woodruff and Goodrich. Major Duty brought Major Evans, USMC, for a visit. The latter is in command of the Marine Air Force now temporarily at Olongapo.

Organization Day was celebrated by the 3rd Pursuit Squadron on May 13th, with a program of competitive athletic events in which Sergeant Kingsley and Private Olin distinguished themselves. Later on Pvt. Wollersheim demonstrated how to catch a thirty-pound greased pig.

The first typhoon of the season arrived the latter part of May and continued for a period of nine days. It was possible to continue flying between squalls but the golfing was completely spoiled.

Nine replacements reported from the last Transport. One was Pvt. John S. Campbell, who served a term with the Squadron and recently reenlisted for another tour in the same organization. The following personnel returned on the last transport: Sgts. Glenn O. Carlson, Leslie E. Stevens, Pvts. Thomas J. May, Herbert Brewster and Charles Seveck.

Kindley Field, Fort Mills, P.I.

Captain Adler, with Mrs. Adler, sailed May 3rd on the "Thomas" for Japan. On the same boat, Lieut. L.V. Beau returned to the States under orders for the Letterman General Hospital, having spent only four or five months in the Department. During this time, however, he has found a permanent place in this organization and in the hearts of the entire personnel. As a token of their appreciation and respect, the enlisted personnel presented him with a silver service. The "Thomas" passed out to sea at sunset escorted by a three-ship formation. Voicing the sentiments of Kindley Field, the leading plane carried a large banner with the inscription "Good Luck, Vic."

Two cross-country flights were made during the month. The first, to San Jose, Mindoro, was flown by Lieuts. Hodges, Mollison and Watkins with Capt. White Lieut. Hammond and Sergeant Carr as passengers. A successful week and was reported, with the highest praise for the wonderful hospitality of Mr. Sinclair of the Mindoro Sugar Company. The second flight took off for San Fernando, La Union, on May 21st. A forced landing at Capones Island delayed the flight an hour. Over Lingayen Gulf and some eight miles from shore, Lieut. Meloy went down with a burned out motor in a boiling sea. After seven hours' hard work, a large sailing banca dragged the highly insulted Douglas to a safe mooring. The two serviceable planes returned to Kindley Field on the 24th. Typhoon Signal No. 1, had gone up the previous night and the trip afforded a wonderful opportunity to witness a real tropical storm in the making. The flight was made by Lts. Meloy, Albro and Mollison, with Mr. Sgt. Wilson, Staff Sgt. Jolly and Sgt. Kramberg, as passengers.

Crissy Field, Presidio of San Francisco, California, June 30:

Captains Marshall S. Boggs, David E. Doty and Harold A. White, A.C.-- Reserves, reported here on June 19 for active duty, to end June 30.

First Lieut. Willis R. Taylor and Master Sergeant William L. Klutz of the 15th Photo Section returned June 21 from a tour of the territory in the vicinity of Vancouver and Camp Lewis, Washington, where they were engaged in photographic missions.

Lieuts. John R. Glascock and George E. Henry left June 21, on fishing leave to be spent at Williams, Arizona, from where they will leave to report for duty at their new stations, Kelly and Brooks Fields, respectively.

On June 23, Captain A.E. Eagle and Lieuts. Willis R. Taylor and Frank D. Hackett left this station and proceeded on orders to Cheyene, Wyoming, for the purpose of ferrying mail planes to Rockwell Field.

Lieuts. Lester J. Maitland and Albert F. Hegenberger arrived here June 25 in the Fokker plane in which they made the flight over the Pacific to Hawaii.

Kelly Field, San Antonio, Texas, July 5:

The 70th Service Squadron, Lieut. E.G. Harper, A.C., Commanding, and Lieut. J.B. Patrick, A.C., Squadron Officer, left Kelly Field, June 18 for March Field, California.

Major A.L. Sneed, who took over the duties of Acting Commandant prior to the arrival of Major Chaney, was scheduled to leave about July 15 to take over his new command at Aberdeen Proving Grounds. He has acted in the capacity of Executive Officer, Investigating Officer, and Summary Court Officer while here, and his familiar face will be missed about the field.

Kelly Field put in 29,573:59 aircraft hours during the fiscal year which ended June 30.

Under the new training program in the Air Corps, Kelly Field is seeing a lot of new faces around. Among the late arrivals are Lieuts. Joe Dawson, Thad V. Foster, Ralph F. Stearley, Arthur G. Liggett, Edwin Sullivan, Jasper K. McDuffie, Clarence P. Talbot, Floyd A. Lundell, William A. Hayward, Arthur Thomas, Harold A. Moore, John R. Glascock, Elmer T. Rundquist, William D. Old, Carl J.

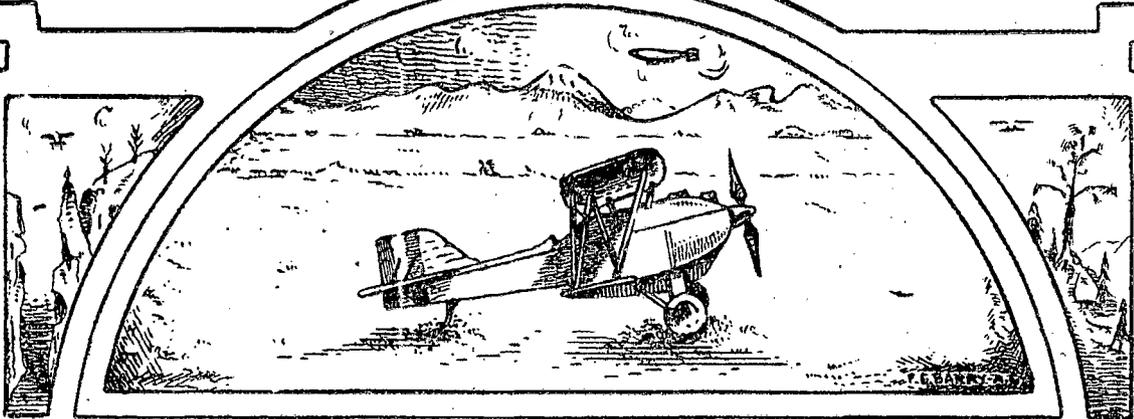
Crane, Otto P. Weyland, Lloyd C. Hunting, and others. They have been coming so fast that it is hard to keep track of them.

Captain William E. Lynd, A.C., was made the Assistant Commandant, the A.C.A .F.S., and placed directly in charge of all training at this School.

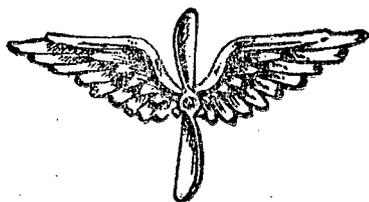
The 15th Squadron from Chanute Field and the 99th Squadron from Bolling Field reported here the latter part of June. This brings the Post back to its former strength before the 70th Squadron left for March Field.

EXTRA:- Kelly Field has pilotless airplanes. This is shown by the fact that in the News Letter of June 27, 1927, it was stated that Kelly Field flew 3,310,105 aircraft hours with only a total of 4,781:40 man hours. It is admitted that looking at some of the ships in the air one would be led to believe there was no one in them, as the students have been taking transition on single-seaters and multi-colors for the past two weeks. However, we can't quite claim the distinction of pilotless airplanes, and the Information Officer desires to correct the figures to read 3,310:10 aircraft hours.

Officers under orders to Kelly Field should turn in their fur-lined flying suits, wool-lined gloves, and fleece-lined moccasins, as they will not be needed- at least, not this summer. A good, substantial pair of B.V.D.'s will suffice. It is beginning to get slightly warm in these parts. However, it does get pleasant around 10,000 feet.



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News —
— **Letter**



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

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A LANDING REPLETE WITH THRILLS ✓

By Lieut. John F. McBlain

A twin-motored Martin Bomber, piloted by Lieut. George W. Polk, Jr., Air Corps, with Staff Sgt. Philip Monroy, Privates Raymond L. Cyr and Harold L. Valentine as crew, crashed in the water of Pearl Harbor, southwest of Luke Field, Hawaii, at 12:10 P.M., June 23rd. No one was injured, but the plane was a total loss.

Thus may be summarized an incident at an Army flying field which was as replete with thrills as the most blasé could desire. At eight o'clock in the morning Lieut. Polk took off from Luke Field as a member of a five-ship formation to simulate bombing of objectives on the northern part of Oahu in connection with Army maneuvers then going on. Immediately after taking the air the pilot learned that his landing gear was damaged. Investigation showed that four bolts connecting one of the struts to a wheel had sheared off.

Circling the field, Lieut. Polk dropped a message asking that four new bolts and some rope be sent up to him and then went on to participate in the scheduled mission. A DeH plane immediately took off, piloted by Lieut. J.D. Givens, with Lieut. Philip Schneeberger as observer. They picked up a formation of bombers and dropped the supplies on the end of a rope to one of the ships only to learn that it was the wrong ship. The rope was lowered and the package retrieved. The fastening broke under the strain, however, and the package was lost.

Lieut. Givens landed at Luke Field, secured more supplies, a more complete identification of the plane in trouble, and took off again. In the meantime Lieut. Polk had completed his tactical mission with the rest of his formation. Lieut. Givens located the disabled plane but was unable to pass the supplies to the man in either the forward or rear cockpit, due to the fact that both men at each one of those stations were recruits taking first ride and were not familiar with air work.

Realizing that the situation required energetic measures, Lieut. Schneeberger climbed out on one wing of the DeH with the supplies. His slippery-soled shoes added to the perils of a normally very precarious footing. Sergeant Monroy, crew chief of the bomber, walked out on the adjacent wing of his ship and while the two pilots maneuvered the ships within arms length the supplies were transferred. Returning to his seat, Lieut. Schneeberger faced an additional peril when his parachute opened. He narrowly escaped being pulled off from the plane with the danger of the parachute fouling the tail surfaces.

Then began the second chapter of thrills. With the ship flying at altitudes varying from 1,000 to 8,000 feet, Sergeant Monroy climbed down on the landing gear, and, in a position normally almost impossible to maintain without including the additional handicaps of altitude and windstream of 90 miles per hour, endeavored with the aid of Private Cyr on the wing to repair the damaged landing gear. The position they worked in prevented the use of the parachute, further adding to the hazard.

Finally, at 12:00 o'clock, it became evident that the landing gear could not be repaired, and Lieut. Polk decided to land in the water. While flying over the field to drop the parachutes and thus save them from being damaged by salt water, one of the chutes caught in the propeller of the left motor, causing it to cease functioning. This materially increased an already hazardous situation. Flying down wind with a 30-mile wind adding considerably to his ground speed and losing altitude every second because of the loss of one motor, Lieut. Polk was confronted with the problem of putting down his ship in a narrow strip of water before his speed carried him to a jutting tree-covered peninsula where a landing would undoubtedly have proved fatal to the crew.

The bomber hit the water with terrific impact and turned completely over. Army and Navy boats standing by in the vicinity, immediately took off for the

scene of the crash, and a rescue of the crew was effected. Except for a brief ducking the airmen were none the worse for their experience.

This is the second plane Lieut. Folk has put in the water at this identical spot, the other occasion being when one engine went dead too far away to enable him to make a landing at the field. His only comment was that he now seemed fairly well qualified for submarine service. Sergeant Monroy was active on the job in the 23rd Squadron hangar the same afternoon and refused to consider that he had done anything unusual. It is safe to say that the two recruits, Privates Cyr and Valentine, consider their initiation into the air game quite adequate.

So far as is known, this is the first time actual use was made in the Hawaiian Department of plans of the Air Corps matured sometime ago for the transfer of supplies from one plane to another in the air. It will be recalled that this has been carried so far as to include refueling of ships in the air. Captain Lowell H. Smith, now at Wheeler Field, piloted a DeH plane both in a duration and a long distance flight sometime prior to his flight around the world when he was stationed at Rockwell Field, the experiments of refueling his plane during flight proving eminently successful.

The incident related above demonstrated that while acrobatic and "stunt" flying is a necessary part of the regular routine of military flying, "wing walking" and individual acrobatics may also have useful application other than amusing a holiday crowd.

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AERIAL PHOTOGRAPHY PROJECTS FOR THE U.S. GEOLOGICAL SURVEY

Two aerial survey detachments, each composed of a commissioned officer of the Air Corps who is an expert photographic pilot, and an enlisted photographer, were recently authorized by the War Department for the purpose of assisting the U.S. Geological Survey in carrying out its extensive program for the present calendar year in mapping areas in various States throughout the country. One of these detachments will photograph areas in Maine, New Hampshire and Vermont, approximately 8,000 square miles. A great portion of these areas, particularly in Maine, have never before been adequately mapped, and all existing maps are up to 50 years old and are practically obsolete. The other detachment will begin operations on a 4,000 square mile area in Illinois, and later on will be called upon to photograph areas in Michigan and Wisconsin.

One detachment of this kind, organized last year for a like purpose, photographed during a six months' period approximately 9,000 square miles of territory in the States of Michigan, Wisconsin and Illinois. Through the work of this single detachment it is estimated that the saving to the government was close to \$100,000, thus demonstrating the superiority of aerial surveying over old ground survey methods not only on the score of economy but also in the great saving of time effected.

The aerial survey detachments are equipped with the necessary tri-lens cameras and accessories and furnished with two special photographic planes, one of which is held in reserve. The functions of these detachments are to make aerial photographs of areas in various States which are used in the making of topographic maps of the Geological Survey. The personnel of the detachments are relieved of all other military duties and assigned exclusively to aerial survey activities for a period of six months. They are placed under the direct control of the Chief of Air Corps who is authorized to issue the necessary orders for their movement and employment, according to the program submitted by the Geological Survey.

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NEW LANDING FIELD AT WEST POINT, VA.

Thompson Field, West Point, Va., was officially opened on July 4th, Lieuts. McKiernan, Stenseth and Tech. Sgt. Lee, representing Langley Field, Va., being present. Several Marine Corps officers were also present. A buffet lunch was served in the open and everyone enjoyed the hospitality.

On the same day an emergency landing field was officially opened at Camp Chesapeake, Gloucester, Va. Sgt. Angel, from the Air Corps Tactical School, Langley Field, participated in this opening.

POPE FIELD STAGES AN AERIAL EXHIBITION

Pope Field, Fort Bragg, N.C., was host to ten thousand visitors at an Air Corps Exhibit given on July 1st. The exhibition was primarily staged for the C.M.T.C. at Fort Bragg, but attracted folks from every part of North and South Carolina.

Langley Field greatly assisted in making the exhibit a complete success by sending two Curtiss Pursuit planes, two Martin Bombers, a Douglas Transport and the TC-5 airship to Pope Field for the show. The presence of this equipment, coupled with that of Pope Field, enabled the visitors to inspect practically every type of plane used by the Army Air Corps.

The first event was an aerial gunnery exhibition, a DeH-4 being used with Lieut. Ward F. Robinson at the controls and Lieut. Milton M. Murphy swinging the flexible guns. The crowd was thrilled at the beautiful maneuvering of the DeH. In the first dive Lieuts. Robinson and Murphy poured lead into the target, a pile of old wings, quickly starting it afire.

In the next event demolition bombs were dropped from a DeH on a target which was in full view of the spectators. At this time the TC-5 appeared on the horizon. A ground crew, consisting of C.M.T.C. students, was organized under the direction of Warrant Officer Lassiter. Captain Stone, the pilot, made a graceful landing, and the ground crew performed their work like veterans. The Blimp, however, did not stay on the ground long, for General A.J. Bowley and his staff were soon aboard, and it took off for an aerial inspection of the Fort Bragg reservation.

Attention was now turned to a Martin Bomber approaching the field at an altitude of about 2,000 feet. Everyone watched it anxiously. Soon the cry "there he goes" went up from the crowd. A parachute blossomed out and settled slowly to the ground. The first jumper was quickly followed by three more. They all slipped their chutes in an attempt to hit the spot in the center of the flying field. Private Brown, of Langley Field, landed 16 feet from the spot and was awarded the prize for the contest.

Captain Hale and Lieut. Walker put on an interesting demonstration of high altitude bombing. They used 100-pound demolition bombs and quickly destroyed their targets.

The thrill of the afternoon came when Lieut. Stenseth and Capt. Candee took off in the Curtiss pursuit planes. They looped, rolled, spun, dove their ships and executed maneuvers which everyone thought were impossible.

General Bowley now climbed into the Douglas Transport, piloted by Cadet Wheaton, in preparation for leading the formation flight which was to be the final flying event of the day. Two bombers and two Pope Field's DeH's completed the impromptu formation. The flight circled the field several times and then broke up to land. This completed the aerial events of the day. The C.M.T.C. then put on a review which made the regulars sit up and take notice.

Every event on the program was carried out on scheduled time and the show was a success in every respect, due to the efforts of Lieut. Robinson, Commanding Officer of Pope Field, who personally arranged and directed the program, and to Lieut.-Col. Raymond T. Briggs, Field Artillery, who was in command of the best trained and disciplined C.M.T.C. ever stationed at Fort Bragg.

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COMPLETION OF AERIAL PHOTOGRAPHIC PROJECTS IN NORTHWEST

Lieut. Willis R. Taylor and Staff Sgt. Samuel T. Bush, of the 15th Photo Section, Air Corps, returned to Crissy Field, Calif., recently from Seattle, Portland and vicinity, where they were engaged in aerial photographic operations since April 25th. Notwithstanding inclement weather encountered, they managed to cover considerable territory and accomplished various photographic missions. In connection with this trip they completed one hundred miles (square) of territory in the vicinity of Yakima, Washington, for the Bureau of Reclamation. They also completed 600 square miles of survey at Lake Pend, Oreille, Idaho, where the proposed \$300,000,000 Columbia Basin Irrigation Reservoir is contemplated, and in which project the States of Oregon, Washington and Idaho will share the benefits to be derived. A mosaic covering 200 square miles in the vicinity of Camp Lewis, Washington, and another one of a camp site for the National Guard of Oregon, covering 75 square miles, were also completed.

A BOQUET FOR THE D-12 ENGINE

The D-12 engine, according to Lieut. Hugh C. Downey, News Letter Correspondent from France Field, Panama, appears to be the most persistent running thing. Not long ago, Lieut. Downey says, Lieut. Percy took off in a PW-9. Not noticing anything unusual, he flew around for a few minutes. Shortly thereafter, however, he observed that his temperature stood at over 90 degrees. Still he was not perturbed especially, that is not until he noticed that it failed to come down to normal. He therefore landed and taxied to the line, where it was discovered that there was not a drop of water in the cooling system.

A few days ago Lieut. Cumberpatch was leading a formation of PW-9's in the vicinity of Porto Bello when a connecting rod let go, this being one of the early D-12 engines which now have a larger bolt holding the articulated rod. The oil pressure dropped to zero. Naturally, Lieut. Cumberpatch throttled his motor and began looking forward to a premature bath, for he was over the water with no landing field within miles.

Observing, however, that the engine would still turn some 1800 RPM and that there was very little vibration, and thinking that he had a chance to reach some emergency field or land on the beach somewhere, he climbed to 5,000 feet and headed for home. A little later another rod let go. The engine became quite rough but still turned over between 1200 and 1500 RPM. Imagine the pilot's surprise, however to find that he could make the home station despite the fact that a few more rods let go, with the engine smoking horribly. Upon landing it was found that in all five connecting rods had let go and that parts of pistons and bearings were sprinkled all over the engine compartment of the plane. All honor to an engine that will stay with a pilot like this one did! The engine had run nearly 15 minutes after the first rod let go, with no oil pressure whatever.

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SMOOTHING OVER THE ROUGH PLACES AT LUKE FIELD

A great deal of progress has been made in overcoming the rough condition of the flying field at Luke Field, Hawaii. By the liberal use of water and commercial fertilizer, grass has been encouraged to the point where the take-off area is covered with a good turf. Holes formerly dug up by propeller blasts while warming up were filled up with loose dirt and the grass coaxed through until this part of the field is in commendable condition. The landing area is still in a condition roughly approximating a giant washboard. Hope is entertained that, with the procurement of funds to extend the present sub-irrigation system and the installation of additional "California boxes", this area will also respond to treatment.

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LUKE FIELD AIRMEN DEMONSTRATE PROFICIENCY IN BOMBING ✓

An annual military event in Hawaii is the Ordnance test of bombs held in storage. Recently four lots of five bombs each were taken out and turned over to Air Corps personnel at Luke Field to enable them to indulge in some bombing practice.

Lieut. W.C. Farnum made himself very unpopular with the remaining bombing teams by making a direct hit on the aiming point, his second shot effectually covering the target and cutting the flag down. This left only a bomb crater for the other bombers to aim at. By the time the last team arrived there was nothing but a shot-gun pattern to aim at. Two direct hits were made on a thirty foot circle from an altitude of 5,000 feet, and the pattern of all the shots was remarkably good.

All the bombs functioned except one where the safety wire pulled out of the bomb rack and was found torn off on top of the ground as the bomb scuttled for cover six feet under ground.

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FLYING IN PANAMA ✓

By Lieut. H.C. Downey, Air Corps.

Perchance you would like to make a flight with me through the Republic of Panama. Well, then, get your chute out and grab yourself a helmet and goggles

and we'll warm up a DH. Yes, it will have to be a DH, for we are still in the stone age, aeronautically speaking. Still, the old DH is a stable old ship, you must admit, and it has hauled us around quite a lot.

We are off to explore a little-known land that is still populated in spots by aboriginal Indians and in other places by other races not much more advanced, but still a country of great promise. Of course, we must cross the Canal, for the powers that be frown on short cutting across the jungle. It is awfully tough walking, you know, if you happen to land in the jungle. The worst part of it is that you may be crippled up so you can't walk at all. The parachute, you say. Yes, but hang it all, there are trees in the jungle 200 feet high, and one is likely to hang himself upside down at the crest of a tall lignum vitae. Not so good, you will admit.

So we jog across the Canal, taking a glance at the Gatun Locks and Spillway. We cross Gatun Lake with its curious drowned forests and we soon reach Gold Hill and old Culebra, where mother earth still slides now and then.

It is the beginning of the wet season and the sky is beautiful but somewhat bumpy today. We have a magnificent panorama. The sky is full of small cloud formations. Here and there toward the east, for we are traveling south-east, are enormous heaps of towering clouds, frowning black underneath, for there it is raining, and when it rains in Panama, well -- it rains, my dear, it rains.

But ahead of us the road looks fairly clear. To be sure we may have to seek a hole now and then through some cloud formation, but that is merely sport. Did I hear a coarse laugh? Sometimes, of course, one gets worried a bit, but one usually comes through all right.

The old Liberty is well warmed up now and bites them off well. It is not exactly a purr but it is a comforting roar. Yes, it is even music to my ears, ears that have heard some motors cough, sputter and quit with a shrill scary shriek of the wires supplanting the former pleasing roar.

Well, let's not think of forced landings. Down there is a British cruiser going through the cut on its way up to Nicaragua. A little further ahead is a Danish freighter bringing lumber from the west coast to eastern ports. Yes, and there is a U.S. Submarine going busily on its way to some mysterious destination.

What the devil was that? Oh, just one of those violent bumps one gets occasionally here in Panama, especially when one passes under a cloud and gets into a down draft of cool air.

There you are, there's Albrook Field and there is Balboa and Panama City itself, hiding behind Quarry Heights, where the imposing Canal Administration holds forth. But old Panama, the scene of Morgan's plunderings, lies somewhat further east down the sweeping coast line. We will go down and take a peep at it.

We glide down a bit and pull up over the Union Club, being sure to miss the hill on the left. This Club, Panama City's leading one, has a beautiful setting. It extends out over the water and has an open air dance pavillion. Here Panama's Don Juans, to say nothing of an occasional Army and Navy Officer, are wont to dance to the tune of La Chaporita with the *senoritas*.

Down the coast a ways we go, and here in a secluded cove, with the Perlas Islands jutting up and out of the sea not far away, are the ruins of old Panama. From the air one cannot see everything, for the remains are overgrown with tropical vegetation, but by circling about down low one can easily see what is left of the old cathedral of San Jerome. There is the bell tower, now a ghastly sight with its old windows open to the sky like the eye-sockets of a skeleton. But when one recalls that it is some four hundred years or more since the edifice was built and that Morgan sacked it a few times, it is remarkable that there is anything left.

We will make our bows now and turn back, for we wish to reach David before noon and it is now 9:30. We pull up, open up to 1500 R.P.M. and push off toward the west without further ado, leaving Panama City blinking in the bright sunlight.

Next we unroll our map and consult the compass. The compass course we must hold to make Rio Hato, our first point, we find to be 225 degrees.

The ship gallops along nicely and soon we espy the Chame' Peninsula, which stretches some five miles into the sea like a long finger. If we turn off to the northwest here, we will find about thirty miles inland a most remarkable place, so for your benefit we decide to make the turn. The Cerro Grande mountains rise up before us menacingly. We find it unusually bumpy. It makes one somewhat uneasy no matter how confident one may ordinarily be.

As we cross the brink of the ridge we find a saucer-shaped valley entirely surrounded by mountains 2500 feet high. As we drop down lower, we see a few adobe huts. One wonders how people exist in such secluded places, for this place seems out of touch with the rest of the world. Not a road, trail or stream appears to lead out of the place, yet here we see cattle in pasture, so there must be some entrance.

It is an impressive sight but if we are to make David on this tank of gas we must be on our way.

The hills have now risen to our level, and we are flying at 2000 feet. These are the foothills of the Continental Divide, which are a continuation of the Rockies of the North. We are going through Chame Pass.

The sun blazes out of an azure sky and already we feel its rays, for this tropical sun burns fiercely.

We are still in the Province of Panama but soon we cross the line into Cocle Province. Many small rivers indent the coast line but they are low for we are at the end of the dry season. A wide beach stretches out underneath us and it would seem that one might land on it in places where there are no rocks. Now and then we see large salt beds. The natives lay out pits in precise geometrical fashion so that the sea water will fill them at high tide, whereupon the tropical sun gets busy and beating down evaporates the water, leaving a deposit of salt. Right clever, what?

Up ahead here is the little town of Rio Hato, named after the river, I presume.

Here we bear off to the right some, and hit out for Aguadulce (Sweet Water), leaving the shore line behind us. Aguadulce is the headquarters of the Panamanian Highway Department. It is very like other Panamanian towns. A cluster of adobe houses with a clean little hotel run by one J.B. Rint, formerly an engineer of the "big ditch".

The clouds appear to be gathering along here. Well they usually do over Cape Mala peninsula. Mala, of course, means "bad" and well is this cape named, for the wind boils down off peaks rising 6000 feet sheer out of the Pacific Ocean, and it boils and beats about with awful force. But today we won't get out there in its way.

Through a hole in the clouds, we see the new highway running into Aguadulce. There it crosses the Rio Grande, and now we see Aguadulce on the Rio Dulce. How musical these names. The Spaniard left his imprint here, and who will say that he did not do well. He at least was poetic.

Here we find broad stretches of flat pasture land where large herds of cattle feed and where, incidentally, one can land one's plane easily.

The highway continues from here on to La Pena, but we can see very little of it for now we must climb to over 6000 feet in order to clear these massive heaps of cloud.

Down there over the Rio Santa Maria it is raining as it can only in the tropics. The water comes down in a veritable deluge. It is impossible to fly through it.

After leaving Santiago, which we can see through a hole in the clouds, we fly over mountainous country for some fifty miles, the course being nearly due west to Las Palmas, where they have a landing field high up on a plateau. We are now in the Province of Veragua.

We have not seen the Pacific for over half an hour but now off to our left we get a glimpse of silvery sea.

We will soon have crossed the cloud formation and now we dive down to a lower level and below us we find the coast line indented as usual by many small rivers, such as the Rio Santiago, the Rio Naranjo and the Rio Tiqui. We find below us a stretch of coastal plain about ten miles or more wide. There are many places where one may land. Fifty miles more and we reach the Rio Chiriqui and up ahead in the Province of Chiriqui is David, while out on our left stretches the magnificent Pacific dotted with islands.

That large island we passed a while ago was Coiba Island. It has a forbidding rugged appearance, and it is here that the Republic of Panama maintains a penitentiary for the very good reason that the only possible means of escape is by boat or by swimming, and the percentage is all against one by swimming for the sharks are large, plentiful and voracious.

As we approach David, we find that the coast curves out broadly to the south and ends in a point called Burica Point. There is a mountain range up there which stretches right across the Isthmus forming a natural barrier between Panama and Costa Rica. Some of these mountains are quite high, notably Chiriqui

Volcan, which reaches an altitude of some 12,000 feet.

A remarkable feature of the landscape we are passing is a mesa or plateau. It is over 2000 feet high and very flat. It probably measures thirty miles in circumference and is nearly circular in plan. At one point, a waterfall tumbles over its edge to fall in a beautiful wisp of mist for several hundred feet. Again we see broad stretches of pasture land and it is in one of these pastures near David that we finally land. On our right is a large hill surmounted by a shrine testifying to the piety of the inhabitants of Chiriqui.

We are now in one of the least known but prettiest spots in Central America, David, where the sunsets are glorious but fleeting, where a little of the charm of old Spain still persists, where life moves along easily but whose isolation is rapidly disappearing, thanks to the airplane and other forms of modern conveyance.

David is located about two hundred miles from Panama City, in a straight line up the coast toward Costa Rica. In fact, it is almost on the Costa Rican border. It is rather difficult to reach by boat, for the trip up the Pacific is tedious on account of the distance and the rough water. The Pacific Ocean does not appear to live up to its reputation in this part of the world, although it does behave itself pretty well in the dry season. There is neither connecting railroad nor highway. However, the Panamanian Government is slowly pushing a good highway through the jungle and over mountain and river toward David. It will be years, though, before this is completed.

As can be seen from the map, David (pronounced Dah-veed) is located somewhat inland but with several large estuaries emptying into the bay. It is a quaint little place with hundreds of pretty little adobe houses. The thatched roof is very much in evidence although the tiled roof is used by the more affluent inhabitants.

There is a surprising number of modern cars there, notwithstanding its isolation. More than likely one will be greeted upon landing by Dr. Arias, the local dentist, in his little Peugeot automobile or perchance by the hospitable Senor Jurado. It is he who owns the landing field which he very kindly lends to the U.S. Government for that purpose. There is an agreement between the Panamanian Government and the U.S. Government which allows flights to be made over the Republic of Panama.

In David one is not bothered so much by insect pests as one is in Colon and other places. The climate is delightful. One can sit on the porch of the David Club and sip a Bacardi rum cocktail while the sun sinks in a riot of color behind the far horizon.

In the public square, demure señoritas trip along to the music of the band. A little later on, after dusk, the local padre opens up the old church doors and peons file in to murmur their prayers. Here, one can easily imagine himself in old Spain.

Off to the north is Bouquete at the base of the Volcan mountains. As the name indicates, this was formerly the seat of a volcano. It is estimated that it has been extinct for 8,000 years. A little narrow gauge railroad operated by the Government connects with Bouquete. It is a rare treat to be able to travel on this road and put up at Joe Wright's hostelry, 4,000 feet above sea level.

Many aviators have flown up there and found Mrs. Wright's cooking delectable. The air is bracing and one feels in fine fettle. Game is plentiful, especially wild pigeons.

Bouquete is the center of the coffee industry in this part of the world. One of the best grades of coffee in the world is raised here. Oranges, bananas, mangoes and guavas are found. In fact, almost anything will grow here. It is one of the garden spots of Panama.

After a sojourn of a couple of days, it is with great regret that one returns to the landing field and winds up one's ship for the return trip.

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A NEW PRIMARY TRAINING AIRPLANE ✓

Major R.H. Fleet, of the Consolidated Aircraft Corporation, Buffalo, N.Y., recently arrived at Brooks Field, San Antonio, Texas, with the new experimental training plane, XPT-3. This new plane, which is equipped with a Wright "Whirlwind" engine, is now undergoing tests by a board of officers consisting of Lieuts. C.E. Branshaw, W.H. Brookley, C.F. Chennault, F.C. Nelson and W.R. Carter. All pilots at Brooks Field will fly this ship and submit to the Board their recommendations as to its worth as a training plane and whether it is superior to the present type, the PT.

PUBLIC'S INTEREST IN AVIATION PERKING UP

"Ever since Lindy crossed the pond", writes the News Letter Correspondent from Norton Field, Columbus, Ohio, "we have been busy answering questions and explaining that everybody can't possibly fly, as we also need mechanics and there are plenty of boys willing to do anything around the field in order to be affiliated with the same game as Lindy". He then goes on to say that commercial aviation has picked up wonderfully and that Mr. Davis, who replaced Captain Mulzer when the latter went on active duty, complains because his "Waco 10" will not accommodate six passengers instead of two. The E.R. Express from Cincinnati stops at Norton Field regularly twice a day on its way to and from Cleveland.

Happening to be in Columbus one day when the Commanding Officer of Norton Field was giving the PW-8 a little workout, the News Letter Correspondent states that he noticed all the people were stretching their necks to see what was going on overhead, that even people riding in automobiles and street cars were doing their best to look out of the windows and see what was happening up in the otherwise peaceful ether.

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FRANCE FIELD AS AN UNOFFICIAL AMBASSADOR

France Field, Panama Canal Zone, claims it should be classed with Colonel Lindbergh as one of the important unofficial ambassadors, according to the News Letter Correspondent. Recently the Field had occasion to furnish an escort for the body of a dead official of the Costa Rican Government being sent through the Canal Zone from the United States to Costa Rica. Photographs were taken at that time and copies forwarded to the American Minister to be given to the widow. Recently a letter was received from Mr. Davis, the American Minister, thanking France Field for the thoughtful courtesy, and winding up as follows:

"Please permit me to express my personal and official appreciation for the splendid manner in which France Field cooperates in helping develop friendly relations with the Latin American Governments and peoples."

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CHIEF OF AIR CORPS INSPECTS SOUTHERN CALIFORNIA ACTIVITIES

Master Sergeant Thomas J. Fowler, pilot, with Major-General Mason M. Patrick as passenger, landed July 8th at Crissy Field, Presidio of San Francisco, Calif., from an inspection tour of Southern California aviation activities. The itinerary included March Field, Clover Field, Rockwell Field and Griffith Park. On the return trip they landed at Visalia, Calif., to inspect a new landing field and were greeted by the Chamber of Commerce, who conducted them on a trip to Sequoia National Park, where the General was entertained by Colonel White, the Superintendent.

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RESERVE OFFICERS PLACED ON ACTIVE DUTY WITH 91ST SQUADRON

Eight Reserve officers of the Air Corps were recently placed on active duty with the 91st Observation Squadron stationed at Crissy Field, Presidio of San Francisco, Calif., one of them, 1st Lieut. D.C. Warren, for a period of 15 days, and the remaining seven for a period of one year, viz: 1st Lieuts. Charles G. Ellicott, Dean Ferran, 2nd Lieuts. Leo C. Allen, Wentworth Goss, Bernard A. Grant, George A. Jones, Jr., and Archie R. Loomis.

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AIR CORPS FIELD OFFICERS FLY ACROSS AMERICAN CONTINENT.

Major Carl Spatz, Air Corps, writes from Rockwell Field, Coronado, Calif., under date of July 9th, that the three 1914 Majors landed their transports at Rockwell Field at 12:15 P.M., July 8th. The two other 1914 Majors were Ralph Royce and John H. Jouett. Major Spatz goes on to say --

"Commencing on the fifth of July at Bolling Field we maintained the following schedule: Scott Field, 1st day; Fort Sill the second day; Lordsburg, New Mexico, the third day and Rockwell Field on the fourth day. Our route was direct from Scott Field to Fort Sill to Lordsburg, which by the way is by far a much

better air route than by way of San Antonio, inasmuch as extremely rough country as that between San Antonio and Sanderson does not exist. We started our daily schedule with breakfast at 3:30 A.M. and then took off at daylight. The total flying time was approximately 35 hours, necessitating from eight to nine hours flying a day. It is believed that this amount of flying time is about all that can be expected of pilots on a trip of this kind. However, we do think that the transfer of airplanes from one coast to another should be accomplished in not much over this time unless weather conditions intervene. We ran our motors very slowly, approximately at 1400 R.P.M., and all motors worked perfectly until the trip was completed. Royce had a little ignition trouble at Tuscon, Arizona, which by the way was fixed in a very expert manner by the private of the Air Corps on duty there. He immediately found the trouble and cured the fault in very short order.

Between Fort Sill and Lordsburg we stopped at Midlands, which was a very interesting experience inasmuch as the landing field had been made into a golf course. However, we had to land some place and used the golf course. This is a strategic point in the Fort Sill-San Diego route, and inasmuch as the level ranch land extends for many miles in every direction it should be very easy to provide a landing field at practically no expense. Our worst leg was from Scott Field to Muskogee. It took us four hours to cover the 200 miles between Scott Field and Springfield, Mo. We must have been bucking a thirty or forty-mile wind.

I believe Langley Field is to be congratulated on the three motors turned out in these planes. They ran as smooth as D-12's. I could not understand how they could run with so little vibration.

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LONG DISTANCE RADIO COMMUNICATION BETWEEN AIRPLANES ✓

It is well within the realm of possibility for one airplane flying in one section of the country to carry on a conversation with another airplane flying in another section of the country through the employment of two ground telephone transmitters. This possibility was demonstrated during the recent military tournament held at Soldier's Field in the Grant Park Stadium at Chicago, Ill., when a two-way conversation between Army airplanes and Radio Station WLS, located at Crete, Ill., was re-broadcasted by another radio station farther west.

Three airplanes of the Douglas O2-C type were dispatched from Chanute Field, Rantoul, Ill., to Chicago a day prior to the opening of the military tournament upon the request of the chairman thereof. These planes were equipped with radio apparatus and flight-tested at the Communications Department of the Air Corps Technical School, Chanute Field, prior to their departure.

Through arrangements made with the Sears Roebuck Broadcasting Station, WLS, the conversation between the airplane and officials at the Stadium was rebroadcasted to the radio audience at large. By means of a public address system the airplane and ground conversation was conveyed through loud speakers to the spectators at the same time it was being rebroadcasted through the WLS station. All the commands given at the ground also went out through the loud speakers to the spectators as well as to the airplanes in flight over and near the stadium. The airplanes were ordered to fly in various formations, certain directions, to ascend or descend. All of these commands were acknowledged and put into execution. It proved a wonderful demonstration and signified further possibilities.

The applause of the people in the Stadium was evidence of their appreciation as were also the letters and telegrams received from people who listened in on the re-broadcast of Station WLS. The greater part of the affair was carried out by student officers of the Air Corps Communications School, evidencing that they are prepared to undertake aeronautical radio missions under their supervision and produce satisfactory results.

Previous to the actual performance of the military show, one airplane, equipped with radio for two-way telephone communication, left Chanute Field daily for approximately a week and proceeded to Chicago and back again to Chanute Field without making a landing. During these flights a continuous two-way conversation was carried on between the airplane and the WLS broadcasting station. The purpose of these daily flights was to further publicity for the war shows. They were particularly successful along this line, as tremendous interest was aroused which, no doubt, was largely responsible for the large audience which attended the performances of the Military Tournament.

On one of these preliminary flights, in the interest of publicity, a tele-

phone call was put in by the observer in the plane for a party who was a guest at one of Chicago's leading hotels. On another occasion the radio truck, which had a portable transmitter aboard, was called as it was proceeding along the boulevard between the flying field and the down-town district of Chicago. Both of these attempts to establish communication between the airplane and ground were successful and served to show the possibilities of tying in radio telephone communication from airplanes with the land wire telephone systems.

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AN AIRPORT FOR HOUSTON, TEXAS ✓

After three years of unremitting effort, Houston, Texas, is at last assured of a municipal airport, which the Texas National Guard Air Service will occupy and regulate. The Houston airport is a twenty-minute ride from the post office and embraces four hundred acres, being a little over one-half a mile wide by a mile and two-fifths long. The terrain is level, but notwithstanding this it has been plowed, leveled and rolled as smooth as a floor. It is what is known as a zero hazard field, not a building, tree or wire line within a quarter of a mile of the field proper. It is completely surrounded by open prairie, which makes it ideal for emergency fields.

The City of Houston and the donor of the field, Mr. W.T. Carter, Jr., plan a triple A Class airport, completely equipped for both day and night flying. The field will be surrounded by a 4 x 4 cedar post fence, the posts set eight feet apart and wired to keep live stock off the field. The boundary lights will be set on the fence posts, and in addition hangar flood lights and field flood lights, with illuminated wind cone, semaphore and fifty foot steel beacon tower will be installed. A three-inch water main is already on the field, supplied by a 175,000 gallon water tank, which insures ample pressure for modern fire fighting apparatus.

The City of Houston will at once build a wooden hangar, 60 x 100 feet, for the accommodation of civilian and air mail planes. A rest room and comfort station and the other necessary buildings for servicing visiting planes will be erected at once. The Texas National Guard Air Service will erect two fabricated steel hangars and the necessary warehouses, offices for operations and administration, barracks, mess hall and permanent living quarters. Already a gasoline filling station, combined with a restaurant, soft drink fountain and grocery store were erected adjacent to the field.

There is a telephone line close to the field and a high tension power line is within half a mile from the field. An hourly bus line furnishes transportation to and from the field.

The close location of the field to the city will afford opportunities for personnel of the National Guard Squadron to go out late afternoons and fly daily—a great improvement over old conditions when flying was indulged in only on the weekly drill period because of the field being located some 25 miles from the city.

Only Army, Navy, Marine Corps, Coast Guard, National Guard and commercial concerns whose planes have successfully passed Federal inspection will be permitted the use of the field.

The 36th Division Air Service celebrated the announcement of the airport by a stag banquet in the Brazos Hotel Taproom. The banquet broke up at a late hour and a good time was had by all.

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HAWAIIAN FLIERS CORDIALLY WELCOMED ON THEIR RETURN ✓

Early Tuesday morning, July 12th, a flight of five service type airplanes, commanded by Captain Aubrey I. Eagle, Air Corps, took off from Crissy Field, Presidio of San Francisco, Calif., to be among the first to greet Lieuts. Maitland and Hegenberger on their return to the mainland. A flight of five training ships piloted by Air Corps Reserve officers and commanded by Captain R.P. McDonald, also flew out to sea to escort the victorious airmen into the harbor. The cities of Oakland and San Francisco strove to outdo each other in elaborate preparations for the reception which proved to be a mighty affair in the Bay District.

En route eastward for the official welcome in Washington, the two fliers stopped at Milwaukee, Wis., Lieut. Maitland's home town. According to press reports never in the history of that city was there such a tremendous demonstration as that accorded the two Army airmen. Ten thousand persons jammed their way to

the ropes around Hamilton Airport when the tri-motored Fokker, a sister ship to the one flown to Hawaii, appeared on the horizon bringing back the man who left as a boy of 18. As soon as a lane could be opened through the thousands greeting them at the field, the fliers were taken to the city's new airport on the lake front where, after addresses by Governor Fred Zimmerman, Mayor Hoan, Oscar Stotzer and Major-General Lassiter of the Sixth Corps Area, the field was officially designated as "Maitland Field". A reception at the Milwaukee Press Club followed.

A four-mile parade in the afternoon of July 19th, with Lieuts. Maitland and Hegenberger, flanked by State dignitaries, was watched by a mass of humanity which overflowed onto lawns, into street intersections and brought thousands to the windows of office buildings, from which paper confetti flowed into the streets. A banquet was held in the evening. Lieut. Maitland was made a Colonel in the Wisconsin National Guard.

Thousands of Daytonians packed McCook Field on the afternoon of July 20th to welcome the two fliers. After landing they were escorted through two lines of Army airplanes to the operations office, where their formal welcome to the city was held. From the roof of the building speeches were made and each of the Lieutenants was presented with a chest of silver -- Dayton's gift of appreciation.

Congressman Roy G. Fitzgerald, Mayor Allen McDonald and Brig.-Gen. Wm. E. Gillmore, Chief of the Materiel Division, Air Corps, all made welcoming speeches. The aviators replied briefly. Next a reception was held for them at the National Military Home, where several thousand veterans of American wars reside. In the evening Lieuts. Maitland and Hegenberger were joined by their wives, who came from Milwaukee by train, and were guests of Gen. Gillmore at dinner. Later officers of Wright Field conducted a military ball in their honor.

Late in the afternoon of the following day, July 21st, residents of Washington had the opportunity of seeing the graceful monoplane as it circled over the city. It was accompanied by two pursuit planes from Selfridge Field, Mich. After making a complete circle of Bolling Field, Lieut. Maitland glided the ship into a perfect three-point landing. Generals Patrick and Fechet were waiting on the "line" when the plane taxied up. Doffing their helmets, goggles and jumpers and "dressed up" for the waiting reception, the two Lieutenants, escorted by the two Generals, walked up to Secretary of State Kellogg, Assistant Secretary of War Davison and General Summerall, who had been waiting midway between the line and the reception stand. These three officials accorded the airmen a hearty personal as well as official greeting, for Secretary Kellogg was welcoming them home on behalf of the Nation.

Secretary Davison then read the citations for distinguished flying crosses, first to Lieut. Maitland and then for Lieut. Hegenberger, as follows:

"Lester J. Maitland, First Lieutenant, Air Corps, United States Army. For extraordinary achievement while participating in an aerial flight. As pilot of an United States Army airplane, by his masterly skill, courage, endurance and tenacity of purpose, with his navigator he successfully piloted his airplane on June 28-29 from San Francisco, Calif., to Honolulu, Hawaiian Islands, over the greatest expanse of open sea yet crossed in a non-stop flight.

"Lieut. Maitland with full knowledge of the dangers and difficulties traversed over 2,400 miles of the Pacific Ocean with marvelous accuracy of direction and thereby demonstrated conclusively the practicability of accurate aerial navigation. His masterful exploit is worthy of the greatest praise and has bestowed much credit on the United States Army."

The citation for Lieut. Hegenberger was in the same language except that he was described as assistant pilot and navigator of the plane.

General Summerall presented the certificates, tied with blue and gold ribbon, and then the airmen were introduced to the Secretary of the Navy, Mr. Wilbur; General John J. Pershing; Edward P. Warner, Assistant Secretary of the Navy for Aeronautics; Rear Admiral William A. Moffett, Chief of the Bureau of Aeronautics; Anthony H.G. Fokker, designer of their plane, and Charles L. Lawrence, President of the Wright Aeronautical Corporation, builders of the engines they used on the flight. The official reception ended here and the airmen were swamped with outstretched hands from personal friends until they literally tore themselves away and boarded automobiles for the Mayflower Hotel.

Several hours later they were honored guests at a testimonial dinner given by the citizens of Washington under the auspices of the National Aeronautic Association. District Commissioner Proctor L. Dougherty formally welcomed the fliers on behalf of the citizens of Washington and extended their congratulations to them for their remarkable accomplishment.

Other speakers on the program were Secretary of the Navy Wilbur, General Pershing, Admiral Moffett, Assistant Secretary of War Davison, Assistant Secretary of the Navy Warner, Assistant Secretary of Commerce for Aeronautics, Wm. P. MacCracken, Jr., General Patrick, Charles L. Lawrence. General Charles P. Summerall acted as the toastmaster.

Secretary Wilbur declared that Americans can feel justly proud of the flight because it was an American accomplishment from beginning to end. The airmen were trained in American schools; they are in the service of their country and the Nation contributed to their personality, character, courage and skill. Dead hands, he said, held them up on the flight. Rodgers and his flight contributed by the experience which the Army airmen gained from that attempt to reach the islands, while the entire Nation, by a feeling of sympathy and cooperation, spurred them on. "Their presence here tonight is a miracle of science", he concluded, "and an encouragement to future operations of the Army and Navy".

General Pershing expressed the opinion that the Maitland-Hegenberger flight, together with the Atlantic air journeys of the past few months, "go farther to forward aviation in America than anything being accomplished in an equal length of time."

"Naval aviation, by its experience in attempting the Hawaiian flight, knows what an achievement it is," Admiral Moffett said. "Seamen and navigators appreciate it more than others. In extending the congratulations of Naval aviation to the airmen, Admiral Moffett said: "If John Rodgers were here he would offer them as sincerely and heartily as I offer them myself."

Secretary Davison declared that the two pilots were selected to make the flight because the War Department believed they were capable of the task. The flight was not made possible overnight, but it took "literally years of studying". Without the cooperation of the aircraft industry the flight would not have been possible.

Secretary Warner emphasized the value of the flight from the standpoint that the fliers shrunk the distance between the mainland and the islands, while Secretary MacCracken explained that the flight has placed a deep responsibility on commercial aviation, adding that "we want them to feel that they can count on commercial aviation to back them up, now that they have blazed the trail."

Paying a tribute to General Patrick's service as Chief of Air Corps, General Summerall said: "General Patrick took the helm of the Air Corps when the going was bad, and steered it through storm and strife. His vision has been the compass by which the Air Corps has been steered. The dearest wish of his heart was to have been a passenger, or navigator, or pilot on the Hawaiian flight, for he is a pilot having qualified under the highest requirements of the Air Corps. Nevertheless, he was at the controls every inch of the way. It was his ambition that the Air Corps should span this gap, and it is his realization of the dream that comes almost on the eve of the end of his distinguished career."

"The flights of the past have placed Paris and Honolulu within three and one-half days of airplane travel," General Patrick said. "Determination, preparation and navigation accounted for the success of the undertaking. Six years ago Maitland came to me and urged it. He repeated his request in 1924. Hegenberger, in Hawaii, bored me to death with letters asking that I let him fly to the mainland. But I knew the time was not ripe. When it did come, these two men were chosen. They know what I think of them without my saying so."

Mr. Lawrence gave a brief history of the development of the air-cooled engine. The original conception of the principle was his, he said, "but credit for the development must go to the Army and Navy and the engineers who worked on it. The engine is not mine, but instead it belongs to the engineers of the American people and the two Air Services."

Mr. Fokker was introduced to the assemblage, and then Mr. Porter Adams, President of the National Aeronautic Association, announced the creation of two gold medals by the organization for award to the highest and most distinguished service in flying. Lieuts. Maitland and Hegenberger, he declared, would be the first recipients of this token.

Lieut. Maitland, in a brief address, declared he is grateful for the privilege accorded him to make the flight. "There are a great many pilots in the Air Corps who could have made the flight successfully," he declared, "but if it had not been for the men who prepared the planes the flight would not have succeeded."

Lieut. Hegenberger, the last speaker, said the navigation problem before him on the flight was a case of shooting at a target with permissible error of less than four degrees on either side. "But, being so well equipped with instruments

which have been undergoing development over a long period of years, we could not help being successful."

The flight is only the first step for a journey to the Philippine Islands, and he thought that it would go far toward stimulating commercial flying among the Hawaiian Islands.

Despite a heavy downpour, thousands gathered on the Boston Common to greet seven of America's airmen of the hour, who met together for the first time on Saturday, July 23rd. When Commander Byrd stepped out the crowd yelled its greeting. Mayor Nichols stepped out, too, and presented to the flier a silver bowl, a replica of the one made by Paul Revere. In rapid succession came other presentations. A silver plate and a pitcher were given to Chamberlin and to Lieuts. Hegenberger and Maitland. Acosta, Lieut. Noville and Brent Balchen were presented with smaller bowls. Flowers were presented to the wives of the three airmen. Each flier expressed his thanks for the tribute paid to them.

On the following day Lieuts. Maitland and Hegenberger were welcomed by South Boston at exercises in Marine Park, among the events on the program being bestowal upon them of honorary memberships in Michael J. Perkins Post, American Legion.

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PUTTING ONE OVER ON THE INSTRUCTOR

Here is a story by Shannon which appeared in the last issue of the Rantoul Press and Chanute Field News. Whether the incident related actually happened or whether it is purely fiction we have no means of knowing, but it is a good story -- so here goes.

Bill, who was rated among the best flying instructors on the field, was having trouble. Cadet James Whalen, one of the smartest pupils in his class in the study room or while high in the air, simply could not be made to land a plane. The instructor had tried everything up to mutilation and murder, with no success. He was about to give up in despair.

He was positive that Jim could land right side up and everything, if he could just be made to try one time. But how? There was that law against mayhem, etc. It would never do to bounce a Pyrene can off his crock. Ought to do it anyway, thought Bill. It might wake the chump up. Something had to be done. Too bad to wash the boy out. He'd make a bangup pilot if he could just be made to land once.

Bill labored his brains, after much painful thought. Just as he was about to give up, an idea hit him all of a sudden like a bolt from the blue. Holy Moses! What a pip! What a jolt he would hand that young jackass tomorrow! Wouldn't land -- well -- he would see about that. A good one to tell the boys, too. Probably make him famous and all that sort of thing. What a laugh -- and Bill went smiling off to well-earned sleep. If he had only known.

Early the next morning he went to the hangar and instructed the mechanic to loosen all the screws holding the stick in the front cockpit of the plane they were to use that day. He was still so pleased about it all, that he let several other pilots in on the joke. This was a mistake, for someone told Jim, who said nothing but went quietly and secured for himself a nice control stick, the exact duplicate of the one in the rear cockpit of the plane which Bill had already fixed up for his benefit. This he hid in his jumper until they were aboard.

Bill smiled, Jim smiled back. The engine roared. They taxied out and took off nicely, Jim handling the controls. After cruising around for a while, the instructor signaled Jim to make a landing. As usual Jimmy held up both hands and hollered "No!" in no uncertain tone. In answer to this, Bill pulled the already loose control stick clear out of its socket, and waved it above his head for a minute to be sure that his pupil saw, and then consigned it to the air. Can you imagine his surprise, rage and despair when Jim calmly pulled his own stick clear out of the cockpit and also threw it away. Blank! Blank! Was the nut crazy -- did he want to kill them both? Bill's hair stood straight up. His ears lay back like those of a wild horse. He brayed like a jackass. He cursed like an old soldier. He pulled and pushed everything within reach all to no purpose. For by this time the plane was acting like it had its throat cut.

It had gone clean crazy, and was doing loops, dives, wing-overs, and everything. Bill was plenty scared - he loosened his safety belt, stood up, and signalled Jim to jump. It did seem the only thing left to do. Jim made as if to get up for a jump. Bill did jump, then Jim sat down again, a little white around the gills maybe, but as calm as a day in June. He was quite proud of himself. He'd bet that bird wouldn't pull any more funny ones like that one, not for a long while anyway.

All at once the plane began to act like a little lady. Bill landed in a nice wet, muddy corn field via the silk parachute route. The only thing that consoled him on the way down was that now he could be a member of the Caterpillar Club. I could be arrested for telling what he said when he noted the fine three-point landing made by his pupil. You must admit that the joke was a good one, only it worked out wrong. It back-fired!

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R.O.T.C. UNIT FINISHES SIX WEEKS' TERM AT CHANUTE FIELD

Thirty members of the ROTC, who finished their six-week camp period at Chanute Field, Rantoul, Ill., left for their homes July 27th, after receiving their commissions and an appropriate send-off.

Lieut. Charles Backes, director of the Department of Photography at Chanute Field, was commander of the camp, which opened on June 16th. Practical instruction in aircraft gunnery, parachutes, aerial photography, pistol-shooting, flying, operations in radio missions, buzzer practice and trap shooting with shotguns was given during the period.

The entire command at Chanute Field paraded in the afternoon at 4:00 o'clock, and were reviewed by Major W.C. McChord, the departing members of the ROTC unit, and other officers stationed at the field. In the evening the college men were guests at a dance at the Officers' Club. Six educational institutions were represented at the camp, - University of Michigan, University of Cincinnati, Georgia School of Technology, Northwestern University, Culver Military Academy and the University of Illinois.

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SUCCESSFUL R.O.T.C. CAMP AT LANGLEY FIELD

A summer training camp, beginning June 17th and ending July 28th, was conducted at Langley Field, Va., with very satisfactory results. This camp consisted of 34 ROTC students, 27 of whom were from the Massachusetts Institute of Technology, 7 from the University of New York. The students performed radio missions from the air to the ground and vice versa, also artillery adjustment from the air by radio. All of them qualified on the pistol range, one student as expert.

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FORT MONROE C.M.T.C. STUDENTS VISIT LANGLEY FIELD

About 500 C.M.T.C. students from Fort Monroe, Va., visited the lighter-than-air activities at Langley Field, Va., on July 19th. In the airship hangar the visitors were met by Lieut. B.T. Starkey, Operations Officer of the 19th Airship company, who gave a talk on the flying of airships, etc. Most of the party had never visited the airship hangar before, and they were very interested in Lieut. Starkey's talk and in looking over the big airships and hangar equipment.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major Gerald C. Brant, from Office Assistant Secretary of War, to Crissy Field, Presidio of San Francisco, Calif., Nov. 1.

1st Lieut. Asa J. Etheridge to Selfridge Field, Mich., upon completion of tour of duty in Hawaiian Department.

Major Clinton W. Howard and 1st Lieut. Edwin M. Powers, upon completion of duty in Philippines, to Materiel Division, Dayton, Ohio.

Captain John G. Colgan from Fairfield Air Intermediate Depot to Cincinnati, Ohio, for duty as Commanding Officer, Lunken Airport.

Major Albert L. Sneed from Kelly Field, Texas, to Crissy Field, Calif., for temporary duty for about three months, then to Rockwell Air Intermediate Depot.

1st Lieut. Harold L. Clark from Fairfield Air Intermediate Depot to Advanced Flying School, Kelly Field, Texas.

1st Lieut. Theodore J. Koenig from Sand Point Airdrome, Seattle, Wash., to Crissy Field, Presidio of San Francisco, Calif.

1st Lieut. Edmund C. Lynch from Advanced Flying School, Kelly Field, to Brooks Field, Texas.

1st Lieut. Wm.V. Andrews from duty as Instructor, Tennessee National Guard Air Corps, Nashville, to Langley Field, Va.

Relieved from Air Corps: 1st Lieut. David A. Morris to 8th Engineers, Fort Bliss, Texas.

Reserve Officers ordered to active duty to June 30th, 1928: 2nd Lieut. Milton B. Chilcoat, Dallas, Texas, to Brooks Field, Texas, for training.

Reserve Officers relieved from active duty:

2nd Lieut. Louis Everette Wetherhold

2nd Lieut. Joseph Halfred Chaille

2nd Lieut. Preston W. Cumback

2nd Lieut. Warren Stewart Cook

2nd Lieut. Kirk Hamilton Scott

2nd Lieut. Julius Theodore Landsberg

2nd Lieut. Ben Jett Whatley

2nd Lieut. Leslie H. Schwobeda

2nd Lieut. Perry Louis Shelly

2nd Lieut. Ivan Raymond Walker

2nd Lieut. Ronald Newman Schartle

2nd Lieut. Duane M. Covington

2nd Lieut. George Martin Dixon

2nd Lieut. Wilbur Mead Hayes

2nd Lieut. Raymond Charles Olsen

2nd Lieut. William Jefferson Crowell

2nd Lieut. Halbey LaDue Mallory

2nd Lieut. William Stanton Martin

2nd Lieut. Frederic E. Templeton

2nd Lieut. Harry Vincent Inskeep

2nd Lieut. Sydney David Berman

NOTES FROM AIR CORPS FIELDS

News Letter readers will observe a long missing caption heading the "Notes" in this issue, viz: Rockwell Air Intermediate Depot. This Air Corps station has not been heard from for quite a long while. We welcome it back to the fold and trust that items on activities at Rockwell will appear regularly in these pages from now on.

It is assumed that many things are stirring at the Primary Flying School at Brooks Field, Texas, at this time. The Correspondent at Brooks was wont to send in his contributions quite regularly in the past. After a long lapse of time our patience was finally rewarded, and we received some news today. We receive many inquiries about the Primary Flying School, so let us hear from you offender.

Then there is that new activity in Sunny California -- March Field, where a new Primary Flying School is about to start functioning. Back in 1920 and 1921, when March Field was on active status, the contributions therefrom were among the most interesting news features of the News Letter. It is hoped that history will repeat itself and that we will have the pleasure of recording March Field events with considerable frequency.

What has become of Fort Crockett and the Third Attack Group? Not a word from that neck of the woods in many moons. Please let us hear what is going on at Galveston. This goes also for the Air Corps troops at Fort Sam Houston.

Several other Air Corps stations are also holding out on us more or less, and just at a time when, as a result of the recent remarkable achievements in Trans-Oceanic flying, the interest of the public in aviation has been tremendously aroused. It is very much desired to sustain this interest, but to do so requires the wholehearted cooperation of every Air Corps activity. Now is the time to "do your stuff".

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Rockwell Air Intermediate Depot, Coronado, Calif., July 13.

Quite an exodus of pilots took place at this depot during the first part of July. They busied themselves with "picking up" U.S. Mail airplanes, DeH type, and bringing them to Rockwell for the purpose of being overhauled and then turned over to the Forestry Service for use of the Forest Fire Patrol during the present season. Ten planes in all were brought in, Major Houghton bringing one from Salt Lake City; Captain Giffin one from Concord, Calif.; Captain Eagle one from Elko, Nevada; Lieut. Gothlin, one from Raulins, Wyo.; Lieut. Robbins, one from Elko, Nevada and later one from Salt Lake City; Lieut. Hackett, one from Reno, Nevada; Lieut. Taylor, one from Cheyenne, Wyo.; and Lieut. Dallas, one from Mather Field and later one from Salt Lake City.

Rockwell A.I.D. for the past three seasons has played a prominent part in the furnishing of supplies and equipment for the good work of the air patrol of the Forestry Service during the summer months, the fires raging during that period of the year being a continual menace to the great forests and water sheds of the high Sierras and majestic Rockies. There are five patrol bases maintained by the Forestry Service in the Western States out of which the planes work each summer -- Griffith Park, Glendale, Calif.; Mather Field, Calif.; Eugene, Oregon; Seattle, Wash.; and Spokane, Wash., each having their distinct territory.

For the past two years the Air Corps furnished DeH planes for this purpose, but this year the U.S. Mail planes are being placed in the Forest Fire Patrol Service after being reconditioned at the Rockwell Depot.

The airplane has proved its worth in spotting forest fires, thus permitting an early combat and saving countless lives and millions of dollars.

Majors Royce, Spatz and Jewett, visitors at Rockwell during the past week, brought three Douglas Transports from Langley Field to be dismantled and shipped--one each to the Philippines, Hawaii and Panama.

The personnel were glad to see Lieut. Ned Schramm's smiling countenance again, even if only for a few hours, after having been away for nearly a year. The Lieutenant, together with three others from Kelly Field who, though just as important but not quite so well known here as our former Depot Supply Officer, took over for delivery to the Colorado National Guard four PT-1 training planes. They hopped off July 5th for Denver after an auxiliary gas tank had been installed in each plane.

The Depot Supply Department is busily engaged getting out shipments for March Field which was recently opened. A great many manifests are being received

daily from the Field Service Section covering material for March Field, all of which are marked "initial supply". The Depot is always glad to take on new fields to supply, and March Field is a welcome addition to the activities supplied by Rockwell A.I.D. where "prompt and efficient service" is obtained.

Lieut.-Col. Harry Graham, the Commanding Officer, who is being relieved for duty in the office of the Chief, Materiel Division at Dayton, will be greatly missed by the entire personnel who wish him "good luck" in his new assignment.

Fifth Composite Group, Luke Field, T.H., July 2.

The exceptional rainy season this year has changed the appearance of the flying field so as to be almost unrecognizable by the older inhabitants. So enthusiastic was the growth of vegetation that it was necessary to stop flying in the middle of the training season and turn all personnel of the field to work grubbing out algeroba (first cousin to Mexican mesquite) and other growth which was rapidly becoming a menace to propellers and landing gears. When the heavy duty cutters ordered from the mainland sometime ago arrive here the airdrome officer hopes to keep this growth down in the future.

Mrs. P.E. Van Nostrand, mother of Major P.E. Van Nostrand, Air Corps, Commanding Officer of Luke Field, died at her son's quarters at 10:20 A.M., June 27th after an illness of four months. Mrs. Van Nostrand came to Hawaii with her son in August, 1926, her home being Iowa City, Iowa. Funeral services were held in Honolulu on June 28th.

The 65th Service Squadron barracks, having been destroyed by fire last spring, the men of that organization are spending much time in construction work in their new area, the old 72nd Squadron area.

Captain J.W. Signer, C.O. 4th Observation Squadron, returned on the last transport from leave in the States.

Captain H.C. Drayton arrived on the last transport and was assigned to the 72nd Bombardment Squadron for duty.

The Air Corps received approximately 260 recruits in the past two months, which will bring most of the squadrons up to strength.

Lieut. L.W. Motley was appointed Group Executive Officer.

Lieut. R.J. Brown, Jr., was appointed Recorder of the Promotion Board from the Honolulu Sector.

Lieut. H.R. Rivers purchased a new motor for his boat, and after installing it took off for a trial run. Lieuts. Prentiss and Rivers were ballast and Lieut. McEntire, engineer. After a successful run of five minutes the motor stopped and it was necessary for Lieut. Rivers to row back to the boat house. It is not expected that he will be seen at any future exercise periods. It has just been reported that someone pulled a De Pinedo on Lena and tried to burn his Mayflower.

The Fourth Observation Squadron held their Organization Day June 20th at Nanakuli Beach. Sgt. Hubbard won the pie eating contest. Staff Sgt. I.H. McCaghren was high point man for the day. Swimming was enjoyed by all.

Harkins, one of Luke Field's baseball stars of the past, returned and will soon be seen in action with the team. His addition will strengthen it greatly.

The 23rd Bombardment Squadron celebrated their tenth birthday here on June 16th in a manner which pleased everyone. A holiday spirit prevailed, and the day was featured with little work, much play, a swimming meet, and an Organization Day Dinner which was a banquet. After the fried chicken and ice cream had been disposed of, cigars were lighted and a speech was heard from Lieut. Morris, the Adjutant. In his little talk credit was given where credit was due and the noteworthy were honored, including the track team which copped the Wheeler Trophy this year for the first time. The old timers all agreed that this anniversary was the best yet, and the menus were worth while souvenirs to be kept as mementos of a pleasant occasion. In them a history of the organization to the present time and each member's name occupied the pages which were not devoted to the "eats". Music was furnished by the Luke Field Orchestra.

France Field, Panama Canal Zone, July 2. By Lieut. Downey.

On the 24th of June an expedition left France Field for Almirante on Almirante Bay on the Atlantic Coast of Panama. The personnel consisted of Col. Fisher and Lieut. Gaffney in one Loening Amphibian and Lieuts. McDonald and Kennedy in another.

The planes flew up the coast and both pilots reported that the Amphibians

were the ideal craft for the trip because of the rocky and forbidding nature of the coastline. There are no landings on the Atlantic side between France Field and Almirante, not even a field where one could get down in a pinch. There are several coves and beaches where one might put in with an Amphibian, but one must be careful of the coral reefs which abound.

The party was greeted by Mr. Adams, Superintendent of the plant of the United Fruit Company at that place. The party was surprised to find a large, industrious community, with shops of all sorts for the cultivation and shipping of fruit. Bananas, cocoa and coconuts are grown in abundance here and the company is experimenting with the cultivation of rubber.

While there the party made a trip up along the Costa Rican border. Many interesting facts were learned about the country. The site of a possible landing field was inspected. Incidentally, Col. Fisher won a golf match.

The planes were anchored out in the bay over night. They performed very satisfactorily both going and returning. The distance is about 180 miles, and the planes negotiated it in slightly under two hours each way.

Lieut. Kennedy visited his brother-in-law, who is an employce of the United Fruit Company here.

Michigan National Guard Air Corps -- J.T. Nevill.

With a total of 120 hours and 42 minutes flying time to their credit for the first full month of flying, the officers and men of the 107th Observation Squadron, Michigan National Guard, feel highly capable of acquitting themselves well at the State National Guard Encampment, which begins at Grayling, Michigan, August 6th.

During the past month the Squadron's planes were used on much cross-country work, although considerable time was put in in the immediate vicinity of the field.

The Squadron was represented at the funeral of Lieut. J. Thad Johnson, of Selfridge Field, killed at Ottawa, Canada, July 2nd while escorting Colonel Lindbergh.

The 107th Squadron is eagerly looking forward to the arrival of its issue of PT-1's to replace the "Jennies" now being used.

San Antonio Air Intermediate Depot, Duncan Field, Texas, July 11

The Engineering Department of this Depot overhauled and repaired the following airplanes and engines during the month of June: Airplanes -- 34 PT-1; 13 AT-4; 2 O2-C; 3 DH-4M-1; 1 DH-4M-2; 2 DH-4M-2T; 1 NBS-1, total 56. Engines -- 30 Liberty, 37 Wright E, 2 Curtiss D-12, total 69.

Among the numerous activities engaging the efforts of the Depot Supply Department may be mentioned the following: Storage in Warehouse No. 1 is in the process of being changed over to conform with the Depot's standardized storage. The standardized storage bins can be moved through the fire doors of the various warehouses as they are needed at various points. This is a very economical type of storage as the bins, once constructed, need never be remodeled. Engine spare parts have been completely inventoried with gratifying results, very few minor discrepancies being disclosed. The inventory crew is now working in Warehouse No. 3, Metal and Raw Materials.

The engine storage is being changed to new type rack, with aisle in center, to allow for rapid inspection of engines in storage. During the past month two PT-1 airplanes were furnished to each of the National Guard Squadrons of Texas, Tennessee and Alabama, replacing the old type JN planes. In connection with this Depot's supervision and coordination of Supply and Maintenance matters in its Control Area, weekly visits were made by the Depot Supply and Engineer Officers to the activities in the immediate vicinity of San Antonio. Visits to the Third Attack Group at Fort Crockett are made once a month, and to Fort Sill and the Colorado National Guard on the average of about four per year.

Mrs. James A. Mars, wife of our new Commanding Officer, Lieut.-Col. Mars, and their son, James A. Mars, Jr., joined him at this station on June 18th, and they are now settled in the new set of Commanding Officer's quarters just completed on this post.

Lieut. Wm V. Andrews, Air Corps Instructor with the Tennessee National Guard, was a visitor at this Depot, arriving July 8th by rail. He left on the 11th, ferrying back a PT-1 for the 105th Observation Squadron.

Captain A.M. Duncan, Air Corps Instructor with the Alabama National Guard,

visited here for the purpose of obtaining a PT-1 for the Alabama National Guard, which he ferried from this station on July 8th.

Lieut. James E. Duke, Jr., of this Depot, with Captain A.B. McDaniel, of the Air Corps Training Center Headquarters as passenger, flew to Fort Worth, Texas, July 9th, to attend the Municipal Airport program at that place, returning the same day.

Crissy Field, Presidio of San Francisco, Calif., June 15.

Major George E. Peabody, 1st Lieut. F.M. Bartlett, of the Univ. of California, and Warrant Officer Harry B. White, University of Washington, arrived and reported for duty in connection with the Reserve Officers' Training Camp which will be held at this station.

Captain William C. Ocker left this station June 8th for Portland, Oregon, on temporary duty in connection with the National Guard Annual Summer Training Camp, to be held at Camp Lewis.

A Board of officers, consisting of Capt. W.C. Ocker and Lieuts. C.C. Wilson and W.J. Paul, met on the 7th for the purpose of conducting an examination of enlisted applicants for promotion to the grades of Master and Technical Sgts.

Crissy Field, Presidio of San Francisco, Calif., July 7.

Much activity was manifested on June 28th in connection with the visit of Lieuts. Maitland and Hegenberger. This field was the mecca to which crowds flocked, necessitating extra precautions and guards. Late in the afternoon the visitors were entertained by witnessing a trial flight of the big plane.

The Chief of Air Corps arrived on the field on June 27th, and was piloted in a DH plane by Lieut. Maitland on a tour of inspection of the Oakland landing field at Bay Farm Island. Later in the day Lieuts. Maitland and Hegenberger took off in the big plane for the Oakland Airport to prepare for the eventful flight to Hawaii. A number of enlisted mechanics and men for guard from this field were on hand there for duty in connection with preliminaries to the flight. On the 28th, shortly after 7:00 A.M., the epochal flight began. After a splendid take-off, and to the accompaniment of much noise from the ferries and shipping in the Bay, the big plane rose majestically and was escorted through the Golden Gate by two formations, one of five O-2's, commanded by Major D.C. Emmons, and the other of five JNS's, piloted by Air Corps Reserve Officers, inactive, in command of Captain William H. Royle, A.C. Res. Later in the morning Major-General Patrick, accompanied by Major H.B. Clagett and other officers, inspected this station and its activities, and enjoyed dinner with the ROTC students in camp here.

On June 30th 1st Lieuts. Harold A. Moore and Lloyd Barnett, who at different periods were connected with the Air Office, 9th Corps Area, left for their new duties at Kelly Field and Birmingham, respectively.

Staff Sgts. Woodruff (Pilot) and Raymond C. Parrett (mechanic) took off for Salt Lake City on a two weeks' tour of duty in connection with the ROTC Training Camp in that vicinity.

Captain A.I. Eagle returned from an airways trip, ferrying a DH mail plane from Cheyenne to Rockwell Field. He stated that from Salt Lake City to Milford he encountered headwinds of 60 to 70 miles per hour, and the last 30 miles of the trip required considerably more than an hour to negotiate. Lieut. Willis R. Taylor, who also ferried a similar plane, was delayed in his arrival on account of forced landing in the desert about 30 miles from Moapa, Nevada.

Lieut. Oakley G. Kelly was a visitor over the week end, en route to Portland, Oregon.

The honor of piloting Major-General Patrick on an inspection tour of the stations in Southern California was given to Master Sgt. Thomas J. Fowler, and on July 1st they took off in an O-2 on that mission.

On July 2nd Captain William C. Ocker returned from temporary duty with the 96th Division, Organized Reserves, in the States of Washington and Oregon.

Crissy Field, Presidio of San Francisco, Calif., July 21.

Twenty-four officers, assigned and attached to the 367th Squadron, 340th Observation Group, A.C., Organized Reserves, reported for active duty on July 10th in connection with the training camp at this station.

Major Henry B. Clagett and Mrs. Clagett were the proud hosts on July 13th and entertained the heroes of the Hawaiian flight at a luncheon in their honor

at their quarters, which was attended by a number of prominent Army guests, including the commissioned personnel of Crissy Field.

Major C.H. Wash, of March Field, accompanied by several officers, visited this station July 13th in a Douglas Transport, returning the following day.

Norton Field, Columbus, Ohio -- J.C. Allen.

Hurrah! At last Norton Field has all modern conveniences -- French showers, hot and cold, folding doors and all. We have been working hard and finally secured our own water system. We have also built an office, a club room and sleeping room where visiting pilots and mechanics may make themselves at home. Our club room although small, is comfortably furnished with furniture donated by the various reserve officers and enlisted men of Columbus.

Although we are somewhat behind the times in the matter of flying equipment, with the arrival of the first service type ship -- a PW-8 -- we are beginning to have hopes. Lieut. McKee is tickled pink with his new ship, and certainly gives it plenty of airing, putting all the faithful old Jennies to shame and making green with jealousy most of the Reserve officers who do not get to fly said ship.

Columbus, being on the Model Airways, is getting used to drone of airplane motors; even tri-motored Fokkers are no novelty any more and not much attention are paid to them.

The National Tour ships landed at Norton Field on their 4,000-mile jaunt and surely brought out the land lubbers.

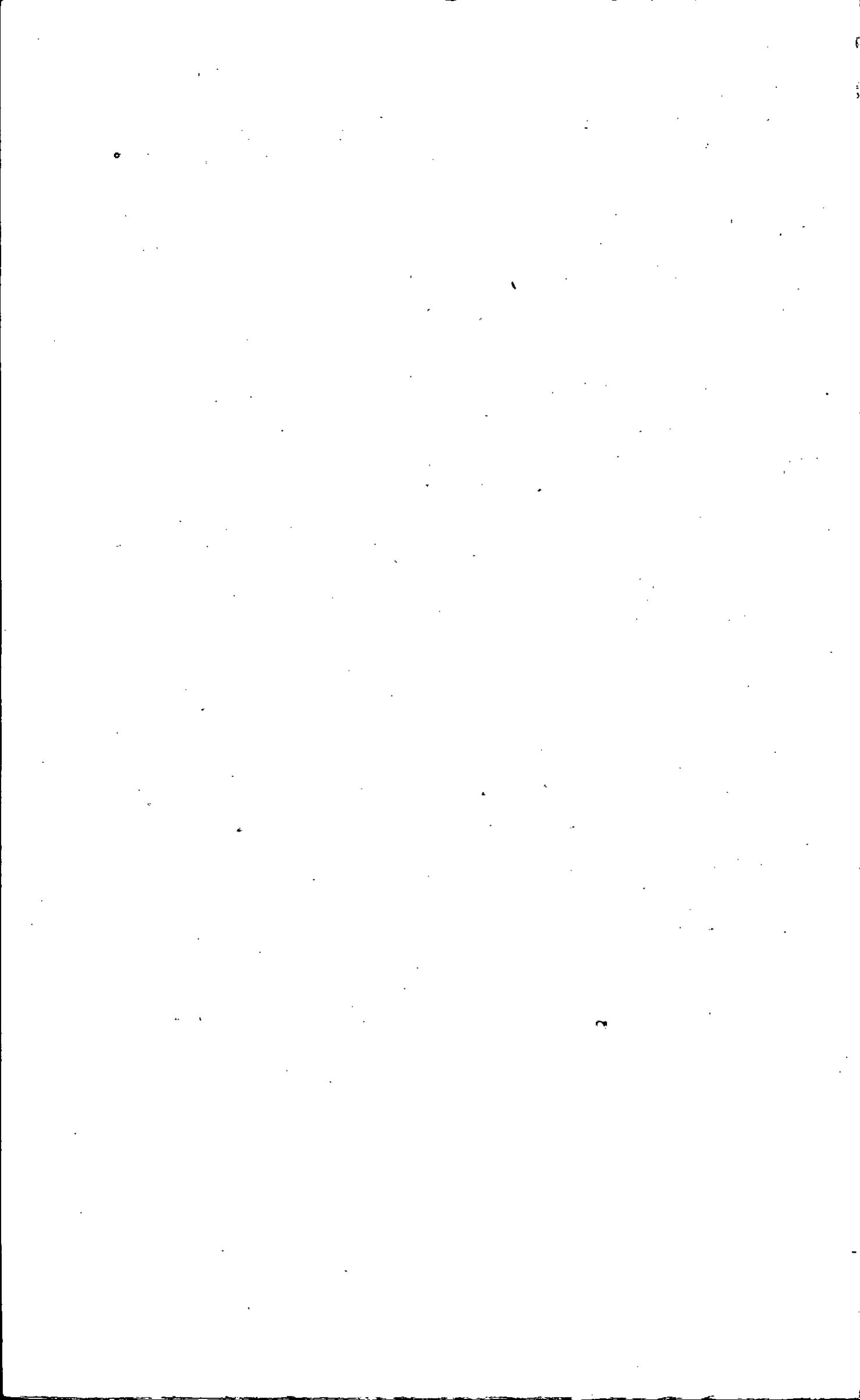
Capt. Giles from Fort Leavenworth dropped in on us the other day on his way to Washington, and Lieut. L.H. Palmer, of the U.S. Marine Corps, flew in from Quantico in a P-1 to spend the holidays with his family in Athens.

We are wondering what Col. Cook will do with his VE-7 now that Mac has graduated from his VE-9 -- so come on PT's, we are afraid the Jennies won't stand the gaff much longer.

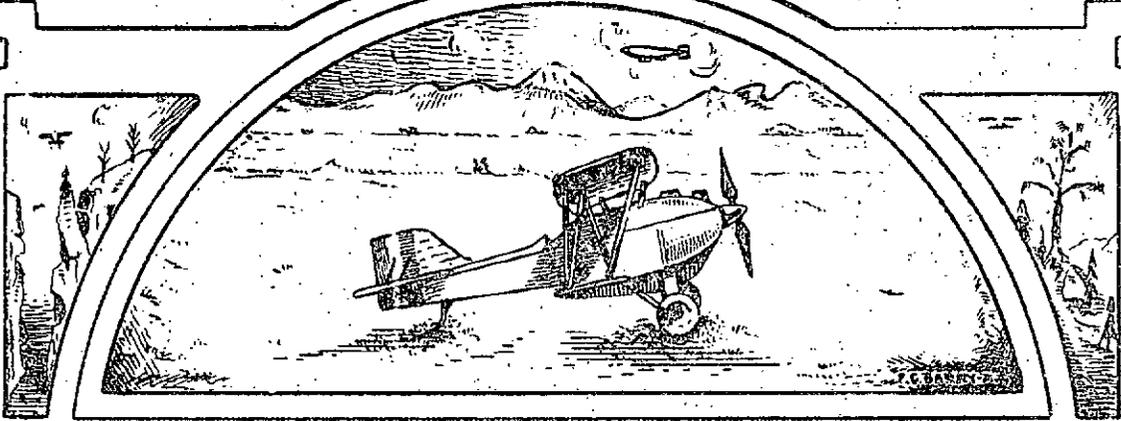
Brooks Field, San Antonio, Texas, July 28.

Major and Mrs. James E. Chaney have gone from Brooks Field to Kelly, where Major Chaney assumed command July 15th. Major Chaney was Commandant of Brooks Field a little over a year, succeeding Major Ralph Royce, who brought the Primary Flying School from Carlstrom Field, Arcadia, Fla., to Brooks some six years ago. Major Chaney came to Brooks direct from Rome, Italy, where he served as Assistant Military Attache at the American Embassy. During his period of duty at Brooks, Major Chaney made an enviable record as a man of splendid ability and discrimination as well as a most judicial commanding Officer. A policy similar to that inaugurated by Major Royce prevailed at the Primary Flying School during Major Chaney's incumbency as Commandant, with exceptionally fine results both in the ground school and flying departments. Both Major and Mrs. Chaney have made many friends officially and personally during their sojourn here, and their departure is greatly regretted on one hand while our new Commanding Officer is most cordially greeted on the other.

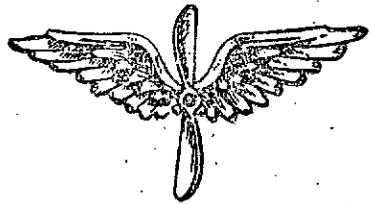
Major Ralph Royce, former Commanding Officer at Brooks, paid us a visit of three days' duration and was cordially welcomed by the officers and men who served with him at Brooks and Carlstrom. During his stay Major Royce was the guest of Captain Chas. (Barney) Oldfield. He was returning from the west coast where he ferried a ship, together with those piloted by Majors Spatz and Jouett. A stag dinner at the San Antonio Country Club was tendered Major Royce during his stay, the officers who served with him being hosts.



Lieut Barker



Air Corps
News —
— **Letter**



— ISSUED BY —
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WAR DEPARTMENT
WASHINGTON, D. C.

Aug 30
1927
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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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AUTHENTIC LOG OF AN AIR VOYAGE

By A. Doughboy

June 2, 8:45 A.M. Postoffice at Belleville, Ill. Inside pocket, official reservation for flight by Army Airways from Scott Field, Illinois, to Bolling Field, D.C., in Bolling plane leaving Scott at 11:00 A.M., June 2. Inside me, practically no breakfast at all, due to haste in leaving St. Louis this morning.

8:50 A.M. Sitting in 1917 motor ambulance -- only available transportation to Scott Field.

8:59½ A.M. Still sitting. Same ambulance. Two miles out of town, five miles or so from Scott. Drive-shaft has given up, broken down and quit. That was a long time ago, and the ambulance should know.

9:30 A.M. Just flagged an officer in a private car. May get there yet.

10:05 A.M. Headquarters, Scott Field. Airways reservation from Wright Field, O.K. Ship on the field. Everybody very cheerful. I smile, too -- I'm not proud. Two model '18 D.H.'s perched out there. Wonder which one takes me? How tired will its drive-shaft prove to be? Do I really want this flight?

10:25 A.M. Operations Office, same place. Officer in charge thinks I may reach Bolling Field all right, but passengers are expendable, I suppose. Property, now, is different. You have to account for that.

10:30 A.M. Wonder whether I get any lunch? Can't leave these funny ships. Never do to have them buzz off without me now. Where are the blessed pilots?

10:45 A.M. Guess lunch is out. Why didn't I get more breakfast? Did these planes light without pilots, or have they gone A.W.O. Loose?

10:55 A.M. No more lunch than a rabbit. Two pilots turn up looking well fed and jovial. Is that reasonable? One of them used to tread the quarter-deck of the Cuban Navy. Or perhaps only half the Cuban Navy. I don't know whether Cuba's Navy was twins or not, and this is no time for statistics. Confident-seeming duck, anyway.

11:00 A.M. Helmet. No good. Another helmet. Turn the darn thing around-- it's upside down. Goggles. Pajamas, teddy-bear, or summer flying suit. If my First Sergeant should see me now! Parachute. Bad luck to hook the snap into the safety-ring. Safety-belt. Takes two soldiers to help me find the catch, although it's simple enough. How did I happen to think of this trip, anyway?

11:03 A.M. "Contact!" She roars. What a Lister-less breath that old Liberty shoots into the rear cockpit! Calump! galumph! We taxi out around the blimp hangar (This is a lighter-than-air field) and turn. BRRRRRRR -- Whoosh! Up she goes! This is much better.

11:05 A.M. She bumps! POW! Like dropping a car from the end of a bridge into a poor dirt road. Sometimes the opposite effect-- like putting a horse over a series of low jumps. Illinois is certainly flat as a pancake -- but what vast acreage of woods. Never suspected it. Ploughed fields and wooded seem to alternate. Can this skipper light if he has to?

11:10 A.M. The old boat may feel like a ship at sea, but at least there are no waves. Look at the landscape -- as far out as possible. If I had some lunch where that mid-regional emptiness is, things would certainly seem better, Or would they?

11:20 A.M. Whoever originated the idea and advice of keeping your eyes in the boat had the wrong line entirely. If I keep watching that other plane, I'm sure I'll be much happier. Amusing to watch the shadows of both on the ground. That is the only thing that gives the effect of speed. The shadows certainly zip. Flying parallel to a paved road, our shadows just went over a car moving in the same direction. Good pace, too -- but we passed on over it as if it had been standing parked.

11:25 A.M. Car on dirt road has a plume of dust behind it like a fan opened horizontally -- perfectly flat. Is the wind so strong, or is it illusion? Glad the wind is behind, anyway. Head winds must make a big difference in this game. Where are all the towns?

11:30 A.M. Feel just like the dust-plume behind that automobile. Perfectly flat and worse than dusty. Still no towns.

12:00 Noon, or thereabouts. Is this Indiana? More woods than ever, and rolling hills. Propeller blast seems to have pulled the last shred of skin from my face. All is not well inside. Must look some more at that other ship. If I had a ladder I might dismount, if they made 2,000 foot ladders, maybe. Parachutes don't seem so good, anyway.

1:00 P.M. That is certainly the Ohio River, so the whole State of Indiana must be behind somewhere. There may not be any State of Indiana, for all I know.

1:05 P.M. Louisville, Ky., weaving in on the horizon. Nothing but regrets where my stomach should be.

1:12 P.M. Over Louisville. Going down. Easy skipper, easy. Nothing but stomach where my throat ought to be. Bet I'm about as white as the film from those exhaust stacks will let anything be. Lucky thing there was no pocket over the Ohio. One good bump right now, and somebody would need a new passenger. Sounds perfectly delightful, after two hours, to hear that old tail skid grinding along on a field again.

1:15 P.M. Lovely, lovely quiet. That big old motor leaves a distinct void when it shuts down. This is Bowman Field.

1:16 P.M. Pilot says I'm not white. Green, it seems to him. Doggone these seafaring men, anyway. I'm going to waddle to a telephone and tell Lulu what a relief it is to hear her voice.

1:20 P.M. Nobody home.

1:30 P.M. Four flyers in a hangar, talking altitude and things. What do they mean, thirty thousand feet? It may be smoother than a couple of thousand. (I hope so) but oh, how cold!

2:15 P.M. Up and away. Seems perfectly natural this time. Can't make out why some of the fields show bare lozenge-shaped spots in symmetrical design. Is it cultivation around the seedlings of new orchards, or what?

2:30 P.M. Pulling away from the windings of the Ohio to steer a straight course for Cincinnati. From two thousand feet up the Ohio seems to meander like all the little streams we passed over during the day.

3:00 P.M. Down again at Cincinnati. Thought we were going to land in the river, but Mr. Pilot fooled me. Went up and did it over again. Humorous chaps, these navigators.

3:15 P.M. Dayton coming up ahead.

4:30 P.M. Dayton, Ohio, site of a large and important Army Air Activity. We hit the ground on the midst of a mess of new and old models and varieties of airplanes. Elapsed time one hour less than that recorded. Convention has merely snatched one away, -- we're on the Eastern Standard now. Adjutant and personnel in general turning themselves inside out to take care of us. Pilot figures an average of 115 miles per hour all day. Pretty nice, considering some of the short hops. Personally, and speaking for the time being only, I'm convinced that if I never make another hop lasting over two straight hours, it will be about a month too soon. Why didn't I get enough food to start on, and when do I get some now?

June 3, 9:10 A.M. The skipper of this crow-hopping bus thinks it's funny that I had a dinner and then a supper last night. Let him laugh. I had a large and imposing breakfast this morning, too. I'd much rather have him amused by a color-effect like yesterday's. Here we go again.

9:14 A.M. Down at Wright Field, Fairfield, Ohio, to talk it all over with Lieut. Lester J. Maitland, Controls Officer for this Army Airways business. He says they flew a million miles over a four-thousand mile itinerary before killing anybody, and then the inevitable happened last February. If they had really wanted to be considerate, it seems to me they might have waited until July for their fatality.

9:35 A.M. Off on another leg of the cross-country circulation system. Very poor visibility. Supposed to keep an eye on the Chanute Field ship that has gone along with us since yesterday; but I lost him circling the blimp at Wright. Well, see you later, big boy. Pretty chilly today.

10:05 A.M. Over Columbus, Ohio. Not landing here. The wind is not helping as it did yesterday, and we're a bit behind schedule.

10:15 A.M. Some new construction down below in what appears to be a suburb. Joists and such in a neat pile alongside look exactly like a dumped-out box of matches. First startling modification of perspective that has struck me. In general, everything has looked perfectly normal. The opinion that the ground looks like a saucer, with the horizon pulling up all around must have originated with someone whose eye was absolutely untrained.

10:32 A.M. Over Zanesville, Ohio. Where is that sun? Brrrr-- plenty cold. Pilot must have had another funny idea. Here comes a note from him. No, it's a bulletin. His time and mine seem to disagree.

BULLETIN

10:35 A.M. Altitude 2300 feet. Air Speed, 99 M.P.H. Engine 1420 Rev. per min. Oil pressure 45 pounds. Zanesville, O., bound Wheeling, W. Va. All O.K.

10:37 A.M. Cold. Golly, how cold! If we go up to four thousand feet over the Alleghenies, somebody will have to melt me out of this rear seat with a blow torch. It may take us above these clouds, anyway.

10:42 A.M. Not only do all streams meander down there, but there is a bridge built as a serpentine curve. Peculiar, all right. Think I have driven over it. Somewhere near Cambridge, Ohio.

10:49 A.M. St. Clairsville Hill looks like a nice, easy grade. I know how easy it is from repeated trips in intermediate or low gear.

10:55 A.M. Wheeling, W. Va. The Island sticks up as though it never had been flooded. Wonder whether the old residents still point with pride to various high-water marks inside their houses?

11:00 A.M. Down to about a thousand feet, and following the Ohio downstream. Amusing, when we spend most of yesterday beating up-river. Also warmer, with blast furnaces and things helping underneath. Much warmer. I can feel myself expand.

11:10 A.M. Moundsville dead ahead. The Chanute Field plane is on the field in the valley. Where has he been all this time.

11:17 A.M. The usual three-point landing (the pilot thanks the author for this statement), and we taxi up alongside the other bus. Everytime I see it I wonder how it hangs together. That pilot must have flown direct by compass. He certainly didn't follow our highway, because I've worn my eyes out and got wind-burn all around my neck trying to pick him up at various heights. Lunch at Moundsville. Let them laugh that off. Breakfast has made all the difference in the world, compared with yesterday.

12:25 P.M. "Contact!" "Contact!" "Going around!" She bounds warm enough and smooth enough for all the Alleghenies. Wonder how well she'd pull over the Rockies? Away again.

12:53 P.M. Uniontown, Pa. One of the towns which spent their funds on 12-foot tall legends for identification from the air. Cooperation between Army and civil population has helped a lot in establishing air navigation.

1:00 P.M. The foot-hills have turned into sure-enough mountains. They have always looked formidable enough from the ground. No less so from here. We mow over them lots faster this way, even though less smoothly. A bit warmer than this morning, and the sun is out.

1:10 P.M. What ho! She bumps! Pockets are not as frequent as I expected but when they do occur they speak with real authority.

1:12 P.M. The other ship is a quarter mile ahead and a thousand feet below us. Bracing for the bumps she hits doesn't work. They seem to move before we get there. Lots of lumber down below.

1:15 P.M. It seems warm enough to risk encouraging the pilot to greater heights, if altitude will make it easier for him. He motions that we have plenty for the present. Not much over three thousand, if any. The National Old Trail down there looks pretty familiar. Meant to spot Braddock's grave from the air, but forgot it. More cultivation in the high woods than I looked for.

1:18 P.M. Frostburg, Maryland, down below. Wasn't sure of the city until the road went beyond, passing through a winding ravine. Somewhere down there is a Corriganville into which I have always meant to drop some day. Not just now, thank you.

1:24 P.M. Cumberland, Md. Another mountain town with vision. Clean cut markings and a good landing field, but we aren't going to light. Zoomed down to flag the attendant at the hangar, who waves something. He could hardly miss two of these old boats roaring over his head at five or six hundred feet. "Chanute and Bolling planes all OK for East. In again, out again, 1:25 P.M. Check us off, Airways."

1:35 P.M. Here are the big hills. We can't be much over 3500. Could almost touch some of the crests.

1:43 P.M. Looks like the last ridge of the range. A strip of cultivation about 300 yards wide runs straight along the crest for a couple of miles. Solid woods below on each side. Aerial farming -- another new impression.

1:50 P.M. The Potomac. Must be Harpers Ferry down there. Too much cloud to peek down the Shenandoah. Wonder if it looks this way to old Stonewall Jackson now?

2:01 P.M. Another bulletin from the pilot.

BULLETIN

2:00 P.M. E.S.T. Over Alleghenies. Bound Washington. Potomac River off port bow. Air speed, 105 M.P.H. Engine, 1475 R.P.M. Oil 38 lbs. Amperes $3\frac{1}{2}$. All OK.

2:05 P.M. The Washington Monument pops up. Very slender at this height, and very striking. As it comes alongside it certainly shows up better than I have ever seen it before.

2:15 P.M. Arlington, Washington and Anacostia make a bully picture. Much the best of the trip. Worth the trouble.

2:22 P.M. Twice around the field at a giddy slant, and we ease down neatly on Bolling Field. Lot of Navy planes buzzing around, and looking very neat. Is there an air traffic problem here, as in Dayton?

7:30 P.M. Final news note on this flying officer whose neck and helmet have grown so familiar in the past two days: He has explored the bed of Gatun Lake in a diver's suit, looking for a sunken plane. Any old element at all suits him; evidently. But he never made a nightly habit of sleeping in a grave eight years ago, though. That was exclusively an Infantry privilege.

June 4. All day. Rain. No catchum plane for Mitchel Field, Long Island. Guess we go by rail from here. Well, gracias, Air Service, Adios.

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THE NEW WRIGHT FIELD ✓

By A.M. Jacobs

McCook Field is still a name in Dayton -- but already it is becoming a name without vigor or potency. True, the Materiel Division wind tunnel, dynamometer laboratory and propeller test rig are still in operation there, but they will be brought to the new Wright Field as soon as the buildings to house them are completed. In a few years the significance of the name and all that it has meant to American aviation will fade into that hazy limbo that progress makes of the past, and only the older generation will recall the world records shattered there, the names made and lives lost, the breath-taking experiment and adventure that composed its decade of history.

In the meantime, the Materiel Division is established in its new home at Wright Field, where it hopes in the course of time to build about itself a structure of even greater accomplishment. As a war emergency McCook Field, of course, served its purpose well. It was never considered other than a temporary site. Upon it were some sixty-nine wooden buildings, presenting an expensive problem in upkeep and heating, and a dangerous fire hazzard. The ground upon which they stood had to be leased by the Government at an extremely high rental. Moreover, the flying field was small for test work and incapable of expansion, since it was surrounded on three sides by the river and the City of Dayton. The flyers scarcely took off before they were in the air over congested residential districts.

For years, therefore, a new location for the field was under discussion. During the latter part of 1921 a group of influential business men of Dayton formed a committee with the object of keeping the experimental activities of the Army Air Corps centered in Dayton. The result was the purchase of a tract of land northeast of the City of Dayton, comprising 4,562 acres, at a cost of \$450,000, and the presentation of it to the Government as a gift. In due time Congress accepted this gift, and in 1925-26 appropriated \$1,500,000 for the purpose of starting building operations. The name of Wright Field was decided upon, in order

that the field might stand as a permanent memorial to these illustrious brothers. For several years architects had been working on plans for the layout and buildings of the new field. The actual work of clearing and grading was started in May, 1925.

In 1926, the Materiel Division was established at Dayton as one of the three major activities of the new Air Corps organization. Under Brigadier-General William E. Gillmore there was consolidated in the new Division the old Engineering Division of McCook Field, the Supply and Industrial War Plans Divisions of the Office Chief of Air Corps, Washington, and of Wilbur Wright Field, and the Material Disposal Section, thus bringing all "Materiel" activities under one head.

Early in March, 1927, the work of moving the equipment from McCook Field to Wright Field was started. It was a mammoth task, both because of the quantity and character of the material to be handled. There was wind tunnels, sensitive instruments and special machinery to be considered. It was desired to clear the old field, especially the south end, and turn it over to the owners by July first. Impossible of accomplishment as this task seemed at times, nevertheless, by July first the old field, with the exception of the propeller test rig, the wind tunnel and dynamometer laboratory, was vacated, and the work of "carrying on" at Wright Field commenced.

For this purpose several large buildings at Wright Field had been erected. The Administration Building, 540 feet long by 56 feet wide, houses the executive offices, the Chief Engineer and his staff, the office of the Inspector of Naval Aircraft, the Finance, Contract, Legal, Field Service and Technical Data branches and units. This building has two stories and a basement. The auditorium on the first floor, north end of the building, is 90 feet long, and has a seating capacity for about 800 people. It is fitted up for projection of moving pictures, and it is probable that in future a wooden floor will be constructed over the present concrete floor so as to make it suitable for the holding of social functions. The Flight Surgeon's office, the hospital, the cafeteria and the Museum of Aero Engines are located in the basement.

The Laboratories building is a huge one-floor building, 482 feet long by 302 feet wide. Here all the engineering branches are housed, with machine shop and laboratory arrangements convenient to all. Several hundred people work together in this building, and there are virtually no partitions.

An assembly building, 124 feet by 287 feet, with three shops, 120 feet by 68 feet each, and a warehouse, 552 feet by 104 feet, consisting of eight bays 66 by 100 feet each, have also been completed.

In the meantime, construction work goes busily apace, and we are looking forward to paved roads, a dynamometer building and torque stand, armament laboratory, generator power house, propeller test rig, oil house, ten-foot wind tunnel and last, but not least, four steel hangars facing one of the largest flying fields in the world. Until these latter are completed, the Materiel Division will not have come truly into its own. Flight test work at the present time is being carried on at the old Wilbur Wright Field, Fairfield, Ohio.

Now, in spite of greatly increased efficiency, all appearances are new, unfinished, crude. One misses the atmosphere that made a water tower of the old field a pylon of the world record broken, and the field itself a memory of stories grave and gay. Time, however, effects these softening changes ere one is aware. Already the ivy has been started along the new administration building, and before another year has passed the glare of white stucco will be dressed in a coat of green. Still another year, it is expected, will see a remarkable advancement with all work of construction practically completed. It will be a splendid place if all plans work out -- good to look upon and equipped to handle most efficiently the Air Corps problems assigned to the Materiel Division, namely those of experimentation, research, procurement, production, storage and maintenance, salvage, disposal, and industrial war plans.

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AIR CORPS PARTICIPANTS IN NATIONAL AIR RACES

The Army Air Corps will be represented in three military events in the National Air Races to be held at Spokane, Wash., September 19th to 24th.

For the free-for-all Military Pursuit Race the following officers have been selected:

Lieut. Eugene C. Batten, Wright Field, Ohio.
Captain H.H. George, Kelly Field, Texas.
Lieut. Alfred J. Lyon, Wright Field, Ohio, alternate.
Lieut. Newton Longfellow, Mitchel Field, N.Y.
Lieut. Y.A. Pitts, Kelly Field, Texas.
Lieut. Eugene L. Eubank, Wright Field, Ohio, alternate.

In addition to the above named, the Commanding Officer of the First Pursuit Group will detail three officers from Selfridge Field, Mich., for entry in this event. Seven pursuit planes will be entered in this race, three P-1B's, two P-1's and two PW-9's.

For the Liberty Engine Builders' Trophy Race the pilots selected were Lieut. Harry A. Johnson, Wright Field, Ohio; Lieut. J.T. Curry, Jr., Fort Crockett, Texas; and Lieut. Raphael Baez, Jr., Chanute Field, Ill., alternate. In addition to these, the Commanding General of the 9th Corps Area, will designate such pilots as he desires from that Corps Area as entries. In this race the O-1 and O-2 observation types will be flown.

For the race for large capacity airplanes, the pilots entered were: Lieut. Odas Moon, Kelly Field, Texas; Lieut. Harold W. Beaton, Langley Field, Va.; and Lieut. Harry A. Dinger, Bolling Field, D.C., alternate. In this race the Air Corps has entered two C-2 Transport airplanes, the type used by Lieuts. Maitland and Hegenberger in their Hawaiian Flight.

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ADDITIONAL AIR CORPS OFFICERS ORDERED TO MARCH FIELD

Eleven Air Corps officers, four from Kelly Field and seven from Brooks Field, were relieved from duty at these fields and directed to proceed to the new Air Corps Primary Flying School, March Field, Riverside, Calif., for duty, viz:

Capt. Orlo H. Quinn, 1st Lieut. John R. Glasscock and 1st Lieut. Ned Schramm, from the Advanced Flying School, and 1st Lieut. Younger A. Pitts, 40th School Squadron, Kelly Field, Texas.

1st Lieut. Rowland C.W. Blessley, 11th School Group; 1st Lieut. Hugh C. Minter, 46th School Squadron; 1st Lieut. Boland W. Norwood, 88th Observation Squadron; 1st Lieuts. Morton H. McKinnon, Bernard J. Toohar, Nathan F. Twining and 2nd Lieut. Wallace-E. Whitson, Brooks Field, Texas.

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ADVANCED FLYING SCHOOL CLASS PARTICIPATES IN TRAINING EXPEDITION *CRAN*

The Attack, Pursuit and Observation Sections of the Advanced Flying School, Kelly Field, Texas, with a staff of ten instructors under the command of Captain W.E. Lynd, Air Corps, organized a training expedition to Marfa and Fort Bliss, Texas, on July 22nd. The personnel included forty students; 31 enlisted men and ten permanent officers, flying in 27 DH's, 15 AT-4's, 1 O-2, 1 C-1, and the ambulance ship. All the planes took off by 9:30 A.M., and after servicing at Dryden, Texas, all arrived at Marfa by 4:30 P.M.

On the following day an aerial demonstration in conjunction with the 1st Cavalry was staged at Marfa. The results obtained were quite satisfactory, and both the Cavalry and Air Corps commanders were highly pleased. The demonstration included bombing and machine gun firing on silhouettes by the Attack; an attack by Pursuit on the attack and observation planes; an attack on ground forces, and photographic and reconnaissance flights. A total of 31 Cavalrymen were given rides, which did much to "sell" the Air Corps at this place.

The expedition left Marfa the same date, and all but one checked in at Fort Bliss, El Paso, Texas, before 1:00 P.M. A DH piloted by Lieut. O.F. Carlson, a student, was forced down at Torbert, Texas, due to motor failure. The plane was a complete wreck, the pilot and his mechanic receiving bruises and cuts about the face. The ambulance plane brought them to El Paso, where they received treatment.

On Monday morning, July 25th, the expedition, in conjunction with the 7th and 8th Cavalry regiments, staged an aerial demonstration. It took place just north of Fort Bliss, close to the main road, and thousands of civilians witnessed it. The demonstration consisted of live bomb dropping on silhouette targets by the Attack Section; machine gun firing on silhouettes; attacks by Pursuit on the attack and observation planes; artillery adjustment by Air Corps observers; attacks on ground troops on the march; etc. Excellent results were obtained. The bombing

and machine gun firing on the silhouettes demonstrated the importance of Attack Aviation, as there was not a single target that did not contain fragment or bullet holes, and in a great many cases the entire silhouette was demolished. The Observation Section was equally successful in adjusting artillery fire. Three adjustments were made, the observers demolishing the targets with the second and third salvos. Two of the targets were selected by the Air Corps observers while in flight without the aid of maps, etc.

While the troops were on the march the Attack and Pursuit Sections attacked them, this for the purpose of giving them practice in taking cover. Even the commanding officers of the regiments stated that the troops needed a lot of this practice, as they were unable to get off the road and out of sight before the planes were upon them.

Lieut. Samuel Harris, a student pilot, was forced down in the mountains due to partial motor failure. He was uninjured, but his plane was a total wreck.

The next day's work, a practice maneuver for the final maneuvers scheduled for July 27th, was for the purpose of giving the ground forces experience in working with the airplanes. The 7th and 8th Cavalry regiments with attached Air Corps acted as the Brown and White forces, respectively. The maneuvers on this date were separate, and the two ground forces did not come in contact with one another.

On July 27th a war game was staged, with the 7th Cavalry as the Brown force attacking Fort Bliss, and the 8th Cavalry, the White force, defending it. Each force had their attached Air Corps, Engineers and Field Artillery. The Air Corps was highly commended by the umpires for the work they did. The Attack Aviation launched their attack at the moment the ground forces went into combat. The Observation Aviation rendered valuable service to the ground forces in obtaining information relative to the enemy and transmitting it to their respective commanders.

The expedition started leaving El Paso at 5:30 A.M., July 28th, and by 8:00 P.M. of that day the last ship had arrived at Kelly Field. The entire expedition was held up at Marfa and Dryden on account of storms.

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MAJOR CURRY LEAVES DAYTON

Major John F. Curry, Air Corps, Acting Executive of the Materiel Division, Wright Field, Dayton, Ohio, left August 22nd for his new post at Langley Field, Va., where he will join the next class to pursue the course of instruction at the Tactical School. Major Curry has for several years been associated with McCook Field and Dayton. After a year's course in the Air Corps Engineering School at McCook Field, he was, in 1924, appointed Chief of the Engineering Division and served in that capacity until the reorganization of the Air Corps and the establishment of the Materiel Division at McCook Field under General Gillmore. In the new organization Major Curry continued to serve as Commanding Officer of the field and also as Administration Executive of the Materiel Division, accompanying the Division in its move from McCook to Wright Field.

The best wishes of the Materiel Division follow him in his new work.

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AERONAUTICAL EXHIBIT AT OHIO STATE FAIR

The aeronautical exhibit by the Army Air Corps will feature the State Fair at Columbus, Ohio, from August 29th to September 5th. It is expected that over 500,000 persons will visit the Fair and that, in view of the greatly aroused interest in aviation at the present time, a considerable number of them will avail themselves of the opportunity to view the latest types of aircraft, aircraft accessories, etc.

The entire aeronautical display will be housed in a building 100 by 400 feet, and the arrangements perfected are such as will enable visitors to view same with utmost comfort. In this building there will also be exhibits by the Navy, the Department of Commerce, and various aircraft manufacturers. Eight of the latest types of Army planes will be displayed, among them the O-2 and O-5 observation planes, the X-60-5A altitude plane, the LB-1 Bomber, the PT-1 Training plane, the PL-B Pursuit plane with brakes, etc. One of the exhibits will be a skeletonized DH-4M-2 plane, recently overhauled, and on which the fabric will not be placed until the conclusion of the Fair. This plane will be fully equipped with

bombs, machine guns, navigation instruments (including the earth inductor compass), aerial cameras, and a radio receiving and transmitting set. Radio programs will be received each day for the benefit of the visitors.

In addition to various types of aeronautical engines, other equipment on display will include various sizes of bombs, bomb racks, two revolving beacons, one of which will be in actual operation on the roof of a building; the lighting apparatus on an airplane equipped for night flying; popular types of airplane radio receiving and transmitting sets; airplane instrument boards, showing identically the boards used by Col. Lindbergh on his New York to Paris flight and by Lieuts. Maitland and Hegenberger on their Hawaiian flight; various types of navigation instruments; aerial cameras with samples of photographs produced by them; a 5,000 ft. triangulation balloon and winch; models of airship mooring masts in operation at Scott Field, Ill., and the Ford Airport at Dearborn, Mich.; an assortment of airplane wheels from the largest to the smallest; aluminum alloy castings; sectionalized engine cylinders of various types; leakproof gasoline tanks; a device showing the fuel system of an airplane engine in actual operation, etc.

The parachute exhibit promises to be most interesting. Not only will the various types in use by the Army Air Corps be displayed, but also types used by Germany, France, Japan, China and other countries.

The Air Corps aeronautical exhibit at Columbus was planned by Mr. T.C. McMahon, Chief of the Technical Data Branch of the Materiel Division, at Wright Field. This branch conducted exhibits in past years at St. Louis, Washington, New York and Philadelphia, and no efforts have been spared to make the Columbus exhibit surpass all previous ones.

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BOLLING FIELD ENTERTAINS HAWAIIAN FLYERS By the Bolling Field Correspondent

The officers of Bolling Field and the Chief of Air Corps gave a real homecoming party to Les Maitland and Al Hegenberger when they returned from their trip to Hawaii. Unlike the magnificent demonstration accorded the flyers in Hawaii, California and Chicago, where huge crowds greeted and feted them, this was a family party. All of their brother officers stationed at Bolling Field and in the Office of the Chief of Air Corps gathered at Bolling Field to shake their hands and say "Atta boy, Les -- Fine piece of work, Al."

It was in the evening and all who had wives brought them. The bachelors drifted in as usual with the prettiest girls in the Capitol. A buffet supper was served and "a good time was had by all".

Through the courtesy of Rowland Robbins, Manager of Keith's Theatre, about half a dozen first class acts were brought out on the porch of the Officers' Club, and beneath the soft light of the Japanese lanterns strung over the lawn they took the "spotlight" for a few moments from the famous flyers and allowed them to lurk in the offing. They did.

"It's the best time that we have had since we hopped off", Les Maitland told his brother officers. Whatever honor these flyers received from the Chief of the nation or the Governor of Hawaii or the chief dignitaries of the cities they visited on their return, and though they themselves were acclaimed "Kings of the Air" when they completed that longest cross-water flight in history, they have not lost the "common touch". Like bashful schoolboys, they were tickled to death with the party. "It's wonderful", said Les, and he hesitated a moment as though reminiscing the events of the preceding weeks, "because tonight we feel that we are home again".

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BOLLING FIELD PLANES HAVE NEW COAT OF COLORS

The person who wrote "All dressed up and no place to go", didn't get his idea from the airplanes at Bolling Field. They're putting that old song to shame. Splendid in their new paint and pictures, they are nothing if not dressed up and, moreover, they have plenty of places where to go. Like the pigs in the Rudagaba tales with their checkered bibs, they have donned blue and yellow checked bibs and noses. Moreover, they have gone farther. They have shiny new yellow fins, stabilizers, and tails. Only the rudder remains the same red, white and blue. The Operations Executive is full of new ideas for the beautification of his adored ships. Rather than have the squadron insignia, as is usual, painted on

the fuselage, he has ordered the field insignia put there. It is the white dome of the Capitol against a blue background, and it is bordered with blue and yellow checks. Quite snappy!

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FLIGHT OF 11,905 MILES FINISHED ON SCHEDULE

The Assistant Secretary of War, Col. Hanford MacNider, just returned to Washington from an inspection of various training camps and troops in the field, during which he was in the air more than 103 hours in 29 flying days and covered 11,905 miles. The entire trip was made on schedule and illustrated the possibilities of carefully arranged schedule flying. Col. Mac Nider was accompanied on his trip by Capt. R.G. Ervin, Air Corps, who piloted the Curtiss O-1 plane on the tour. This journey, which carried the Assistant Secretary to the majority of the States along the Canadian border, started from Washington July 4th. The 48 hops made inspired Colonel MacNider to christen the ship the "Spirit of Unrest".

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GREAT BRITAIN'S PARTICIPATION IN SCHNEIDER CUP RACE

According to a statement in Parliament recently made by the Secretary of State for Air, three Supermarine, two Gloster and one Short airplane fitted with a Bristol engine will be sent to Venice, Italy, to be tested out in the Schneider Cup Race in September.

Great Britain is to be represented by three entries and these, for the first time in the history of British aviation, will be service machines piloted by service pilots. Previously the British entries were purely "civil", although other countries entered under the auspices of their governments.

This year's race will be, practically speaking, an aerial contest between international governments.

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AERO CLUB ORGANIZED AT LITTLE ROCK, ARK.

An Aero Club has been organized at Little Rock, Ark., in the last thirty days with a limited membership of sixty. The avowed purpose of this organization is to show all visiting aviators a good time with old fashioned southern hospitality included as part of the program. All that is required of the visitor is that he wire the Commanding Officer, Little Rock Airport, his probable time of arrival at least two hours in advance, or if over three ships in a flight about five hours' notice, and an entertainment committee will meet them on arrival at the Airport.

A service box at the Airport is now installed to give gas, oil, water and air in twenty minutes for less than one hundred gallon capacity ships, which with night lights for late arrivals makes the Little Rock Airport a desirable stopover point on a long cross-country trip.

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TWO NEW AIRPORTS IN ARKANSAS

El Dorado, Arkansas, recently celebrated the opening of their new airport. Major Robert Coker, in command of the Little Rock Air Depot, had charge of the flying program staged during the dedication of the field. The ceremonies were attended by members of the 154th Observation Squadron, Arkansas National Guard, several civilian pilots and an Army pilot from Kelly Field. Lieut. L.T. Smith, Air Corps, piloted Major Coker to the new airport. Captain Donald Muse, who flew to Little Rock from Washington in an O-2, made the flight to El Dorado with the 154th Squadron.

The formal opening of the airport at Fine Bluff, Ark., took place on July 8th. Attending this event, in addition to Major Coker and Lieut. Smith, were Lieut. L.R. Hewitt, Air Corps, instructor on duty with the Arkansas National Guard, and members of the 154th Observation Squadron, who made the trip in seven airplanes. Incidentally, the airmen greeted the Ford Tourists.

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AIR CORPS RADIO MEN IN HAWAII ENJOY RECORD RECEPTION

So far as known, the Luke Field Radio Club has not yet gotten Chile. Nevertheless, this Club, call 6AXW, has added several laurels to its established record

of high frequency work on 20 meters.

Recently a relay message was received Radio 6CTX, California, to the effect that Liege, Belgium, had heard 6AXW and reported a signal strength of R-7. The degree of audibility of radio signals range from R-1 to R-10, so that a signal strength of R-7 is considered fair. On the following day at 8:00 P.M. Hawaiian time, Meridian 5:50, station EF3YOR, Orleans, France, was heard at Luke Field with a signal strength of R-5, and gave 6AXW a signal strength of R-7, one message being received and a weekly schedule formed.

In reviewing the history of high frequency of the Hawaiian Islands, this was found to be the first time communications of this nature have been successful. Radio 6AXW, the property of the Luke Field Radio Club, was formed in 1926 by 1st Lieut. A.I. Ennis. The members of this Club enjoy the prestige afforded them by the successful way in which their communications have been carried out, and they invite all Air Corps stations to join them in the establishment of an Air Corps net throughout the country.

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NEW AIRSHIP PILOTS IN THE ARMY AIR CORPS

Six officers recently completed the course of instruction at the Balloon and Airship School at Scott Field, Belleville, Ill., and were rated Airship Pilot and Balloon Observer effective July 27, 1927, viz: 1st Lieuts. Walter D. Buie, Howard G. Davidson; 2nd Lieuts. Henry G. Fisher, John P. Kidwell, Lester M. Rouch and Robert R. Selway, Jr.

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AIR CORPS OFFICERS IN HAWAII ENTERTAIN LIEUTS. MAITLAND AND HEGENBERGER

Luke Field, H.T., sent out 14 DH's and 7 NBS-1's in the Aloha for Lieuts. Maitland and Hegenberger when they left on the S.S. MAUI on July 6th. The Air Corps of the Hawaiian Department entertained the two officers with a dinner dance on Saturday night, July 2nd.

Lieuts. Maitland and Hegenberger arrived at Wheeler Field, June 29th at 6:30 A.M. in the tri-motored Fokker monoplane. Kauai was the first land sighted, and the plane came into Wheeler Field from that direction (northwest), thereby missing the escort of thirty planes which was waiting in the channel between Oahu and Molokai. The escort was composed of twelve pursuit (PW*9) planes from Wheeler Field, and eleven DH's and seven Martin Bombers from Luke Field.

Immediately after landing, Lieuts. Maitland and Hegenberger were met by Lieut.-Col. John H. Howard, Air Corps, Department Air Officer, and escorted to a temporary stand built for the occasion. Here they were presented to Governor W.R. Farrington, Major-General E.M. Lewis, and Admiral J.D. McDonald, U.S.N. Leis having been presented the two officers, they were taken to the quarters of Major H.J.F. Miller, Air Corps. After a cup of coffee the two were taken to their suite at the Royal Hawaiian Hotel in Honolulu to breakfast and rest. A full week of entertainment then followed.

Many officers from Luke Field were seen in the crowds at Wheeler Field during the night, among those present being Captains Miller, Beeson and Signer.

While flying in the Aloha formation for Lieuts. Maitland and Hegenberger on July 6th, Lieut. C.L. Williams, 18th Pursuit Group, was killed when his PW-9 dove into the sea off Waikiki. Billy had many friends at Luke Field, and his death came as a great shock.

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ASSIGNMENT OF GRADUATES OF ADVANCED FLYING SCHOOL

Twenty-seven graduates of the Advanced Flying School, Kelly Field, San Antonio, Texas, were recently assigned to various Air Corps stations, under orders issued by the War Department, as follows:

To Selfridge Field, Mich:

2nd Lieut. Glenn O. Barcus (Cavalry)
2nd Lieut. Thurston H. Baxter
2nd Lieut. Demas T. Craw (Infantry)
2nd Lieut. Frank G. Irvin (Infantry)
2nd Lieut. Frank D. Klein
2nd Lieut. Morris R. Nelson

To Fort Crockett, Texas:

2nd Lieut. Richard H. Gilley
2nd Lieut. Samuel R. Harris, Jr.
2nd Lieut. Manning E. Tillery

To Maxwell Field, Ala.:

2nd Lieut. Reuben Kyle, Jr.

To Pope Field, N.C.:

2nd Lt. James G. Pratt (Cav.)

To Kelly Field, Texas:

1st Lt. Augustine F. Shea
2nd Lt. James W. Andrew
2nd Lt. Harvcy I. Boyden (Skv.)
2nd Lt. Oscar F. Carlson
2nd Lt. Richard H. Dean (Sig.C.)
2nd Lt. George J. Eppright
2nd Lt. Shelton E. Prudhomme
2nd Lt. Charles A. Ross
2nd Lt. Clarence D. Wheeler
2nd Lt. Turner A. Sims, Jr.
2nd Lt. James B. Burwell

To Langley Field, Va.:

2nd Lt. Ward J. Davies
2nd Lt. Alfred H. Johnson
2nd Lt. Herbert C. Lichtenberger
2nd Lt. Henry R. Baxter
To Mitchel Field, N.Y.:
2nd Lt. John W. Bowman

Althogether, 28 officers of the Regular Army graduated from the Advanced Flying School on August 1st, graduation day, orders for the assignment of 1st Lt. Edmund C. Lynch not having thus far been issued. The total number of students graduating as airplane pilots was 45, the remaining 17 students comprising 12 Flying Cadets, one U.S. Naval officer, one Norwegian Air Service officer, two enlisted men of the Air Corps Regular Army and one Cuban cadet. At the same time ten officers of the Air Corps, Regular Army, graduated as special observers.

An aerial review was held at 9:00 A.M., in which all students participated. At 11:00 A.M. the graduation exercises were held in the Aviation Club, General Frank P. Lahm, Air Corps, being the speaker of the day.

Graduates other than those enumerated above as having been assigned to various stations under War Department orders, are given below as follows:

Lt. Delbert S. Cornwell, U.S. Navy.

Lt. Birger F. Motzfeldt, Norwegian Air Service.

Flying Cadets: John Q. Adams
William B. Blaufuss
Harold F. Brown
Byron S. Cooper
Leo W. Desrosiers
Donald F. Gayer

Robert D. Johnston
Harry C. Lewis
Lester Munger
Franklin S. Nelson
Roland H. Ranney
Elmer P. Rose.

Staff Sgt. Samuel J. Samson, Air Corps,
Master Sergeant Bernard Wallace, Air Corps,
Flying Cadet Rogelio Morlote, Cuban Army.

Special Observers

Major Jacob E. Fickel
Major Walter R. Weaver
Captain William D. Wheeler
1st Lt. Aubrey B. Ballard
1st Lt. Robert H. Finley

1st Lt. Emil C. Kiel
1st Lt. Wm. K. Moran
1st Lt. Henry H. Reily
1st Lt. William W. Welsh
2nd Lt. Gerald G. Johnston.

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MANY SEEK INFORMATION ON FLYING CADET TRAINING ✓

It may have been Lindbergh, Chamberlin or Hegenberger and Maitland that caused the mail of the Information Officer at Kelly Field, Texas, to increase materially with requests for information relative to flying cadet training. It certainly was someone who started the interest in aviation, for every day requests come in for this information. They come from every section of the country, from Maine to California and the Gulf to Canada, and are from men in all walks of life. Some are from soda clerks and farm hands, others from men in prominent positions. Some can hardly write their own names while others have their letters written by private stenographers. This indicates that the interest is universal. From this mass, the Air Corps should get some very good material.

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SMITH AND BRONTE FLY IN ARMY PLANES TO RECEPTION

Ernest Smith and Emory Bronte, civilians, the former a pilot and the latter navigator, flying a Travel Air Monoplane with a J5 Wright Radial engine, left Oakland, Calif., July 14th at about 10:00 A.M. with Wheeler Field, Hawaii, as their destination. The Luke Field Correspondent states that early in the morning of July 15th reports were received indicating that these two Pacific flyers had landed in the water 600 miles from Oahu. Commercial boats were directed toward the spot given as the probable location of their landing.

At 11:30 A.M., word was received that Smith and Bronte had crashed on Molokai near Kaunakakai.

At 12:30 P.M., six DH's left Luke Field to ferry the two men to Wheeler Field for a public reception, the personnel consisting of Major Van Nostrand, Captains Harvey and Beeson, Lieuts. Givens, O'Connell, McEntire, Rivers and Cannon. The flight landed at Wheeler Field at 4:57 P.M. Lieut. Rivers took several photos of the wreck which were developed and rushed to the newspapers.

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HAWAIIAN AIRMEN PARTICIPATE IN MANEUVERS ✓

The Hawaiian Department annual maneuvers are now over and Luke Field is back to normalcy. The maneuvers extended over a period of three weeks and were conducted in three sectors, approximately ten days in each sector.

Luke Field handled the Observation, Attack and Bombardment missions, while Wheeler Field took care of the Pursuit missions.

In the Observation problems, reconnaissance missions were carried out, both visual and photographic. Poor camouflage was noted and pointed out to the ground troops. Information was sent from the planes both by radio and dropped messages. Several field officers of the other arms of the service were flown over their positions and gained considerable information as to camouflage and location of C.P.'s. Approximately 25 observation missions were performed.

In the Attack missions, two DH's simulated attack planes on each night bombardment raid. Anti-aircraft searchlights and guns were attacked just prior to the dropping of the bombs and seemed to render the listening devices useless. A day raid of two 3-plane formations was made on C.P.'s, and troops in a sector where a withdrawal was taking place. From the observer's reports these attacks were very successful.

Bombing raids were carried out over 22 objectives. Two day and one night missions were performed in each sector. DeHs and Martins were used in the bombing. Formations were usually of three planes each. On only one mission were the searchlights able to pick up any of the planes. On the last raid of the maneuvers, one pilot came in over the target with his navigation lights on and was picked up very readily before he was able to drop his flare (bomb). One other plane was picked up after he had released his flare. On all nights except the one mentioned the searchlights were wild and were generally pointing in an opposite direction from where the planes were approaching the target. The DeHs bombed from about 12,000 feet altitude, while the Martins averaged 8,000 feet.

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MORE ADDITIONS TO CATERPILLAR CLUB ✓

The membership of the Caterpillar Club was recently augmented by Lieut. C.B. Whitney, Air Corps Reserve, and Staff Sergeant Paul L. Woodruff, 91st Observation Squadron, Crissy Field, Calif. A report received from Crissy Field states that on July 13th while Sergeant Woodruff was piloting a DH airplane at an altitude of 800 feet over the 104th Division Training Camp at Salt Lake City, Utah, with Lieut. Whitney as observer, the aileron control wire broke in the cockpit, rendering the plane minus its lateral control. For 15 minutes thereafter the pilot kept his plane under control and managed to gain a safe altitude for using the parachute. At 2,000 feet, upon a signal from Sgt. Woodruff, Lieut. Whitney jumped with his parachute, but the loss of his weight from the rear seat caused the nose of the airplane to tilt down and head for the ground, rendering the pilot's task of extricating himself particularly difficult.

Sergeant Woodruff displayed great coolness and presence of mind by closing the ignition switch to avoid the danger of fire, and he managed to clear the ship when only about 500 feet from the ground. His parachute opened just in time to break his fall and he was considerably shaken up before he landed. Lieut. Whitney, on his safe journey to terra firma, saw the airplane go into a nose dive. The plane burrowed its nose deep into the hard ground and was completely demolished.

Four other parachute jumps came to our attention recently. The California National Guard now boasts of at least two members of the famous Caterpillar Club, Captain H.J. Cooper and Lieut. Eldo Peterman, members of the 115th Observation Squadron, 40th Air Corps Division, California National Guard, watched the training plane, which they had been piloting, fall from an altitude of 5,000 feet as a result of the collapse of one of the wings. Both flyers took to their para-

chutes and landed almost simultaneously within a few hundred yards of their plane.

On the night of July 5th, 1926, the Nashville Aeronautic Corporation, as their part of the 4th of July celebration, attempted to give the people of Nashville aerial fireworks. Captain Walter M. Williams, of the Tennessee National Guard Air Corps, was piloting a Waco-9 plane and 2nd Lieut. John W. MacKenzie of the same organization, was shooting the fireworks. While the airmen were about 5,000 feet over Nashville, two star shells were fired when, in some unknown way, a shell went off in the front cockpit and set the whole basket full of fireworks on fire. The airmen were forced to leave the burning plane and both made safe landings with their parachutes. Lieut. MacKenzie's clothing was on fire when he jumped, and several holes from 6 to 8 inches in diameter were burned in his chute, yet he made a safe landing and walked several hundred yards before anyone got to him and put out his burning clothes. On his way to the hospital he remarked -- "I now belong to the Caterpillar Club." His burns were so severe, however, that he died several days later.

Captain Williams' clothes and chute cover were burnt but they did not blaze. He came down through the outer edge of a tall walnut tree. The chute lapped over the top of the tree and stopped him very gently within four feet of the ground.

According to available records, sixty emergency parachute jumps have thus far been made and 54 lives saved. So far as is known, there are now 49 living members of the Caterpillar Club, some of whom have made more than one jump, Colonel Charles A. Lindbergh holding the record with four emergency jumps.

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NEW SYSTEM OF TRAINING AT BROOKS FIELD

A new system of training was started at the Primary Flying School at Brooks Field, San Antonio, Texas, on July 5th, calling for an eight months' course of flying and academic instruction instead of the six months' course had by previous classes. In this new system students will receive transition training, academic subjects formerly given at Kelly Field, except specialized subjects, and a new academic subject -- Balloons and Airships, in addition to training prescribed by the old system. With Brooks Field giving an eight months' course, the advanced course given at Kelly Field is reduced from six to four months and will consist of specialized training only. Under this new system two classes will be trained at the same time, one being four months in advance of the other. A new class will be started the first day of March, July and November each year.

A number of officers on permanent and on temporary duty at Brooks Field were detailed to take the Instructors' Course which is being given at Duncan Field, Texas. Several of the officers taking this course will, on completion thereof, be assigned to March Field, Calif., for duty.

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GRADUATION OF STUDENTS FROM PRIMARY FLYING SCHOOL

On August 5th another class was graduated from the Air Corps Primary Flying School at Brooks Field, Texas. Fifty-five members out of the 223 who started comprise the fortunate group selected for advanced training at Kelly Field. The graduation exercises included an aerial review before Brig.-General Frank P. Lahm, Commanding General of the Air Corps Training Center.

The new class at the Primary Flying School which reported July 1st consists of 33 officers (Regular Army and Reserve), three National Guard officers, two foreign officers, 55 cadets and one noncommissioned officer.

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97TH DIVISION AIR CORPS CONDUCTS SUCCESSFUL CAMP

During two weeks in July the 322nd Observation Squadron, 97th Division Air Corps, National Guard, was encamped at the aviation field at Concord, N.H.

With the arrival of the allotted number of airplanes from Boston, flying began without any hitch, delay or untoward incident, and continued throughout the period of the camp. In general, flying was in progress from 8:00 A.M. to 5:00 P.M. daily, Sunday excepted.

With the completion of check flying, missions were started in cooperation with the National Guard of New Hampshire, which took up positions with their anti-

aircraft guns in surrounding towns, thus affording the squadron observation targets for their flights. Panel and radio signalling missions were also performed.

Towards the end of the camp, word was received from Headquarters 1st Corps Area that it would be necessary to withdraw certain of the Regular Army personnel and equipment for use at the Boston Airport in connection with the reception to Colonel Lindbergh. The Squadron flew to the Boston Airport on Lindbergh Day and then returned to Concord.

Nearly every evening was featured with pleasant social affairs, individuals inviting the Squadron to parties arranged in their honor.

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DEATH OF MAJOR CHARLES J. BROWNE, AIR CORPS

The many friends of Major Charles J. Browne, Air Corps, who was well known in Army circles as a brilliant and efficient officer and an athlete of some note, will be grieved to hear that he died at 8:00 A.M. Sunday, July 31st, of peritonitis following an operation for appendicitis. A funeral escort formation of airplanes from Langley Field was flown over the train carrying the remains from Newport News, Va., to San Antonio, Texas, where the burial took place.

The formation consisted of two TC airships, three Martin Bombers, three O-2's, two DH's, one CO-4 and one SE. The Bomber formation led the escort, followed by three 3-plane formations, the airships flying on the flanks as far as possible.

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453RD OBSERVATION SQUADRON CAMP AT LANGLEY FIELD

Starting July 24th, a training camp, composed of the 453rd Observation Squadron, was conducted at Langley Field, Va., with very satisfactory results. The training was completed on August 6th, and all members left Langley Field on the morning of August 7th. During their course of training the Reserve officers made two trips to Washington, D.C. in the Douglas Transport for cross-country training purposes.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Captain Frederick I. Eglin from Kelly Field to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Uzal G. Ent from Scott Field, Ill. to Langley Field, Va.

2nd Lieut. Leslie P. Holcomb from Scott Field, Ill. to Langley Field, Va.

1st Lieut. Wm. C. Morris from duty with Organized Reserves, 8th Corps Area, Love Field, Dallas, Texas to Langley Field, Va.

1st Lieut. Charles M. Cummings from Kelly Field, Texas, to Cleveland, Ohio, as Instructor, Air Corps, Ohio National Guard.

1st Lieut. Emile T. Kennedy to Langley Field, Va. upon completion of tour of duty in Panama.

2nd Lieut. Henry R. Baxter from Advanced Flying School, Kelly Field to Langley Field, Va.

1st Lieut. Joseph W. Benson from Scott Field, Ill. to Primary Flying School, Brooks Field, Texas, for training.

1st Lieut. Wm. B. Clark from Kelly Field to March Field.

Capt. Chilion F. Wheeler from Bolling Field to Office Chief of Air Corps, Washington, D.C.

Promotions: To grade of Captain: 1st Lieuts. Arthur E. Simonin, Frank O'D. Hunter, Harold H. George and George W. McEntire; to 1st Lieut.: 2nd Lieut. Hilbert M. Wittkop.

Relieved from Air Corps: Captain George L. Morrow, Infantry; 1st Lieut. Clarence A. Frank, Inf.; 2nd Lieut. Arthur S. Peterson, Inf., all to station at Fort D.A. Russell, Wyo.

2nd Lieut. Conrad L. Boyle from duty at Fort Sam Houston to 15th Field Artillery, same post.

1st Lieut. Andrew E. Forsyth to 4th Cavalry, Fort Meade, S.D.

Transfer to Air Corps: 1st Lieut. Ralph F. Stearley, Cavalry, July 28th.

Reserve Officers Ordered to Active Duty to June 30, 1928: 1st Lieut. Charles Chesney Wood to Langley Field, Va.

2nd Lieut. Norfloet Giddings Bone, of Dallas, Texas, to Fort Sam Houston, Texas.

Reserve Officers Relieved from Active Duty: 1st Lieut. Charles G. Ellicott,
stationed at Crissy Field, Calif.

1st Lieut. George Griffin Finch, stationed at Selfridge Field.

Orders revoked: Assignment of Lieut. Richard H. Magee to Chanute Field
upon completion of foreign service.

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AIR CORPS OFFICERS ELIGIBLE FOR GENERAL STAFF

In a General Order recently issued by the War Department giving a list of officers of the rank of Captain or above who have been adjudged eligible for service with the General Staff Corps of the Army, the names of nine Air Corps officers are included, viz:

Major Fred H. Coleman

Lt.-Col. Benj. D. Foulis

Major Byron Q. Jones

Major Edwin B. Lyon

Captain George C. Kenney.

Major Michael F. Davis

Major Horace M. Hickam

Major Hugh J. Knerr

Major Thomas DeW. Milling

The officers of the various branches of the service placed on the eligible list were selected by a Board of General Officers, in compliance with the terms of Section 5 of the National Defense Act, as amended by the Act of Congress, approved June 4, 1920, which specifies that a General Staff Corps Eligible List, from which officers may be selected for service in that Corps from other branches of the service, be created.

NOTES FROM AIR CORPS FIELDS

Luke Field, H.H., July 21st.

During the past anti-aircraft target season, airplanes working with the searchlights were restricted in altitude to 6,000 feet, and in movement to a straight line, and were consequently picked up and illuminated with monotonous regularity.

Captain C.C. Shangraw, Air Corps Reserve, of McCook Field, arrived in this Department in June and immediately started erecting a radio beacon on the Island of Maui. Staff Sgt. Frank Bobulski, 4th Observation Squadron, was detailed from this field as his assistant. The purpose of this beacon was not immediately made known but later developments indicated its use in connection with Hegenberger and Maitland's flight.

Lieut. Carl A. Cover was appointed Post Engineering Officer, vice Lieut. Lotha A. Smith, relieved.

Lieut. Leon E. Sharon was appointed Post Adjutant vice Lieut. Worthington, on leave. Lieut. R.L. Williamson was appointed Personnel Adjutant vice Lieut. Sharon.

Capt. Henry Pascale returned to Luke Field after a short leave of absence in the States.

Lieut. R.R. Brown took over the Post Exchange from Lieut. Meyers, who was ordered for station at Chanute Field, Ill. A soda fountain was installed and it is a great improvement over the usual "pop" counter.

A flight of three DH4M-1s from Luke Field recently made an inter-island flight to the Islands of Lanai, Molokai and Maui. Leaving Luke Field at 9:00 A.M. the flight returned at 3:30 in the afternoon. Radio communication with Luke Field was maintained during the flight in both directions. Captain Henry Pascale, Flight Commander, has Sgt. Dallas M. Kremer as passenger. Mr. C.C. Shangraw, observer, flew with Captain Lloyd L. Harvey and Staff Sgt. Frank Bobulski, Radio Operator, with Lieut. Ernest S. Moon.

The personnel of Luke Field recently celebrated the eighth anniversary of the field. In the year 1925, just prior to Organization Day, the local branch of the American Legion, the Fox-Cornet Post, donated a handsome cup to the Group, to be contested for annually by the different squadrons on Organization Day. Last year the trophy was won by the Staff. The meet this year was very exciting, the final standing being, in the order named, the 23rd Squadron, 72nd Squadron, Staff, 4th Squadron, 65th Squadron. Sergeant Chucknow (Staff) with 13 points and Staff Sgt. McCaghren (4th) with 11 points led the field for individuals, being high point men.

San Antonio Air Intermediate Depot, Duncan Field, Texas, July 30th.

Our Commanding Officer, Lieut.-Col. Mars, was confined to the Station Hospital, Fort Sam Houston, since July 14th with a severely injured back. We are glad to report, however, that he will be up and about again in the very near future.

Lieut. Donald B. Phillips of the Office Chief of Air Corps, arrived here July 13th for a short visit in connection with the installation of the new Visual Inspection System of the Air Corps at this Depot. Mr. O.E. Stutsman and Tech. Sgt. C.E. Petersen of Chanute Field, as representatives of the Inspection Division of the Chief of Air Corps, were also at this Depot and at Kelly Field from July 18th to 27th in connection with the installation of this system.

Captain Trunk and Lieuts. Halverson, Brophy, Chapman and Duke of this Depot, made a cross-country flight to Fort Worth, Texas, and return over the 16th and 17th to attend the Air Meet at the Municipal Airport at that place.

Lieut. Robert L. Brookings of Bolling Field, was a visitor at this depot July 19th, arriving by air in an O-2 and exchanging it for a PT-1.

Lieut. Stanton T. Smith of the Little Rock Air Depot, visited this Depot July 19th by air for engine change in a plane for that station.

Lieuts. Ignico and Vanaman spent the week of July 19th at the Officers' Club Cottage at Medina Lake, "fishing". Reports reached the Depot to the effect that they caught plenty of fish and that they ate both of them at the same meal.

A very pleasant and enjoyable occasion was a swimming and dancing party given through the courtesy of the Commanding Officer for the personnel of this Depot on the evening of July 23rd, at the swimming pool of Duncan and Kelly Fields.

The evening's activities consisted of a water carnival, dancing, vaudeville and refreshments. About 300 persons were present.

Kelly Field, San Antonio, Texas, August 15th.

Major J.E. Chaney assumed command of Kelly Field, vice Major A.L. Sneed, transferred. Major Chaney comes to Kelly with an excellent record. For the past year he was in command of the Primary Flying School at Brooks Field and he was responsible to a marked degree for the many changes for improvement that have taken place at that School. Those officers who have previously served with him are very pleased to again be under his command.

Lieut. E.C. Kiel was appointed Director of Flying to fill the vacancy left by Captain Burdette S. Wright, Air Corps.

Lieut. James L. Grisham left Kelly Field August 1st for March Field, Calif., where he expects to assume the position of Director of Academic Instruction. From rumors going around, Kelly Field was about all he did leave, because for the last two months he has been grabbing everything in sight for use in his new position at March Field.

The new class from Brooks Field started training at Kelly Field on August 15th with 9 Regular Army officers, one officer from the Guatemalan Army, one non-commissioned officer, and about 45 Flying Cadets. It is about the smallest class starting the course in the last ten classes.

Lieut. J.M. Gillespie was ordered to Brooks Field for duty. In addition to his other duties, he has been acting as interpreter for the Advanced Flying School, being quite conversant in Spanish and French. With every class there are usually some South or Central American officers who speak and understand very little English, and it was Lieut. Gillespie's job to see that they obtained the proper instruction. They will have to struggle along the best they can now.

Major H.A. Strauss reported for duty at the Advanced Flying School and was appointed Executive Officer of the Post.

Little Rock Air Depot, Little Rock, Ark.

The recent flying activities at this Depot show an increase of more than a hundred per cent over the same period of time a year ago. Within the last 30 days a number of cross-country trips have been made by the local personnel and quite a few visitors dropped in on their way to other points.

Lieut. S.T. Smith with Sgt. Sheftall of the Ordnance Dept., flew to San Antonio via Galveston, returning via Waco and Dallas, in a total flying time of 14 hours and 20 minutes.

Lieut. L.R. Hewitt, Instructor on duty with the Arkansas National Guard, with Lieut. Joe T. Shumate of the 154th Observation Squadron, Arkansas National Guard just returned from the two weeks' encampment of the Minnesota National Guard Squadron.

Lieut. Andrews ferrying a new PT-1 for the Tennessee National Guard Squadron, spent the night here after flying through from San Antonio in about eight hours.

Lieut. St. John who soloed in from Kelly Field, stayed overnight and returned to Kelly the next day.

Captain Oldfield, Assistant Commanding Officer of Brooks Field, spent the week end with us after making the 500-mile hop here without a stop in about 4 hours and 50 minutes.

Buck Carter, civilian pilot from El Dorado, dropped in for a new motor from the Arkansas Aircraft Corporation.

Lieut. Smith in a DH-4M-1 made a cross-country trip to Duncan Field to have a new fuel system and motor installed and for inspection of aircraft, making the round trip in 12 hours and 35 minutes.

Crissy Field, Presidio of San Francisco, Calif., July 28th.

Major Delos C. Emmons for the past three years Commanding Officer of Crissy Field, departed on leave of absence for 15 days, prior to reporting for duty in the Office Chief of Air Corps, Washington.

Captain A.I. Eagle accompanied by Capt. Hugh E. Penland, M.C., Res., flew to Merced, Calif., to attend a dinner given by the Lions Club and Chamber of Commerce there. Captain Eagle delivered a lecture on the subject of the development of municipal aviation facilities, and Capt. Penland lectured on the physical and psychological problems of aviation.

Major Henry B. Clagett, 9th Corps Area Air Officer, accompanied by Master Sergeant Chester W. Kolinski, 91st Obs. Sqdn., left July 21st on a tour involving visits to Clover, March and Rockwell Fields. Upon their return from the last named station a Douglas Transport plane will be ferried and added to the operating equipment at this field.

Langley Field, Hampton, Va., August 8th.

19th Airship Company: The RS-1, the Army's largest airship, made a landing at Langley Field, July 25th after a flight from Scott Field, Ill. The big ship was berthed in the hangar for servicing and for the purpose of making the necessary inspection prior to its departure for Scott Field via Bolling Field, Lakehurst, New York, Boston, Buffalo and Detroit. The RS-1 was piloted by Lieut.-Col. John A. Paegelow, Commanding Officer of Scott Field, and carried a crew of fifteen. This was the longest trip ever attempted with this airship. The RS-1 took off at 7:28 A.M., July 26th for Washington.

The TC-5 in command of Lieut. R.R. Gillespie, with a crew of four, flew to Gettysburg, Pa., via Washington, D.C., for the purpose of aerial photography in connection with Air Corps Tactical School Training. The ship left here at 3:35 P.M., arriving at Washington at 5:55 P.M., where it was moored for the night. Lieut.-Col. Fravel, pilot, and Captain Stevens, photographer, were added to the crew of the TC-5 at Washington, and departure for Gettysburg was made the following morning. The trip was completed with very satisfactory results.

Captain Wm. Geiger, 1st Lieuts. E.L. House, S.S. Beach, B.B. Williams; 2nd Lieuts. E.C. Stoner and Wm. McCracken reported for reserve training. These officers participated in a free balloon flight, which left here July 26th at 2:38 P.M. and remained in the air for six hours. A valve landing was made near Crafton, Va.

Although the 19th Airship Company established a record for airship flying time in the month of June, this record was exceeded the following month, the flying time for July being 152:39 aircraft hours and 961:18 man hours (233 different flyers). This mark breaks all previous lighter-than-air records at this station.

On August 3rd the airships TC-5 and TC-9, commanded by Lieuts. Skinner and Flood, respectively, participated in the funeral escort for the remains of the late Major Charles J. Browne, Air Corps. The airships met the funeral train at Hampton and followed it to a point opposite Fort Eustis and then returned to Langley Field.

Seven members of the Officers Reserve Corps on duty for two weeks' training with this organization completed their training in lighter-than-air missions on August 5th. Their total flying time for the week in August was 34:56 aircraft hours and 165:13 man hours.

20th Bombardment Squadron: The Squadron held its annual picnic on July 28th in a shady pine grove in East Hampton. Captain Hale, our esteemed commander, was absent on that date, being detailed to Mitchel Field to test the new Curtiss Bomber which the Squadron hopes to receive in a short while. His position, however, was ably filled by Captain Sellers. It is coincidental that Captain Sellers who was in command of the 20th in France, was again assigned to the same squadron when recalled to active duty. He entertained the members of the organization with an interesting talk on the activities of the outfit while overseas.

Due to the fact that there was no beach at the grounds, trucks were dispatched to Buckroe Beach for those who cared to go swimming. Boxing bouts were held, and Staff Sgt. Wintgerzhan was crowned middleweight champion -- Sgt. McMenamin crowned him with a right hook. A bathing suit was raffled and won by Private Albert. Much of the success of the outing was due Lieut. Basset, Mess Officer; Sgt. Batts, Mess Sergeant, and "Grip" Hawkins, Jones and "Doodad", the squadron cooks.

Materiel Division, Wright Field, Dayton, Ohio, August 25th.

Lieut.-Colonel Harry Graham arrived in Dayton, August 9th to relieve Major Curry as Commanding Officer of Wright Field.

Major-General Mason M. Patrick, Chief of Air Corps, was a visitor at Wright Field on August 16th, and made a tour of inspection of its various activities. General Patrick was accompanied by Major Delos C. Emmons, of the Office Chief of Air Corps.

Lieut. "Barney" Giles and Mr. Walter Wood left Wright Field August 3rd for

a tour of inspection in connection with supply and field service activities of the various air depots in the west, including Duncan Field, Crissy Field and the Boeing manufacturing plant. They will be gone about 20 days.

Langley Field, Va., July 28th.

Tactical School Detachment: Orders were received to move all property, ships and officers to our new hangars. The results accomplished by the personnel of the detachment were very gratifying to the Detachment Commander, Major Frank.

Thirty-four members of the Reserve Officers' Training Corps messed with the Detachment. They received several lectures regarding the equipment of the School and also made an inspection of the new airplanes belonging to the School.

Major Westover, graduate of the 1927 Class, made his last official flight here from our Operations Office with Major Warriner as passenger. We all join in wishing him the best of luck in his new undertaking and hope he will not forget to pay us a visit when in this part of the country.

20th Bombardment Squadron: Two planes from this organization were flown to the Middletown A.I.D. for major overhaul, leaving only two planes in the squadron. One of them was assigned to the ROTC Camp for training purposes.

Captain Willis H. Hale, Squadron Commander, was recently appointed Post Adjutant, and Lieut. H.W. Beaton Group Adjutant.

Master Sergeant Budhoff, in making a training parachute jump, suffered a broken leg just above the ankle. Wind pockets caused him to make a bad landing. He will probably be in the hospital for some time.

Our popular Staff Sergeant "Troy Martin" thrilled us with a parachute jump on July 13th, making an excellent landing.

Lieut. H.W. Beaton, accompanied by his father, Mr. G. Beaton, his uncle, Mr. A.K. Horne, and Staff Sgt. John R. Bluhm, made a cross-country trip to Mitchel Field. Messrs. Beaton and Horne seemed to enjoy the trip immensely.

Lieuts. Bunge, Vickery and Stowell, Reserve Corps, were assigned to the Squadron for a year's active duty and bid fair to enjoy their stay with us.

59th Service Squadron: Cadet Wheaton, 20th Bomb. Squadron, flew one of the Transports to Pope Field, N.C. to ferry personnel who participated in the aerial circus held in connection with the opening of the new emergency landing field at Raleigh, N.C.

Majors Spatz and Jouett ferried two Douglas Transports to Rockwell Field, leaving here at 8:15 A.M. July 2nd.

Captain J.F. Doherty, Commanding Officer, is absent on 30 days' leave. Lieut. A.R. McConnell is now in command.

Lieut. D.D. Fisher, 96th Bomb. Squadron, piloted a Douglas Transport to Bolling Field, D.C., ferrying five Reserve Officers, for the purpose of cross-country training.

1st Lieut. James B. Dickson, Reserve, was assigned to this organization for one year's active duty.

96th Bombardment Squadron: Master Sgt. Johnston performed a mission to Pensacola, Fla., to ferry supplies to the TC airship at that station.

Capt. Francisco flew a Martin Bomber July 4th to New York and returned on July 6th.

Staff Sgt. Moulten, who has been the Supply Sergeant of this organization for the past five years, completed his 30th year last week and retired from the service.

With the transfer of the 50th Observation Squadron to Brooks Field, this organization took over the hangars assigned to the 50th.

Lieuts. McReynolds, Fisher and Malone returned this week after two weeks' detached service at Mitchel Field.

19th Airship Company: The TC-5, in command of Captain L.F. Stone, with 2nd Lieut. R.R. Gillespie, Warrant Officer R.E. Lassiter and Tech. Sgt. A.E. Miller, as pilots, and Staff Sergeant R.E. Quinn and Sgt. J. Weiss as engineers, took off from this station on a 650-mile photographic mission to Fort Benning, Ga., via Pope Field, Fort Bragg, N.C. The trip was made for the purpose of taking a number of stereopticon oblique still pictures of portions of Fort Benning Reservation for use in connection with the course of instruction at the Air Corps Tactical School. From Ft. Benning the airship was flown to Pensacola, Fla., and return. Captain Stone received orders at Ft. Benning that he was to take part in the Aerial Circus to be held at Ft. Bragg, and upon completing this mission the TC-5 returned to Langley Field. In the trip to Florida and return the TC-5 covered approximately 1500 miles. About 15 hours flying time was required to complete the taking of 430 exposures.

During the past week this company was actively engaged in demonstration work. The airships TC-5 and TC-9 made daily trips carrying Reserve Officers and ROTC men over different parts of the Peninsula. A total of 110 men were taken on flights, and they were all very enthusiastic over their first experience in the air.

The airship TC-5, with Capt. Charles P. Clark and Warrant Officer R.E. Lassiter as pilots, and with Messrs. Cooke and McCracken, Pathe News photographers, flew to Washington, D.C., where a few interesting moving pictures were taken of the most beautiful spots of the city. While in Washington, Majors Lincoln and Reardan made a training flight in the airship and piloted it. The TC-5 returned to Langley Field the same day at sundown.

On July 20th the TC-5 and TC-9 were flown to Edenton, N.C., in order to participate in the exercises incident to the opening of the Chowan River Bridge near Edenton. The ships left here at 9:10 A.M. and arrived at Edenton at 11:00 A.M. The flying time for the month ending July 22nd was 98:42 aircraft hours and 644:45 man hours.

General News of the Field: Major Royce left here with the third transport to be ferried to Rockwell Field in the last few weeks. He made the trip in nine days and a flying time of 37 hours and 55 minutes, returning to Langley Field by rail on July 17th.

The 324th Observation Squadron Reserves, consisting of 28 Reserves, was encamped here from July 3rd to 16th, inclusive, and accomplished a total flying time of 287:30 man hours.

The 453rd Observation Squadron, Organized Reserves, started a two weeks' camp here on July 24th. The Squadron comprised 30 officers and 9 JNs, 2 PT-1s and 5 DHs were placed at their disposal.

Five Reserve officers from the 305th Balloon Company experienced a free balloon flight, leaving Langley Field in the afternoon and returning the following morning. Lieut. Earl S. Schofield was the instructor on this flight.

Maxwell Field, Montgomery, Ala., August 1st.

Whoa! Wait a minute; don't ask all at once where this field is located. We haven't been in print for a long time. Instead of filling up space with figures about flying time, production, etc., we have been "putting out" to such a degree that no one has had time to brag about it. Nor have we the time to do this job properly now, so please forgive us in this poor attempt at establishing ourselves in the Letter.

We have noticed, since several Air Corps officers recently became famous overnight, that a place called Kelly Field claims to have trained them, etc. But this "one-half of one per cent of the Air Corps" mentioned in the A.C. NEWS LETTER of July 19, 1927, would suggest that all Air Corps personnel be furnished with maps and navigating instruments to be used in locating this place called Kelly Field. We would also like to know if there are any large fields near Kelly where we could land and keep our ship overnight in case we wanted to pay you a visit. And would we have to have gas and supplies sent out from the nearest town?

We know that this is going to bring forth an awful razzing from the Kelly Field Correspondent, but this will be fine because it will be proof that someone is reading our stuff and, besides, it might cause a little interest among the troops in awaiting your reply, and then, you see, Kelly Field will become known generally. And now if you want some material upon which a dispute might be arranged, listen to this and tell us that it isn't so. To start with we will admit - get that - that we are good, so there will be no further argument there. But in the Spring of 1910 there came to this country -- the exact spot where our present field is located, in fact -- some men with what was known then as an "Aeroplane". They gave themselves the so-called Primary Training for six or seven weeks. They came to know their ship and the country here, and they learned about flying from that. They went North again and then came the advent of the Aeroplane. The talk of the early training of the Wright Brothers does not mention our Field here, but there is a man here at the Field now who worked with them and he says that all the pilots that ever went near Kelly Field should render all honor to these two men, to their ideas and to their ship which has now given existence to Kelly Field. And then, of course, they were trained here.

And here is another thing: all good officers leave Kelly Field. What do you think about that? Major W.R. Weaver just arrived from Kelly Field. He believes Major Richards who has been our Commanding Officer here. Major and Mrs. Richards and their two children are leaving for Langley Field, and everyone here wants to go along, too. It is needless to say that we shall miss them, and we

shall always want them back again, and with them goes our best wishes for complete success and happiness always. But we must stay to welcome the Major and, as the local paper says, the charming Mrs. Weaver. All that we can add is that the local paper is quite right.

Among the Reserves who arrived recently for a tour of one year's duty are Lieut. and Mrs. Donald D. Arnold from Buffalo, N.Y.; Lieut. and Mrs. Louie Turner from Birmingham; Lieut. and Mrs. Harvey Hunter from Indianapolis, and Lieuts. R.C. Ashley, F.W. Ott, W.S. Doxey, H. Frese and H. Woolard. There promises to be keen activity with the added commissioned staff and already our swimming pool and tennis courts are much in use, as well as the nearby Country Club where the social functions are held.

Our aircraft have been increased 200% due to the large number of Reserve officers who have undergone two-week periods of training here under the able guidance of Lieut. Wendell B. McCoy.

Camp Nichols, Rizal, P.I., July 12th.

66th Service Squadron: Lieut. Harold R. Wells was transferred to the Squadron from the 28th Bombardment Squadron, same station, and took over the duties of Mess Officer and Parachute Officer, relieving Lieut. Carlton F. Bond, transferred to the 28th Bombardment Squadron.

Captain George L. Usher, Squadron Commander, took over the duties of Squadron Athletic Officer.

Master Sgt. Marion G. Putnam will leave on the July transport, having completed his tour of foreign service. His new station will be Brooks Field, Texas. Tech. Sgt. Leslie L. Wells, Corporals Burke, Kelley and Harrah will also return to the United States on the July transport, the first named being assigned to Phillips Field, Aberdeen, Md. The Squadron wishes them all good luck at their new stations.

The Fabric Department, under the supervision of Staff Sgt. M.C. Bullivant, has been working overtime getting enough wings and surfaces ahead of regular production to last through the rainy season, there being no facilities in this Department for doing this work during inclement weather. At the present time they have a record that any section should be proud of.

6th Photo Section: The Section got off with a flying start this month, with a plane in the air, doing photographic work for 15 days straight.

Lieut. George W. Goddard, our new C.O., has given to the Section the much needed punch, so that the work is turned out in half the time it was previously.

Staff Sgt. Williams returned from a furlough at Camp John Hay. He sure is a "fat boy" now -- work never did agree with him.

Lieut. Hammond, attached to this station for duty, is now on 15 days' leave, at the end of which period he promises to be a full fledged Barrister.

Headquarters Detachment, 4th Composite Group: The month of June produced the usual number of changes in this organization. Starting the month with 1st Lieut. James W. Hammond as C.O., we had on the 21st a new C.O. in the person of Lieut. Lingle. In succession he was followed by Lieut. John A. Kase and Lieut. Corley P. McDarment.

Flight B, 2nd Observation Squadron: Promotions in this organization during the month were as follows: Sergeant William P. Wright to Staff Sergeant; Private George Dooley to Sergeant. Both appointments were made as a reward for the exceptional manner in which these men perform their duties.

The Flight just completed a Parachute wagon for use on the line. In addition to being a labor-saving device, it tends to protect the chutes from the moisture and hot sun.

28th Bombardment Squadron: The Squadron still maintains its high average record of flying hours. Flying time in man hours for February was 356:35; March, 316:20; April 313:20 and May, 264:00. It is believed, due to the number of ships in flying condition, that the flying record of this squadron is equally as good, if not better than most Squadrons. Since the first of the year we had but one forced landing, due to battery trouble.

Clark Field, Pampanga, P.I., July 12th.

3rd Pursuit Squadron: Machine gun practice for the 3rd Pursuit Squadron culminated during June in the first record firing which has ever been conducted at Clark Field. Preliminary practice had been going on since the first of the year, and strenuous efforts made to secure the 1918 Model Brownings to shoot the

target rather than the propeller as was often the case. After a final brushing up on the ground and air targets and the low altitude bombing, the record firing was carried through without serious interruption. When the smoke cleared away the Squadron had 5 experts, 6 sharpshooters and one unqualified. The best score was made by Lieut. Schulgen, who totalled 1005 points.

One of the cleverest things we have seen lately is a pictorial map of Camp Stotsenburg. Around the border of the map itself are a series of small pictures depicting the history of the Philippine Islands from the time of the early explorers to the present. On the map itself are a number of pictures showing what the various localities are noted for in the way of crops, animal life, historical events, etc. The map is very interesting and attractive, most of the officers having ordered several copies.

In addition to the flying activities, Clark Field for the past few months has been more or less of a construction center. The work accomplished was the laying of concrete floors in all hangars, concrete bases and a dug out for the target range, warming up stands on the flying field, grading of the flying field, painting of barracks, planting hedges and trees, laying out a new baseball diamond, etc. All of the above involved considerable work, but became a source of great satisfaction when completed.

Practically all the officers and ladies of Clark Field have either gone or are going on a trip to China or Japan. Major Walton and Lieut. Schulgen plan to make the trip soon, leaving on the transport for Nagasaki, July 13th. Lieut. Finn and the Wolfes (K.B. & P.W.) plan to shove off on the September transport.

Kindley Field, Fort Mills, P.I., July 12th.

The command welcomed Captain and Mrs. Adler back June 23rd from a seven weeks' tour of temporary duty in Japan. They returned via the S.S. PRESIDENT WILSON and, although he had much work and traveling to perform and is mighty glad to be home again, Captain Adler reports an enjoyable trip and, incidentally, a fifteen pound gain in avoirdupois.

Due to the advent of the typhoon season, flying activities were transferred in part to the north hangars. Only exceptionally high winds which would raise a heavy surf in both north and south channels can now completely curtail flying.

The concrete ramp, recently completed at the south hangars for the launching and landing of the new Amphibians under their own power, has successfully withstood the onslaughts of the pounding seas during the past month's gales and baby typhoons. When flying is resumed from the south side of the Rock the use of the ramp should prove highly preferable to the laborious method of handling the planes on dollies.

The Harbor Defense training schedule for 1927-28 includes a series of lectures by officers of these defenses on diverse subjects, and the majority of the officers of this field are scheduled to demonstrate their oratorical powers. As a result, encyclopedias, dictionaries, books, periodicals and anything likely to furnish information on strange subjects are in constant demand during off hours.

Captain White, our erstwhile Flight Surgeon, in order to live up to his reputation as a builder of first class examining rooms, recently completed the installation of a real outfit at this station and is now gaining much popularity amongst the pilots of the command. He doesn't even have to ask for a hop, with the semi-annual 609's so near. The perpetual smile on his face all but says "It's my turn now".

Week-end guests from other stations during the month included Major and Mrs. W.B. Duty, Lieut. and Mrs. McClellan, Lieut. and Mrs. Gates, Lieut. and Mrs. Goddard, and Mr. Julian.

LIST OF NEW MATERIAL ADDED TO INFORMATION DIVISION FILES

JUNE 15 to AUG. 10, 1927.

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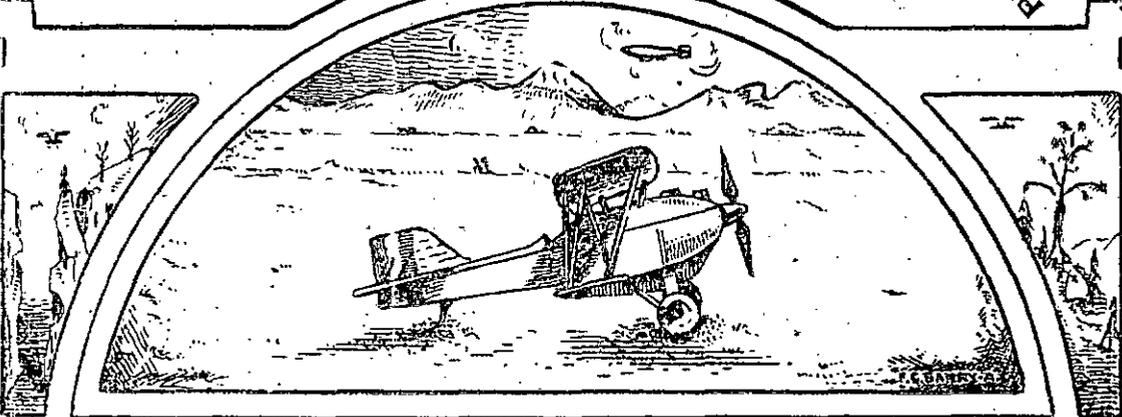
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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AVIATION BACKFIRES UPON A RETURN FROM EUROPE

By A. M. Jacobs

We must confess that when it was finally decided that we were going to Europe, aviation was not the only thing in our thoughts. Indeed, it being our first crossing, it was perhaps not even foremost. There were potatoes, soufflé and crepes Suzette, Michael Angelo and the Catacombs, the Alps and Heidsieck Monopol, Mussolini and the Tower of London. But, somehow or other, once there the darn thing insinuated itself so persistently that even had we wished we could not have escaped it.

At Versailles in the Grove of Apollo, shut in by dense leafiness and with the marble god and his attendants carrying us back in fancy several thousands of years, suddenly above us there was the sound of a motor and we were snatched from the ancient past to the living present in a breath. At the military exhibit in des Invalides, a doughty model, resembling a De Haviland, with a card placed before it bearing the words "American -- Curtiss R-6 (Racer)", exercised our risibles. Following the gaze of a crowd to the revolving bulletins on the roof of a Paris newspaper office, we learned that the flyers, Nungesser and Coli, whom earlier editions had announced safely over New York City, had not been heard from -- that the first report had been a mistake. At the Opera that night we hurried to the balcony with the same anxious haste of our French hosts looking for better news. For days we watched the sadness settle. "But another blow to France", those hopeless faces seemed to say.

It was during a haircut that a paper was put into our hands announcing that a certain "Flying Fool" had appeared among the American trans-Atlantic contestants in New York who would attempt to cross the ocean alone, flying without radio and with the sole guidance of an earth inductor compass, a plane whose gasoline tank shut off all forward vision. The young man would, no doubt, it was naively explained, follow the Byrd craft across the water and then, having the lighter ship, would shoot ahead upon sighting Ireland and arrive first in Paris.

The name of the flyer was not unknown to us. We had had the accident report with accompanying photograph of his first emergency parachute jump at the age of twenty-two at Kelly Field. We had followed his career through three subsequent leaps to safety. It was even then a picturesque career. But, in Paris, where the ache of a flying loss still lingered, we rather trembled at the chances he was taking.

Then we left France for southern Italy, and again aviation intruded its presence into a scene of ancient laziness, blue sea, warm sun, and brilliant flowers, when we learned that the great track had been turned.

"Allow me to congratulate you upon the feat of your countryman", said our host in his difficult correct English on a certain Sunday morning. "The young man -- he reached Paris last night".

It seems strange now that, remembering the bitter sadness of the Paris we had left, our first thought was one of fear that the French would not have much of a welcome for our unknown flyer, and in the days that followed we marveled at a thing almost as splendid as the Atlantic flight itself in the fine sportmanship of that greeting.

Nor was France alone in her enthusiasm. Everywhere there was a pride in that achievement scarcely less than our own. It was not a thing of continental boundary lines. It was rather a pride in manhood itself, as if because of it the possibility of greater accomplishments for all men existed for a bit in every man's vision.

It was in Rome one day, at the close of an unusual religious celebration, that we found the sky above us suddenly swarming with what appeared to be two-seater fighters, flying in effective and beautiful formation at different levels, so that those on top seemed very small birds and those beneath the fair-sized biplanes they were. It was a spectacular display to impress a dramatic people, and

it delivered its message that Italy was not asleep in its most important military branch more potently than words could have done.

Many weeks later in the high Alps, we looked out over a vast circle of snowy peaks from another peak -- the Rigi-Kulm -- and the panorama reminded us of the very fine photographs Captain Stevens had made several years ago when flying with Lieutenant Macready through our own Western mountain ranges. They must have covered just such scenery.

Suddenly, as if the thought had been magically visualized, a swift slim plane came out of the clouds, circling the peak so low above us that the observer waved a friendly international greeting. Several times they rounded the Rigi, finally striking off into the blue as blithely as if mountain flying were not chancey business and the nearest landing field miles away.

Finally, we arrived in Amsterdam and were taken to the Fokker plant, where a great two-float flying boat bomber for the Dutch East Indies was under construction, along with two-seater fighters for the Dutch Government, some sports flying boats and several of the famous F-VIIs. It was a neat, industrious, busy place, with the feel of concentrated activity one does not find so often in the older countries, and the assembly hangar made us homesick for McCook.

We had heard and read much of Schiphol airdrome, and that same afternoon we made our first approach upon it, with a bus-load of passengers, some palpably uneasy, who were departing for various parts of Europe. It was rainy and windy, but they departed just the same.

Had we never before been sold on the proposition of commercial aviation, it would have required but that visit to have convinced us of its top-whole alrightness. It would be well if the whole United States could be parked in that little Dutch airdrome just one afternoon. In this country, development of commercial aviation is allocated in the thought of the public so generally to the future that one wonders if it isn't a bad habit we've been indulging ourselves in too long. There, one remembers all the talk over here about "it's bound to come", and sees that simply and inevitably "it is".

All through the afternoon, planes took off and came in, to and from Paris, London, Rotterdam, Basle, Berlin, Malmo. The weather was vile. It had been vile for several days, and it was to lengthen into the stretch that caused Commander Byrd such difficulty. We in this country can scarcely conceive of the damp, cold, wet, foggy gloominess that can persist day upon day in Holland and England and the Channel regions and which, in spite of radio and excellent ground organization, prove the greatest handicap a scheduled aviation performance could be called upon to meet. And those planes meet it gallantly and safely with remarkable trueness to schedule. They start promptly and come in when expected, or are accounted for by radio. The Paris plane left, at four with one passenger, and indifferent German whose nose was buried in his newspaper. By eight he would be in Paris, leaving him the evening to get settled at his hotel and having him ready for business first thing in the morning. Radio messages reported the F-VII from Malmo, Sweden, delayed by head winds and storm. It was more than an hour late when it finally appeared, but come in it did.

The ground work in connection with these comings and goings was dispatched without fuss. Pilots climbed down from planes and disappeared in the hangars to make reports. Others came forth and swung into the planes. Euggage was expertly moved between planes and motor buses. Passengers were directed with a casual courtesy that gave them all the necessary information and confidence besides. The whole business, in fact, was conducted with an ease and lack of excitement that would have been the envy of a lady boarding housekeeper announcing three common-place meals a day.

It struck us as rather an anomaly that we, who are the oldest nation from the point of view of airplane flight, who are indubitably the foremost in mechanical development, should still retain something of the slightly hysterical in our attitude toward aviation. Generally speaking, the American reaction is still emotional rather than practical. All flyers are looked upon as heroes, and a fatality is shuddered over as an especially frightful ending. Certainly, we have nothing to match in effect the accepted practicability that belongs to Europe in their established commercial airdromes. Military fields do not count, necessary as we know them to be, for to the great body of people, military activities are vague things to be thought of only in connection with a war that is not on the horizon. The Air Mail does not count, unique and magnificent as its development has been and fortunate as America is in possessing it. For to the popular conception, especially off the main air routes, the Air Mail consists in a number of brave young

men who fly by night and get the letters to their destinations not near as much sooner as one would think. It is only as flying can be made to enter the warp and woof of daily living that it will be accepted as a medium for confidence and use. The proportion of people in Europe who would not for anything in the world depart from terra firma in any kind of flight -- even one of the imagination -- is no doubt as great as that in the United States. Even this type of person would have to be cranky and illogical in the extreme, however, not to have his reluctance and fear greatly diminished by an afternoon at Schipol. And Europe has several such airdromes. We of the United States, no matter what our greater accomplishments, may well envy her them and hope to hasten the day of their establishment in our own country with our every effort.

The next morning we approached Schipol a second time, as passenger. The rain beat upon the bus windows lugubriously as we made our way to the field. We had been told that four were booked to go but there had evidently been cancellations, as but two of us stepped from under umbrellas into the plane. The previous afternoon we had heard a young lady ask, "Do the planes always fly no matter what the weather?" and the answer, "Unless it is dangerous, madam", seemed to settle the matter very acceptably as far as passengers were concerned. The rain did not slacken as we took the air but whipped upon the pilot's slanting windshield, dripping through upon him. At Rotterdam, a third passenger boarded the plane. Then we were off again for London. The wind was fiendish, and we might have been on old mother Ocean herself for any smoothness that was to come out of that journey.

Although we had been told that all pilots on the K.L.M. route flew by instrument and always surmounted storms, our pilot played safe and hedge-hopped all the way. We didn't blame him. In fact, after we felt satisfied that our equilibrium was not to be upset by the continued roughness, we settled down to enjoyment of those misty views and glimpses of the Dutch and Belgian coasts. On a clear day the flight must have been quite beautiful.

Then came the bleak coast of France with thickening of fog -- Calais, St. Ingelvert, the Channel! We saw the pilot make the radio connections with his helmet. Then for twenty-three minutes we lived in a square box of thick yellow fog, bounded by the top of the plane, the wing tips, and beneath by a patch of tossing waves. Sometimes watching those waves, it seemed that we could scarcely be making forward progress, that the plane must have hesitated to jazz a bit. For the first time we really appreciated Gertude Ederle. And later we were to think of Commander Byrd to whom no vision beyond the plane was permitted for hour after long hour.

About this time the young Dutchman became ill. He was most indignant about it. "It is my sixth time on this flight," he protested, "and I have traveled to the United States and the Dutch East Indies in heavy storms and never have I been sick before". Just as we were beginning to wonder whether our pilot had lost his way, a channel boat cut under us -- a friendly thing -- then ahead the fog opened a bit and the chalky cliffs of Folkstone hove into view.

Over England, the rain finally ceased, the sun struggled through the clouds and we saw something of the beauty of countryside that has been ever the inspiration of English poets. Lympne, Ashford, Marden Field, Tunbridge Wells, Penhurst, Sevenoaks, Biggin Hill, Kenly rolled beneath. Then at last came Croyden, just three quarters of an hour late, with a little group fronted by a pleasant-faced stewardess waiting as the plane taxied up. The pilot, formerly of the Belgian Air Service, declared it one of the roughest flights he had ever made. Pilots, perhaps, have a way of saying these things, but in this instance we somehow believed him. The plane had taken off from Schipol at nine, it reached Croydon at 1:15 P.M. and the same pilot was to make the return flight to Amsterdam, leaving Croyden at four that afternoon. A full day's work and a man-sized job, we'd say.

At the hotel in London we met a member of the family who had elected to cross the channel by boat the night before. She appeared pale and listless. We mentioned our four-and-a-quarter hour rough journey. "Nothing on me", she snapped. "I had nine and a half hours of it and was sick the whole time." So that even the worst sort of air journey has its advantages over the other kind; it's over so much sooner.

In London we saw Major Harmon, very busy and extremely interested in his job. From him we got the particulars of the Lindbergh reception in London, including a hitherto unpublished story -- we believe -- of how the English House of Commons rose to a man and applauded as our flying youngster appeared in the doorway, this being the only time in history these conservative Englishmen had so far let their emotions run away with them.

As we said at the beginning, we could not have escaped aviation even had we tried. No place on our journey seemed to ancient, too remote, or too difficult for the airplane to follow. It seemed to belong in all places.

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NEW PLANES OF SPECIAL DESIGN FOR NATIONAL GUARD AIR SQUADRONS ✓

Announcement is made of the following winners in the competition on airplane design of a type suitable for the present-day use of National Guard Squadrons throughout the United States:

The Douglas Airplane Company of Santa Monica, California;
the Keystone Aircraft Company of Bristol, Pennsylvania; and
the Curtiss Airplane and Motor Company, Inc., of Garden City, Long Island, N.Y.

The requirements for which designs were submitted by these companies are a light powered two-seater and an all around, all purpose type which can be used by the National Guard Squadrons in flying training, in fixed gunnery training, in flexible gunnery training, for an observer in radio and photographic training, and for cross-country flying. The motive power will be the Wright J-5 motor which has achieved so much success recently in the trans-oceanic flights.

This is a step taken in the course of re-fitting National Guard Squadrons throughout the country with planes of modern construction. The wartime planes used in the last few years by the National Guard Squadrons are being salvaged and at the present time are being replaced by the training planes now used by the Army Air Corps at its flying schools, and by a very limited number of the service type observation planes of the Army.

The work of the National Guard is, mainly, of intra-state nature and does not demand long cruising radius nor arrangement for complete wartime military load. The Technical Section of the Army Air Corps recently called for bids for a type of plane to suit these particular needs; one lighter in general characteristics than the service type of planes now used in the Army Air Corps units, yet heavier than the primary training planes used at Brooks and Kelly Fields.

Officers of the National Guard Squadrons generally await the receipt of the new planes with enthusiasm for the possibilities of an increase in the scope of their training programs.

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A SAFE LANDING UNDER DIFFICULTIES ✓

While on a recent inspection trip in connection with the Visual Inspection System as installed at the various Air Corps posts, Major C.L. Tinker, of the Inspection Division, Office Chief of Air Corps, and Lieut. Price, of Bolling Field, were caught in a fog which suddenly closed in from all sides. At this time the pilot, Lieut. Price, was proceeding between Uniontown and Cumberland over the worst country along the entire Washington to Dayton route. Below him lay nothing but trees and rocky hillsides. Turning back along this course Lieut. Price picked out the only field in sight, a hilltop at 2,000 feet altitude. A perfect landing was made. The field, however, was so small that a most favorable wind was necessary before a take-off could be attempted. When the wind was right, the plane was successfully flown to Bolling Field, minus passenger and baggage.

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ORANGE, WHITE AND BLACK COLORS PREDOMINATE AT BOLLING FIELD

Falling in line with the recommendations of the Interdepartmental Board, composed of representatives from the Army, Navy and Department of Commerce, all towers and flag poles bordering on Bolling Field were painted orange, white and black. It was found that in foggy weather the orange shows up better than the black and white formerly used. Consequently, in all weather, the three-color combination affords a warning which is particularly effective.

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THE WORK OF THE SAN ANTONIO AIR DEPOT

The following airplanes and engines were overhauled and repaired by the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, during the month of July: Airplanes -- 11 PT-1, 6 AT-4, 5 DH-4M-1, 4 Douglas O2-C, 1 DH-4M-1T, V-5721, A.C.

1 DH-4M-2T; 1 O-1; 1 G1-C; total 31 Engines -- 23 Liberty, 36 Wright-E, total 59.

The Douglas World Cruiser, Boston II, assigned to this Depot, is being completed as a parachute drop testing plane. The completion of this job will greatly facilitate parachute work.

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IMPROVEMENT IN MESS AT BOLLING FIELD

Under the supervision of the new Mess Officer, Lieut. Roy S. O'Neal, linen window curtains have been installed throughout the mess hall. With the installation of these curtains, the need for dressing up the mess hall became so apparent that now clean buff side walls and ceilings greet the eyes of the men as they enter the hall. All the mess tables have been refinished with three coats of varnish. Plans have been drawn up and approved for the building of a storeroom of sufficient size to adequately care for the mess needs. As a result of the many improvements, a marked increase in morale has been evidenced.

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RESERVE OFFICERS TRAINING CAMPS AT MARSHALL FIELD

The first of two Reserve Officers Training Camps at Marshall Field, Fort Riley, Kansas, was organized and started operating on July 5th, lasting until July 17th. Fifty-three Reserve Officers reported for this training. On account of the shortage of service type planes, it was necessary to devise some means of maintaining interest throughout the camp. Accordingly, a competition was arranged between the 429th and the 430th Reserve Squadrons. A trophy given to the winning squadron will be competed for annually and will become the permanent property of the squadron which wins it two years out of three. Every phase of training counted towards the trophy, such as pistol firing, landing to mark, formation (3 ship), formation (5 ships), bombing, solos, damage to planes, baseball, swimming, golf, tennis, field meet, flying missions, observation, mobilization problems, military law and squadron efficiency.

The total points earned by the 429th Squadron was 76.9 as against 88.5 points earned by the 430th Squadron. The competition idea was entirely successful, and the morale of the personnel was maintained beyond the highest expectations of the staff and instructors.

The second Reserve Officers Training Camp was organized and started operating on July 24th, lasting until August 6th. The training of this class was carried out in a manner similar to that of the first class. One fatal crash occurred in this class on July 31st near the Travel-Air Field, Wichita, Kansas. Lieut. Pearson, pilot, was killed, and Lieut. Luthy, observer, was seriously injured. As in the former camp, a competition was arranged, and every phase of training counted toward the trophy. The 471st Squadron earned 72.5 points, and the 532nd Squadron 65.25. The morale of the Reserve Officers was very high and their interest maintained throughout the camp in spite of the regrettable accident at Wichita.

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TIME SAVING DEVICE ON TARGET RANGE AT CLARK FIELD

The new aerial target range at Clark Field, Fort Mills, P.I., was the cause of much interest by Camp Nichols and Kindley Field recently. It is a very efficient, time-saving device, the general idea of which is an iron and concrete framework upon which the targets are hooked and which, after being fired at, are merely unhooked, new targets put on, and the old ones taken in an adjacent bullet-proof structure for marking. The total time for a target changing is about three minutes.

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MARYLAND AIRMEN CONDUCT MANEUVERS AT MARTINSBURG

The annual two weeks' field maneuvers of the 29th Division, Air Corps, Maryland National Guard, were carried on this year under actual field conditions. Instead of moving to Langley Field, Va., as was the practice for the past five years, Major Tipton, the Commanding Officer, decided to operate from Martinsburg, West Va., thus giving the men practice in airplane maintenance without the use of Regular Army facilities. That this work was carried on satisfactorily is evidenced by the 232 hours of flying done with twelve planes in twelve days by twenty pilots.

Puff target, radio and formation missions were flown daily.

On Sunday, August 21st, an aerial carnival, consisting of formation flights, stunt flying and parachute jumps, was held. The jumpers were Staff Sgts. Langhammer and Langstron of Bolling Field, Staff Sgt. Warner of Langley Field and Staff Sgt. Dietz and Pvt. Suttgart of the Maryland National Guard.

The people of Martinsburg provided an endless round of social activities for both officers and enlisted men. Country clubs in Martinsburg, Winchester and Hagerstown opened their doors to the visiting pilots. The camp was a huge success from every viewpoint.

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ACTIVITIES OF BOWMAN FIELD, JEFFERSONTOWN, KY.

The following interesting report covering the activities at Bowman Field, Jeffersontown, Ky., was submitted by 1st Lieut. Virgil Hine, Commanding Officer of the field, and presents an excellent model for News Letter contributors.

"During the recent past Bowman Field has experienced more than the usual amount of activity for an 'isolated' station. The Third Reliability Tour arrived in a burst of glory and departed in a cloud of dust -- figuratively speaking -- with nothing occurring to interfere with its usual prompt flying schedule. A number of familiar faces were noticed at the controls, with Eddie Stinson, naturally, well in the lead.

Colonel Charles A. Lindbergh stopped in over night to witness a sample of Kentucky hospitality, and incidentally to express his views on the needs of commercial aviation. A large crowd at the field, along the streets, and at the banquet, testified to the local interest in flying. Fortunately, souvenir hunters and notoriety pests were not allowed to interfere with his visit, which he stated had been most pleasant. By the way, Lindy seems to think that the "Spirit of St. Louis" has some of the characteristics of a P-1.

Two recent visits by the Acting Secretary of War, Hon. Hanford MacNider, have made the personnel of the post feel pleased, in that he expressed himself as favorably impressed with the condition and operation of the station. Apparently, Captain Erwin, pilot, and the Secretary were out after the cross-country record, in view of the fact that during the past three months they visited the west coast and many way points. On the last trip they left Washington Monday afternoon, arrived here that evening, Mr. MacNider addressed the State Convention of the American Legion Tuesday morning, left here after lunch and arrived in Washington that evening, again demonstrating the usefulness of air transportation. Incidentally, Gil is accumulating some wonderful experience in strange field landings.

Our Radio Station is now in operation, and the Meteorological Station finds itself in the throes of growing pains. Contact with numerous local Federal officers has been made, and the Radio and Meteorological service has been placed at their disposal.

During the period June 22nd to August 15th, planes and personnel based at Bowman Field were charged with the duty of towing targets for the ROTC and Reserve Officers' Anti-Aircraft Camps at Camp Knox, Ky. Although few were there, they were chosen quite often and no shot was missed because of failure on the part of the Air Corps. The Artillery officers in charge expressed themselves as well pleased with the entire program.

A number of cross-country planes frequently pass through and, in addition to more or less carrying on one of the duties of the field, it is a pleasure to renew old acquaintances. While on the subject of flying, the only rift in the lute is the fact that our old faithful but decrepit Jennies are on their last tail skids and a pair of eight-powered binoculars has failed to reveal any replacements in the immediate foreground."

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SECRETARY OF LABOR ENJOYS EXTENDED CROSS-COUNTRY FLIGHT

"I would not have missed the trip for anything and enjoyed it all," was the comment made by the Hon. James J. Davis, Secretary of Labor, upon the conclusion of his cross-country airplane flight from Mooseheart, Ill., to Huron, South Dakota, and return to Chicago, Ill. The trip was made in an Army airplane, type CO-8, which was piloted by 1st Lieut. A.J. Lyon, Air Corps, of Wright Field, Dayton, Ohio.

Lieut. Lyon left Dayton at 5:00 A.M., August 11th and arrived at Maywood, Ill., at 8:00 A.M., covering the 275 miles at an average speed of 91 miles per hour. Except for a light fog on the take-off and in valleys which cleared away after the sun came up, flying conditions were good. At Maywood he communicated with Secretary Davis and arranged to pick him up at an Air Mail emergency field two miles south of Mooseheart, Ill.

On account of the short field at Maywood, the airplane was serviced with but 13 quarts of oil and 25 gallons of gasoline. At 11:30 A.M., Lieut. Lyon took off

for Mooseheart and arrived there after a 30-minute flight. Secretary Davis arrived at the flying field 20 minutes later, and at 12:30 P.M., Central Time, the start for the Air Mail field at Iowa City, Iowa, was made, the distance of 170 miles being negotiated in two hours. Flying conditions, except for local rainstorms, were good.

At Iowa City the plane was serviced with 90 gallons of gasoline and 16 quarts of oil. At 2:50 P.M. the take-off was made for Huron, South Dakota, a distance of 375 miles. Traveling at an average speed of 94 miles per hour, the landing at Huron was made at 7:00 P.M., the trip consuming 4 hours and 10 minutes. Flying conditions were excellent; ceiling, unlimited; visibility, 25 to 50 miles; wind, variable, south and east -- less than 10 m.p.h.

The pilot states that he was delayed 15 minutes in landing at Huron on account of an error in Aeronautical Bulletin No. 91 showing the location of a landing field that did not exist. The landing was made in a hay field one-half mile from town. Secretary Davis boarded the train for Rapid City at 9:55 P.M. and returned to Huron at 7:25 A.M., Central Time, on August 13th.

Lieut. Lyon spent August 12th in servicing and checking his airplane for the return flight, and inspected several proposed sites for a municipal airdrome. A blueprint of the plot showing the site selected was forwarded to the Chief of Air Corps.

Secretary Davis arrived at the flying field August 13th at 8:15 A.M., and the start for Iowa City was made ten minutes later. Flying conditions from Huron to Tama were fair and it was necessary to skirt severe local storms. From Tama to Iowa City low clouds and heavy rain were encountered, and it was necessary to fly between 300 and 400 feet altitude. Visibility was very poor. The landing at Iowa City was made at 1:00 P.M., after 4 hours and 35 minutes in the air.

After servicing at Iowa City with 75 gallons of gasoline and 36 quarts of oil the start for Maywood was delayed 15 minutes awaiting weather report which gave the ceiling as 600 feet and visibility one mile. Taking off at 1:35 P.M., Maywood was reached 2 hours and 5 minutes later, the distance of 190 miles being traversed at an average speed of 92 miles per hour. Flying conditions were poor, there being light rain and low clouds from Iowa City to Cordova and a thick haze from there to Maywood.

Secretary Davis departed for the railroad station in time to make his train for Philadelphia.

Excellent weather conditions greeted Lieut. Lyon on his trip the following day from Maywood to Dayton. He took off at 11:35 A.M., and arrived at Dayton at 2:30 P.M., traveling at an average speed of 92 miles an hour.

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41ST DIVISION AIR CORPS HAS SUCCESSFUL ENCAMPMENT

Lieut. C.V. Haynes, Regular Army Instructor for the 41st Division Air Service, Washington National Guard, Spokane, Washington, is in very good humor these days. It is partly his own native good nature and partly a feeling of solid satisfaction over the showing made by the Squadron in their first encampment away from home, which was held at Camp Lewis, Washington.

The Instructor was present at the first encampment of the Squadron, then the 116th Observation Unit, at their airdrome in Spokane in 1925, in the capacity of the Regular Army Inspector, being detailed from the 9th Corps Area. He was assigned as Instructor for the Squadron this year, and because of his presence at the first encampment was in a very good position to judge the progress made in three years since the Federal recognition of the Squadron in August, 1924.

One of the principal things demonstrated by this Year's camp was the undoubted advantage both to the Air Service and other branches derived from an encampment where work between the Air Service and other units may be carried on. If the Air Service is to function successfully as an auxiliary arm with the Artillery and Infantry, it is evident that the practical and often the only possible time for such practice is during the annual National Guard encampment of all arms.

This year 13 successful artillery shoots with the 146th and 148th Field Artillery were carried out on the Camp Lewis range. As far as the writer knows, this is the first record of practical artillery reglage by the Air Service where both units involved in the problem were solely National Guard units. There was a great deal of interest evidenced at Camp Lewis by Regular Army Instructors and Inspectors on the occasion of the first shoot. Perhaps the inspecting officers and the artillery commanders had been skeptical regarding reglage by the Air Service; in any event they were thoroughly convinced of its value at the conclusion of

the shoot. The battery in action was from Major Henry Wise's battalion, and the officers in the airplane were 2nd Lt. Hillford R. Wallace, observer, and Captain Edward Axberg, pilot.

Lieut. Wallace, after sending down "airplane available", received the panel "will lay on you". He then directed his pilot over territory between six and seven thousand yards from the battery emplacement, and chose as his target an old corral, invisible from the battery position. Returning to the battery position he flew from battery to target in direct target line, after sending down "lay on me". Captain Axberg zoomed directly over the target, then flew back in a position to observe the panels while Lieut. Wallace sent down the estimated range. This was followed on the ground by the "battery ready" panel, and after the plane had maneuvered into position to observe the first shot, Lieut. Wallace sent "fire", and the shoot was under way. A direct hit was secured in three corrections, and in 25 minutes from the time the plane had appeared and signalled "airplane available".

An interesting incident demonstrating the resourcefulness of both the battery and airplane crews occurred during one of the shoots. Half way through the shoot the radio failed to function. The observer, Captain Symons, continued to send down the target corrections, but when he continued to receive no answering panel from the ground surmised what had happened. The battery panel station, also surmising the radio failure talked things over with the Air Service liaison officer. There were no panel signals to take care of such an emergency, but it was decided to make a try. By utilizing all the available officers, enlisted men, and linen panel strips, the words "use motor" were spelled out on the ground. Captain Symons caught the idea immediately and signalled his pilot, Lieut. Bigelow, to give him the controls. He then sent down the target correction in regulation Morse code by dots and dashes created by opening and cutting off his motor. The shoot was then continued in this manner, and a direct hit secured in two more corrections.

When the Squadron organization was changed from the 116th Observation Squadron to the 41st Division Air Service, it acquired a Photographic Section under the command of 1st Lieut. William H. Williams, a former Royal Air Force pilot. Although the new section was formed but a month or so before camp and possessed very meager equipment, it functioned successfully enough to be complimented highly by Lieut.-Col. Corey, Regular Army Instructor for the National Guard at Camp Lewis. The incident which brought forth the complement occurred during battery target practice on the range. Colonel Corey decided he wanted a photograph of the battery emplacement. He made his wishes known to Lieut. Haynes, who jumped in his car, drove six miles to the Squadron hangars, routed out Lieut. Williams, and gave orders to crank up a ship. Lieut. Williams with his aid, Sergeant Stimson, took the air and went to work. In one hour and thirty-five minutes after Colonel Corey had requested a photograph, the finished picture was presented to him at battery headquarters on the range. It was a good piece of work for a fully equipped Regular Army outfit, and certainly a good one for a newly formed and partially equipped National Guard Section.

But it was during the formal review before Governor Hartley that the Squadron sprung their big surprise. Artillery and Infantry officers were pleased at the excellent manner in which their new comrades in camp had functioned with their branches in their own line of work. But according to the traditions of the Service no one looked for anything startling in close order drill from the outfit. Or perhaps if they thought about it, they did look for something startling, but not for what happened. Second Lieut. Harold M. Peters, Company Officer, spent a lot of time and hard work on his men in the last year, and the results were pleasingly evident. The Squadron marched on to the reviewing field like veterans, and were listed as the best drilled outfit in the review.

The general record of the Squadron in the regular matters of camp routine was also excellent, and very few K.P.s were secured through the usual channels of assigning these helpful camp workers as punishment for minor breaches of regulations.

The officers and enlisted men were under the command of Captain Harold R. Neely, Squadron Operations Officer, as Major John T. Fancher was forced to be absent from camp by a trip to St. Louis to interview Colonel Lindbergh and others regarding the forthcoming air derby and National Air Races in Spokane. Major Fancher was excused from camp by the Adjutant General for this purpose, and the successful functioning of the Squadron under Captain Neely is not only a tribute to his ability as an officer but also to Major Fancher's leadership in organizing an outfit that in three years can function so well without his direct attention.

The Squadron was fortunate in having Captain William C. Ocker with it in the

capacity of Regular Army Inspector. Captain Ocker is among the first ten living Air Corps officers in length of service as a Regular Army pilot. His long experience served as a real help to the Squadron during the encampment, and he made many valuable suggestions concerning its future development. It was, furthermore, a real pleasure for the pilots in the Squadron to meet and know an officer of Captain Ocker's experience and reputation.

At the present time this organization has succeeded in getting every officer except the transportation officer, who is not required to hold a rating by tables of organization, either rated or in flying school. It is believed that the 41st Division Air Service is the first National Guard organization to accomplish this.

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ARMY TRANSPORT PILOTED ON 11,000-MILE FLIGHT

Commenting on his recent inspection flight from Washington to the Pacific Coast in an Army 3-engined Fokker Transport, piloted by Lieut. Harry A. Dinger, of Bolling Field, the Hon. W. Frank James, Chairman of the House Military Affairs Committee, stated that without the airplane he would not have been able to make the trip; that he would have been worn out riding on trains, waiting in depots and spending days and nights in getting from one place to another, whereas the airplane got him there in one-fourth the time.

The transport spent 116 hours and 10 minutes in the air during a period of 28 flying days. The pilot reported no engine or plane failures of the slightest degree, and the schedule was held up but two hours, due to unfavorable weather.

Lieut. Dinger took off from Bolling Field on August 4th and returned on September 11th. He reported that when Mr. James climbed aboard with his military aide, Major T.W. Hammond, Infantry, he said he hoped to encounter every type of flying condition, so that he would gain an insight into the work military airmen have to perform day in and day out. "I don't think he was disappointed when he landed at Bolling Field," Lieut. Dinger observed. "Everywhere we went -- I flew him compass-course -- I didn't bother to follow railroads, highways or rivers, or pick my country except when weather forced me to.

The first type of flying we got was over the Shasta Mountains from Spokane, Wash., to San Francisco. That is the worst country man ever flew over, yet the most beautiful to see. We were right on a level with the snow line, about 11,000 feet up, and we felt we could reach out and grab a snow ball. I would have given anything for a camera during those moments, because those pictures don't come to us every day."

The second type was met up with between Camp Lewis, Tacoma, Wash., and Spokane. The Fokker took off for a compass course east to Spokane. A few hours out and they ran into numerous forest fires. The rising smoke soon enveloped them.

"We got into a smoke cloud and were completely shut off from the world," Lieut. Dinger related. "I'd never been in one before, and I didn't know what a terrible feeling it is. Fog is nothing like it. In fog you can see the tips of your wings now and then, and maybe the ground through a hole, but this smoke stuff was like wrapping a sheet around the plane.

"I couldn't see 3 feet in any direction, so there was nothing to do but get out of it and get out quickly. We returned and went down to Vancouver, Wash., but it stayed with us still. Finally, the only way out was to plunge right ahead, so I got down within 100 feet of the Columbia River and flew along at 100 miles an hour, through the narrow gorges, over bridges until we finally got out of the smoke zone."

From Washington State the plane went back to Southern California and across the southern route to San Antonio. Over New Mexico, a thunderstorm appeared on the horizon directly in line with Lieut. Dinger's course. The storm had an 80-mile front and was about 40 feet deep. As those in the plane watched the black sky bolts of lightning, sometimes 5 and 6 at a time, streaked down to the ground, separated by intervals of several miles.

"Mr. James wanted to fly through it," said Lieut. Dinger, "but I thought it would be best to get around it, so we shoved off the course and circled it."

Until the plane reached Galveston it had flown over land altogether. "I decided to 'pull a Maitland on them'" Lieut. Dinger said, "so I took them for 200 miles over the water in flying between Galveston and New Orleans to Montgomery."

Between Spartanburg, S. C. and Fayetteville, N. C., Mr. James experienced one of the commonest types of flying -- through rain. This rain, however, was not ordinary, according to Lieut. Dinger. "For 125 miles", he reported, "we flew

through a rain that was so heavy, the engines sucked water in through the carburetors. The engines began to slow down, and I expected them to stop any minute. The weather had forced us down to the tree tops and there was nothing but rolling, rough territory below us. Had the engines quit there was nothing to do but land straight ahead and what that would have meant I don't know."

The plane flew into Pope Field, Fort Bragg, N.C., where Mr. James made an inspection, and while the plane was waiting for him the propellers were worked over. The rain had been so heavy that the blades, in beating into it, had become "chewed up" to a certain extent, but not seriously enough to necessitate a change. By being damaged in the rain they caused the engines to vibrate heavily.

Lieut. Dinger said Mr. James paid him the greatest compliment he ever received as a result of flying "non-flyers".

"The second day out," he said, "I looked back and found him fast asleep. In the mornings we would take off and after I got away on the course I'd look back in the cabin and see everybody reading the morning papers. Then they'd get out pen and papers and write letters, dating them '8,000 feet above so-and-so'. A few more hours and I'd look back to find Mr. James and the rest of them sound asleep."

In addition to Mr. James and Maj. Hammond, there were two Army officers who were being "ferried" back to the East.

Beyond saying he enjoyed the trip "immensely", Mr. James got no "sensations" out of the aerial voyage. He had flown before, but this was his heaviest piece of flying. "I did not know when conditions were bad or good for flying, and I had no sense of fear throughout the trip. I asked Lieut. Dinger, when I met him, if Gen. Patrick had sent him all the way out to California from Washington to pick me up, and when he said he had, that was all I wanted to know. It was two days before I found out how to use the parachute."

Mr. James said he talked with numerous Army officers -- not Air Corps officers, but those in other branches of the service -- and as a result of his conversations he is convinced that while the next war may not be won by airplanes, it certainly will be lost by the country that hasn't a good aerial organization.

"Army officers -- not pilots -- in Panama", he continued, "said they needed aircraft and air power for the defense of the canal, and they would have more than the five-year building program provides. Army officers in Hawaii said they need aircraft for the defense of the islands, and they would have twice as many as the building program provides. I am convinced that everybody in the Army believes the airplane has come to stay, and more and more it is going to be relied upon as an offensive and defensive force." --Wash. Star.

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ACTIVITIES AT MITCHEL FIELD

During the month of July two classes of Reserve officers were trained while on 14 days' active duty. The first class, containing ten officers, reported at Mitchel Field on July 3rd, and the second class, containing 14 officers, reported on July 17th. All of these officers were from the Second Corps Area. During their training they had 1503 flights for a total of 460:20 hours.

Most of the items of equipment intended for use in the installation of a night flying system at Mitchel Field were received.

The work of reconditioning and overhauling the post heating system was started in July.

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RADIO WORK AT THE ABERDEEN PROVING GROUNDS

During the period from July 18th to August 18th, six flights were made at Aberdeen Proving Grounds, Md., by the 49th Bombardment Squadron, employing radio. No failures were experienced. Three SCR-73 transmitters and one SCR-134 transmitters comprise the total equipment installed on airplanes at this station.

A 5 H.P. three phase induction motor is used to drive the GN-32 for the SCR-132, used in the radio station. Due to the motor parts of the GN-32 burning out, the generator is belt driven, using pulleys of a 2 to 1 ratio and, although neither the generator nor motor are mounted on concrete, they give very little trouble and require practically no attention. This system starts the GN-32 much faster than the old original motor.

The antenna system used for the BC-137 transmitter comprises four wires spaced two feet apart and 200 feet long. The antenna is swung 50 feet from the

ground. The counterpoise consists of nine wires spaced two feet apart and runs the whole length of the antenna five feet from the ground. Eighteen-inch insulators are used on the antenna, while four inch bakelite insulators are used in the counterpoise. Two tree turnks procured locally serve as antenna masts. A radiation of ten amperes with .6 plate current is obtained.

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CONGRESSMAN JAMES INSPECTS SAN ANTONIO AIR DEPOT

Hon. W. Frank James, Member of Congress, Chairman of the House Military Affairs Committee, in connection with his visit to the military activities in the vicinity of San Antonio, made an inspection of the San Antonio Air Depot on August 31st, accompanied by Brigadier-General Frank P. Lahm, the Commanding General of the Air Corps Training Center, and staff.

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AIR CORPS TACTICAL SCHOOL STARTS NEW TERM

The Air Corps Tactical School, Langley Field, Va., was officially opened on September 7th with a student personnel of 23 officers, representing the various branches of the U.S. Army and Navy and two foreign countries. An extensive schedule of flying was started by these officers which, together with the training schedule of the 2nd Bombardment Group, makes considerable flying activity at Langley Field.

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LANGLEY FIELD ENTERTAINS VIRGINIA LEGIONAIRES

Langley Field kept an open house and staged an aerial demonstration on September 7th for the pleasure of the State Convention of the American Legion and the auxiliary, held this year at Newport News, Va. All hangars were thrown open, and one of each type of plane on the field was placed on the line with Non-commissioned officers in charge to answer questions.

The party was met at the gate by 15 officers and 30 non-commissioned officers, who rode with the guests and acted as official guides and escort for the party. They were first taken to the Lighter-than-Air Section, where the Airships TC-5 and TC-9 were on exhibition, after which the TC-5 was taken off by Lieut. Starkey. Returning to the Heavier-than-Air Section, the party looked over the planes on the line and in the hangars.

A Martin Bomber, piloted by Lieut. Bunge, took off, carrying Sergeants Jewell and Spade for the parachute jumps, which were very nicely executed, the men landing about 100 feet in front of the crowd. An AT-4 was taken off by Sergeant Angell, who gave an exhibition of stunting.

The event, which caused the greatest number of expressions of appreciation was the presentation to each of the visitors on arrival of a short history of the post, what it was, what it is at present, and what it is scheduled to be at the end of the Five-year Program, together with a 7" x 9" aerial photo of the post, furnished for the occasion by the 2nd Photo Section under the command of Lieut. Guy Kirksey.

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AERIAL DEMONSTRATION FOR NEWSREEL COMPANIES ✓

A composite demonstration was staged at Langley Field, Va., on August 23rd for the Paramount, International, Fox and Pathe Newsreel Companies, which included a smoke screen, four simultaneous parachute jumps and flying by different types of aircraft. Flying was performed by the TC-5 and TC-9 airships, three NBS-1 bombers, three AT-4 pursuit ships and four DH4M-2 photo planes.

The demonstration was so coordinated that the smoke screen would be laid as other aircraft reached certain predetermined positions. The parachute planes flew across the screen as the blimps approached it from the other side, the jumps taking place as the blimps passed under the parachute planes and the pursuit planes following the blimps. The photo planes maneuvered so as to get movies of the most interesting scenes. The following Air Corps personnel participated: Photo Pilots Captain L. Christopher, Lieuts. Guy Kirksey, L.S. Webster and E.S. Davis; TC Pilots Lieuts. W.F. Flood, R.R. Gillespie and B.T. Starkey; Smoke Screen Pilot - Lieut. E.R. McReynolds; Parachute Pilots Lieut. E.H. Bassett, W.O.L.D. Bradshaw; Parachute jumpers Staff Sgt. W.J. Simons, Privates M.F. Greco, G. Liehtly and D.E. Woods.

PENNSYLVANIA GUARDSMEN TRAIN AT LANGLEY FIELD

From August 14th to August 28th the 103rd Observation Squadron, Pennsylvania National Guard, was on training duty at Langley Field, Va. A number of Reserve officers were attached to the Squadron for training. All the pilots attached were soloed during the period, some qualifying for service type planes and the rest reached or passed the PT stage. On the whole a very successful course of training was completed.

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FARMERS OBJECT TO AIRPLANES LANDING ON THEIR FARMS ✓

Virginia farmers have addressed a number of letters to the Commanding Officer, Langley Field, Va., complaining about airplanes flying around and landing on their farms. The communication quoted below may prove of interest to NEWS LETTER readers:

"August 14, 1927.

To Commandat at Langley Field, Near Richmond, Va.

Dear Sir:

Plane #6 by its maneuvers in past two days has put this quiet little village guessing -- The writer is particularly interested and gives the aviator of #6 fair warning he is likely to have a law suit on hand if he is not careful. Reason, Mrs. ----- who has been with me over 30 years (I hope contentedly) now threatens the next time this plane sails so close to, and directly over top of her house, she is going to step aboard and leave for parts unknown.

Her "HUFF 8" is now too slow for her. A little girl informs me the plane landed in my field yesterday. Upon her statement that you did not take the field away, I cheerfully forgive Mr. Aviator this trespass. Some say you are hunting stills. Night would be a better hour. The writer has several. Still others you want to locate an air mail Mail Post Office: either at Mattox, Chula or Amelia Courthouse. This place midway offers as many advantages as either of the three. In my humble judgement now; being a water station all trains stop here! Report (not verified) says you can (provided you learn the ropes) get all the "aqua vitae" (plain corn liquor) you want. It may appear presumptuous in me to be prying into the business of the Aviation Corps. If so forgive me. We lose much by not asking question -- any information I can give will be cheerfully granted.

Very truly yours."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Promotions: 1st Lieut. St. Clair Streett to Captain, with rank from Aug. 31.
1st Lieut. Roger S. McCullough to Captain, with rank from September 3, 1927.
2nd Lieut. Leo H. Dawson to 1st Lieut.; with rank from Sept. 1, 1927.
2nd Lieut. Milton J. Smith to 1st Lieut., with rank from Sept. 2, 1927.
1st Lieut. Walter J. Reed to Captain, with rank from August 26, 1927.

Changes of Station

Captain Ernest Clark from Chanute Field to Langley Field, Va., for duty.
First Lieut. Arthur I. Ennis from Chanute Field to Office Chief of Air Corps Washington, D.C.
Captain Laurence F. Stone from duty at Langley Field to duty as student at Air Corps Tactical School, that station.
Captain Arthur W. Brock from Office Chief of Air Corps, Washington, to duty at Bolling Field, D.C., and to sail on Transport for the Philippines on or about March 7, 1928.
First Lieuts. Dale V. Gaffney and Westside T. Larson, upon completion of tour of duty in Panama, to Kelly Field, Texas.
Captain William H. Crom from Bolling Field, D.C. to Industrial War Plans Office, Dayton, Ohio.
First Lieut. James B. Carroll, from duty in Office Chief of Air Corps to Los Angeles, Calif., as Instructor, Air Corps, California National Guard.
Captain Douglas Johnston from Scott Field, Ill. to Fort Monroe, Va., to pursue advanced course at Coast Artillery School.
First Lieut. Rex K. Stoner from Kelly Field to Selfridge Field.
Captain Ross F. Cole from Kelly Field to Fort Benning, Ga., to pursue advanced course at Infantry School.
Captain Edmund W. Hill from Primary Flying School, Brooks Field, to Kelly Field to pursue special observation course.

Changes in Station (Cont.)

First Lieut. Harry Weddington from duty with 2nd Div., Fort Sam Houston, Texas, to Dallas, Texas for duty with Organized Reserves, 8th Corps Area.

Captain Harold M. McClelland from Mitchel Field to Office Chief of Air Corps, Washington.

First Lieut. Merrick G. Esterbrook upon completion tour in Philippines to Wright Field for duty.

First Lieut. John P. Richter from Fairfield Air Depot to Materiel Division, Wright Field, Ohio.

Second Lieut. Gerald G. Johnston from duty as student, Advanced Flying School, to Kelly Field for duty.

Orders for Lieut. Earl S. Hoag to proceed to March Field revoked. Upon relief from Walter Reed General Hospital he will proceed to Mitchel Field for duty.

Detailed to the Air Corps

Captain Fenton G. Epling, Coast Art. Corps to Brooks Field for training.

Captain William A. Swift, Infantry, to Brooks Field for training.

Major John F. Goodman, Infantry, to Brooks Field for training.

Relieved from Air Corps.

2nd Lieut. Nathaniel C. Cureton, Jr., to Field Artillery, Fort Sam Houston.

1st Lieut. George W. Bailey, Jr., to Cavalry School, Fort Riley, Kansas to attend troop officers' course.

2nd Lieut. Frederick Funston, Jr., to 30th Inf., Presidio of San Francisco, Cal.

2nd Lieut. Clarence W. Bennett, to 8th Cavalry, Fort Bliss, Texas.

Reserve Officers ordered to active duty to June 30, 1928

2nd Lieut. John Adams Austin, Chicago, Ill., to Mitchel Field, N.Y.

1st Lieut. Howard Dutton Norris, Sebring, Fla., to Maxwell Field, Ala.

2nd Lieut. Lester Munger, Hoyt, Kansas, to Selfridge Field, Mich.

2nd Lieut. Arthur LaSalle Smith, Boise, Idaho, to Crissy Field, Cal.

2nd Lieut. Freeman Alberty, Columbus, Ohio, to Bolling Field, D.C.

1st Lieut. Wilton Moore Briney, Kansas City, Mo., to Langley Field, Va.

2nd Lieut. Charles Wendell Carneal, Richmond, Va., to Langley Field, Va.

1st Lieut. Frank Herbert Barber, Santa Monica, Calif., to Crissy Field, Cal.

2nd Lieut. Orie William Coyle, San Diego, Cal., to Crissy Field, Cal.

2nd Lieut. Theodore Joseph Munchof, Los Angeles, to Crissy Field, Cal.

1st Lieut. Wm. Carleton Williams, Jr., Atlantic, Iowa, to Ft. Sam Houston, Tex.

Reserve Officers relieved from previous assignment to year's active duty.

2nd Lieut. Gardner L. Von der Lieth, 2nd Lieut. Clayton Allen Scott, 2nd Lieut. James Willis Cathey, 2nd Lieut. Melvin Alfred Jenner, all from Primary Flying School, Brooks Field.

1st Lieut. Carl B. Eielson.

Resignation

2nd Lieut. Lewis Love Bowen.

Retirements

1st Lieut. Louis C. Simon, Jr.,

Captain Russell L. Merideth.

NOTES FROM AIR CORPS FIELDS

Camp Nichols, Rizal, P.I., August 9.

Fourth Composite Group Hdqrs. The past month was marked, as usual, by a few changes in commanding officers of this organization. Our old commanding officer was detailed on special duty and turned the command over to 1st Lieut. Corley McDarment. A short period of detached service gave us another commanding officer in the person of 1st Lieut. James W. Hammond who turned back the command to Lieut. McDarment upon that officer's return from detached service.

The July transport carried away three men whose tour of foreign service had expired. In return, however, we received Privates Robert E. Lee, James E. McDonough, Olof A. Winblad, Joseph S. Mumpries, Theodore J. Risdon and Harry E. Pool.

The usual duties were carried forward during the month. The health of the command was very good in spite of the rainy season. As usual, one hears the same old battle cry of how many days to the transport which is to carry us back to the U.S.A.

28th Bombardment Squadron: Flying conditions during the past few weeks were a little curtailed due to the fact that the rainy season has set in. The weather has been favorable at short intervals, and has allowed us a few hours of dry weather in which to do a little flying.

The Squadron Basket-ball team is beginning to be recognized, more so after winning the Post Chamionship game of 1927.

Clark Field, Pampanga, P.I., August 9.

Sixty-six Service Squadron: Five Amphibian airplanes were set up and tested during the past month. Four DeHaviland airplanes were overhauled and tested. One Douglas airplane was salvaged. Five Liberty motors were overhauled and block tested. All other Departments are going at top speed. Average personnel in the shops was forty-five men daily.

Master Sergeant Clyde B. Hamlin, who arrived on the July transport was assigned to the Engineering Department, as replacement for Master Sergeant Marion G. Putnam. Staff Sergeant Leamon V. Ward, who also arrived on the July transport was assigned to duty with the Engineering Department.

Flight "B", Second Observation Squadron: During the month the Flight, in addition to the regular camp and garrison duties, made preparations for their annual school season. Judging from the Training Schedule, the Flight will have a thorough working knowledge of everything embodied in the maintenance and operation of aircraft and accessories, such as machine guns (fixed and flexible), pyrotechnics, and last, but not least, parachutes. Heavy rains curtailed the flying.

The following details were effective during the month:

Sergeant George S. Dooley and Private First Class Ernest F. Schwab were detailed to the Motor Overhaul Room of the Sixty-sixth Service Squadron for instruction.

Private Harold E. Hicks was detailed to the Parachute Department for instruction.

The flight was very lucky in the assignment of the following named enlisted men who arrived on the transport THOMAS:

Private Carrol L. Shaw, late of Kelly Field, Texas, a soldier with over twelve years service and a very good line man.

Private Walter J. Fandrey, a late graduate from the Air Corps Technical School, Chanute Field, Illinois. Having completed the course in Armament, his services were very badly needed by the Flight as that section is working overtime in requisitioning supplies for the coming Machine Gun and Bombing Practice and in getting the guns in A-1 condition. Welcome to the little bunch, Walter.

Sergeant William P. Wright was promoted to the grade of Staff Sergeant. Congratulations Bill, you deserve it after waiting four years for it. The initiating committee was on the job and the initiation was a "Howling Success".

We wish to congratulate some of our pilots on their success in training their DHs to take to the water as though they were sea-planes. The field is very heavy and at high tide very sluggish for the operation of DHs, due to the heavy down-pours of rain.

Sixth Photo Section: The typhoon season put a stop almost entirely to the Sixth Photo Section's out-door sports, so we now turn our attention to the interior of the Photo Hut.

A new developing room is being prepared for K-1, moving picture and roll film work, with iced installations. A large cabinet is under way to hold all the K-1, K-4 and T-1 cameras, with a heating system to keep same at an even temperature. So much for the Hut.

The THOMAS has come and gone taking two and leaving four men. They promise to be an asset to the Section.

First Lieut. George W. Goddard, our new commanding officer, has been troubled with Forditis, a peculiar malady with Ford owners. (It won't and then it will run.) Between the Section and the Ford, Lieut. Goddard has very little time to spend in viewing Manila and its environs.

Sergeant William B. Johnson, our Supply Sergeant, was detained at Sternberg General Hospital for a whole month with stomach trouble. Yes, this country will get the best of us.

Private Freeman J. Grant, one of the best all around photographers on the Field, also served time in Sternberg, but his case was plain Dengue Fever.

Clark Field, P.I., August 9.

Major Walton, our Commanding Officer, and Lt. Schulgen went as far as China on last trip home of the THOMAS, for a six weeks' shopping and sight-seeing tour. We expect to see some palatial bachelor quarters when they return. Lt. J.G. Williams is Commanding Officer in Major Walton's absence.

The beautifying project, recently started on our Field, is coming along nicely. One horse-drawn mower and two men with lawn mowers can cut a lot of grass, if kept at it steadily, and our lawns and grounds around our hangars, as well as the flying field, are responding wonderfully to the tender care bestowed upon them.

Clark Field had quite a few visits during the past month, some purely social, while others were more of a business nature. Lts. McCormick and Carr from Camp Nichols were among those who combined their business and pleasure by giving a few lessons in the art of guessing what the other man holds. Their business, however, was not so successful and they both went home sadder and wiser. Since Lt. Kase, of Nichols, also had his raid of the month before repulsed with heavy losses, it may be that the sport of raiding Clark Field will soon be on the decline.

Lieuts. Haddon and Heffley were the victims of our one accident of any consequence in the past two years. Coming back from two 3-ship formations, we were spectators at the crash of a DH from Camp Nichols in which Captain Knight was the main actor. Fortunately, he was unhurt, but the DH is of no further use to the Air Corps. Shortly afterwards Lieuts. Haddon and Heffley crashed, and each sustained painful though not serious injuries. Lieut. Haddon received a cut on the forehead and left ear, while Lieut. Heffley received a severe blow in the mouth, knocking out four or five teeth and cutting up the inside of his mouth very badly. Both are coming along nicely and will soon be as good as ever. The PWs were charged up to profit and loss.

Kindley Field, Fort Mills, P.I., August 9.

Of the last Congressional party to visit the Philippines, Congressman Byrens, Simmons and Arnold and Mr. Byrens, Jr., availed themselves of an air journey from Manila to Corregidor and return, on July 6th, in two Kindley Field seaplanes. Lieuts. Meloy and Watkins piloted from Manila to the "Rock" and Lieuts. Albro and Hodges the return trip.

On the 9th, Captain Adler, piloting one of the new COA-1As, piloted Senator Hiram Bingham on a cross-country flight from Manila to Olongape and return.

Douglas seaplane No. 24-5, was condemned on the 12th as unsafe for further flying, and No. 24-2, left at Camp Nichols for salvage after Lieut. Patrick had a forced landing in Manila Bay due to radiator leak causing the engine to freeze was also condemned, thus ending the story of two faithful old Douglas planes at Kindley Field after two years' hard service.

The itinerary of Senator Bingham's visit to the Islands included a trip to Corregidor by seaplane. Lieut. Patrick, at the stick of a COA-1A, shattered all speed records between Kindley Field and Manila by negotiating the distance in twelve minutes. He picked up Senator Bingham and started the return journey, but spying a baby typhoon trying to tear up Corregidor, he took a chance on a soft field and landed at Camp Nichols just in time to escape the blow.

The commissioned strength of Kindley Field was augmented on the 15th by the

V-5721, A.C.

transfer of First Lieut. Park Holland from duty with Flight "B", at Camp Nichols. He took over the duties of Transportation Officer, Police Officer, and Fire Marshall from Lieut. Watkins, who now devotes his entire time to the Engineering Department.

The entire command was saddened by the death of Corporal Clyde A. Rutherford, on July 16th, as a result of injuries received when the Kindley Field Boat bus left the road a short distance from the Field and rolled down a fifty-foot embankment. Corporal Rutherford was one of the most popular members of the organization, an excellent soldier and a good mechanic, and his untimely death, at the age of twenty-six, comes as a blow to all who knew him. The remains were taken to the U.S. Morgue on July 18th, the entire personnel of the Field attending a short but impressive ceremony at the docks just prior to the sailing of the Mine Planter "Harrison", which conveyed the body to Manila. Corporal Rutherford, being survived by his widow who resides in Manila, will undoubtedly find his final resting place at Fort McKinley, Rizal, and it is planned that a truly representative body of his friends and comrades from this Field will attend the final rites.

Adverse weather conditions during the month curtailed flying activities, and hence the schools for both officers and enlisted men are very active. Approved detailed schedules of training for all personnel are in effect the first period, June 1st to September 30th, being devoted to school. The officers' school opens at 7:30 A.M., and the Post School at 11:30 A.M. The schedules are being strictly adhered to and the subjects made interesting by careful preparation upon the part of the instructors.

Sergeant Guy Murphy, our midget Squadron Clerk and better known in the organization as "Murfi-murfiason", departed these parts on the 13th, having been transferred in grade to the Air Corps Detachment, Fort Leavenworth, Kansas. "Murfi" carried with him the best wishes of the entire command, together with a barrack bag full of his beloved Cycle cigarettes. Sergeant Michael L. Schultz was transferred in grade from Fort Leavenworth as replacement for Sgt. Murphy, and joined for duty with the arrival of the THOMAS on July 5th.

Marshall Field, Fort Riley, Kansas, September 7.

On August 17th the 16th Observation Squadron attended the dedication of the new airport at Kansas City by Col. Charles A. Lindbergh. Major Arnold led the five ship formation. The planes returned to their home station on the following day.

On August 29th the Squadron flew in a five-ship formation to Des Moines, Iowa, for an event similar to the one at Kansas City, when Col. Lindbergh dedicated the new airport. This airport is nine miles northwest of the city and on the line of the Transcontinental Air Mail between Omaha, Nebraska, and Chicago, Ill. The Chamber of Commerce Reception Committee were faultless, as no hotel bills were received. The Squadron returned August 30th to Marshall Field.

Second Lieut. James L. Daniel, Reserve, and Staff Sgt. Barlow crashed near Bridgeport, Nebraska, August 25th while carrying executive mail from North Platte, Nebr. to Rapid City, S.D. Lieut. Daniel was flying in a dense fog and upon being forced down to the ground crashed into a tree. The Douglas O-2C which they were flying was completely washed out, so much so that no part of the airplane could be salvaged. Lieut. Daniel was seriously injured, having both legs broken. Sgt. Barlow escaped with one broken leg.

San Antonio Air Depot, Duncan Field, Texas, August 29.

Major Jacob E. Fickel, Air Corps, of the Office of the Chief of the Materiel Division, was a visitor at this Depot on July 28th and 29th for an inspection and conference prior to his return to Wright Field from Kelly Field.

We were glad to see Lieut.-Col. Mars, our Commanding Officer, return to his office again on August 11th. He was sick in the Station Hospital, Fort Sam Houston, since July 14th, and was subsequently sick in quarters, suffering from an injured back.

Captain Lewis B. Massie, Quartermaster Corps, was welcomed into our midst on August 1st. He was transferred from Fort Ringgold to this Depot, relieving Captain Otto J. Langtry, Quartermaster, Corps. The latter was transferred to Fort Leavenworth, August 12th for duty as Assistant Quartermaster at that station, leaving here on the same date on a few days' leave to make the trip by auto. His departure is regretted by the personnel of this Depot. He was with us nearly four years.

Major Phillip P. Cook, Air Corps Reserve, of Paris, Texas, and 2nd Lieut. Jerome C. Annis, Air Corps Reserve (civilian on duty in the Engineering Department of this Depot) were on a tour of active duty training at this Depot from August 7th to August 20th. On the evening of August 12th they were entertained at a stag dinner at the San Antonio Country Club by the officers of the Depot. Orders were also received on 2nd Lieut. Morris A. Schellhardt, Air Corps Reserve, of Pawhuska, Okla., for 14 days' active duty training here. This Depot has also furthered the training activities of the Officers' Reserve Corps by contributing two of its employees, 2nd Lieuts. Henry A. Frase and Herbert M. Newstrom, Air Corps Reserve, who commenced a period of one year's active duty each on July 1st at Maxwell Field, Ala., and Fort Crockett, Texas, respectively.

First Lieut. Barney M. Giles, Air Corps, accompanied by Mr. W.W. Wood, Senior Administrative Assistant, of the Office of the Chief of the Materiel Division, visited this Depot from August 8th to 11th on a tour by air of the various Air Corps activities from Wright Field to the West Coast to inspect supplies and equipment and confer on Air Corps supply and maintenance problems. Their visit was very helpful and enjoyable.

First Lieut. Robert G. Breen, of Wright Field, arrived here by rail on August 1st to ferry back a VE-9.

First Lieut. Arthur G. Hamilton, of Kelly Field, ferried a PT-1 from this Depot to the 107th Observation Squadron, Michigan National Guard, Detroit.

After ferrying an AT-5 from Mitchel Field to Kelly Field, 1st Lieut. Lionel H. Dunlap, of the Fairfield Air Depot, stopped off at this Depot for a conference on Air Corps supplies.

Some of the civilian personnel of the Depot recently had tours of temporary duty with the Headquarters of the Materiel Division and elsewhere for the purpose of study and coordination of Air Corps administrative and technical questions. Mr. Victor J. Myers, Machinist Tool Room Expert and Foreman of the Machine Shop in our Engineering Department, was on temporary duty since August 6th on a tour including various aircraft factories in the East and the Materiel Division at Wright Field for a study of engineering shop practices and methods and for conferences on maintenance problems. Mr. Eugene B. Luder, Chief Clerk of our Depot Supply Department, was on 15 days' temporary duty at Wright Field for conference with the Field Service Section on supply matters and instructions in the Air Corps Supply System, returning August 14th. Mr. C.O. Wetherell, in charge of the Civilian Personnel Section at this Depot, left August 28th on a 15 days' tour at the Materiel Division, Wright Field, for study and coordination of civilian personnel employment and records and Civil Service matters. These visits will be of inestimable value to the Service in the work of this Depot.

Crissy Field, Presidio of San Francisco, Calif., August 18.

Major Albert L. Sneed, Air Corps, arrived at this station on August 10th and assumed command.

Piloting a C-2 Army Transport, 1st Lieut. Harry A. Dinger, accompanied by Staff Sergeant Paul A. Ritter, landed here on August 11th from Bolling Field. They remained here for a few days awaiting the arrival of the Hon. W. Frank James, of Michigan, who with a prominent contingent will make a tour of Army Aviation Centers with a view of obtaining detailed information concerning activities.

The 316th Observation Squadron, Reserve, is on active status in training camp at this station, 12 officers being present.

Crissy Field, Presidio of San Francisco, Calif., August 25.

On August 18th this post supplied a number of planes to search for missing Dole Flight participants and planes. Servicetype ships took off at 5:30 A.M. and continued the search throughout the day without discovering any trace of the flyers.

Staff Sgt. Benjamin J. King and Fred Sims from the Office Chief of Air Corps, arrived August 16th for the purpose of installing the Visual Inspection System at this station.

The Hon. W. Frank James of Michigan, accompanied by Major Henry B. Claggett, Air Officer of the 9th Corps Area, Lieut. Harry A. Dinger, A.C., Lieut. George W. Maxey, C.W.S., Master Sgt. Thomas J. Fowler and Staff Sgt. Paul A. Ritter, took off August 17th in a C-2 Transport for the purpose of visiting stations in

the States of Oregon and Washington.

18th Pursuit Group, Wheeler Field, Schofield Barracks, H.T., July 26.

June 29th was a historic day for Wheeler Field, marking the finish of the first Trans-Pacific Flight. When Lieuts. Maitland and Hegenberger taxied to the reviewing stand they were greeted with enthusiasm by a large crowd. Lieut.-Colonel Howard's face, which had an anxious look since early dawn, became wreathed in smiles when the C-2 Fokker landed at 6:30 A.M. The Territorial Governor, Department Commander, Commandant Naval District and many other dignitaries who had assembled, entered into the enthusiastic reception.

On July 6th, while participating in an "Aloha" flight, occasioned by the departure of Lieuts. Maitland and Hegenberger, Lieut. Charles L. Williams, 19th Pursuit Squadron, while performing an aileron roll, crashed into the ocean off Fort DeRussy. Lieut. Williams' body was not recovered. The cause of the crash is unknown.

The C-2 Fokker Transport, delivered to Hawaii by Lieuts. Maitland and Hegenberger, made a five-hour flight on July 26th to the Island of Hawaii and return, in order to test the plane's radio equipment in connection with the radio beacon established on the Island of Maui. The personnel of the flight consisted of -- Captain Hubert V. Hopkins, Flight Commander; Captain Clyde V. Finter, pilot; Lieut. John S. Griffith, alternate pilot; Mr. C.C. Shangraw, Radio Engineer of McCook Field (Radio operator and navigator); Staff Sergeant Wallace, Mechanic. The plane's radio equipment functioned entirely satisfactorily throughout the test.

On July 25th Wheeler Field was host to about 300 members of the American Legion. The Legionnaires inspected the various ships on display, including the Trans-Pacific Fokker. A pursuit formation of three PW-9s, piloted by Lieuts. Griffith, Griffiths and Rich, put on an exhibition flight.

The little "God" with the bow and arrow has been exceedingly busy among the officer personnel of the 18th Pursuit Group. Recently Captain Clyde (Kewpie) V. Finter, the genial and rotund Commanding Officer of the 6th Pursuit Squadron, led the procession and committed Matrimony on June 3rd. Like a good soldier, following his "K.O."s" example, Lieut. Donald F. Stace stepped off.

49th Bombardment Squadron, Aberdeen Proving Grounds, Md., August 22.

Major Fred H. Coleman reported for duty and assumed command on August 5th.

Cross-country flights were made to and from the following stations: Miller Field, Langley Field, Bolling Field, Logan Field, Burgess Field, Mitchel Field and Edgewood Arsenal.

Bombing, in cooperation with the Ordnance Department at this station, was participated in by commissioned and enlisted Bombers assigned, 75 live bombs, weighing 6,475 pounds, being dropped. The class of bombs used were 300-lb., 100-lb., 50-lb. and 25-lb. demolition.

Training for aerial bombing was participated in by Air Corps Reserve officers on active duty and enlisted bombers. Sixteen bombs (sand filled) weighing 800 lbs. were dropped, the results being satisfactory. The class of bombs used were 50-lb. demolition.

Seven temperature flights were made for the Ordnance Dept., at ceilings ranging from 5,000 to 16,000 feet.

From August 4th to 12th about 60 Ordnance Reserve officers (on active duty for two weeks at Aberdeen Proving Ground) were given flights in various types of planes. These officers were highly elated with their experience.

Technical Sergeant Davis, pilot, departed from this station for Edgewood Arsenal on August 15th and from there left in a NBS-1 smoke screen plane, with Private Hoff, operator, and Mr. Walton (from the office of the Chief, Chemical Warfare Service, Washington) as observer, for Mitchel Field, N.Y. Leaving that field on the afternoon of August 17th, Sgt. Davis with his crew flew out to sea about 30 miles from the Jersey Coast, where they came upon the steamer "Ile de France" heading for New York. Sgt. Davis circled around the ship several times and at a given signal the operator laid a smoke screen, horseshoe fashion, which completely enveloped the ship for some minutes. The mission was a complete success and was highly commented on by the newspapers. On completion of his duties, Sgt. Davis returned to his home station, via Bolling Field and Edgewood Arsenal.

Three Air Corps Reserve officers reported at this station for a period of

one year's active service. Since their arrival they have been familiarizing themselves with the regulations and restricted areas governing this station. They also made-practice flights around the reservation.

San Antonio Air Depot, Duncan Field, Texas, Sept. 12.

Some of our officers have recently been enabled to avail themselves of a very welcome vacation from the strenuous activities of this Depot. Lieut. Norman D. Brophy, our Adjutant, left Sept. 12th for a month's leave of absence in Minnesota and North Dakota. Lieut. Thomas H. Chapman, Operations Officer, left for Beaumont, Texas, Sept. 6th, on leave for three months. Warrant Officer Albert Bloom took a month's leave, beginning Sept. 6th.

Lieut. Ennis C. Whitehead, of the Field Service Section, Materiel Division, was a visitor at this Depot on Sept. 3rd and 6th for some helpful conferences on the allocation of planes in this Control Area.

The following airplanes and engines were overhauled and repaired by the Engineering Department of the Depot during August: Airplanes - 13 PT-1, 2 VE-9, 1 O-6, 1 C-1-C, 2 O-2, 1 X-O2, 3 O3-C, 1 Douglas WC, 3 DH-4M-1, 4 DH-4M-1T, 4 DH-4M-2T, 4 DH-4M-2, 1 AT-5, 1 O-1, total 41; Engines - 22 Liberty, 34 Wright-E, total 56.

We have been much intrigued by the observations of the Maxwell Field Correspondent, in the AIR CORPS NEWS LETTER of August 30th, anent our good neighbor, Kelly Field, wherein he "would also like to know if there are any large fields near Kelly where we could land and keep our ship overnight in case we wanted to pay a visit." Without blowing our own horn, we would respectfully commend to the Correspondent (if it's plenty of room to land in that's needed), in addition to Kelly just across the road, the Depot's some 600 acres of flying field (Duncan Field), and, with all due modesty, would state that the sweep and grandeur of the two fields together, as seen from the air, are simply overwhelming! "One visit will convince you"-- and the same, moreover, would be appreciated.

Crissy Field, Presidio of San Francisco, Cal., Sept. 2.

Two D.H. airplanes, equipped with tow-target reels and for night flying, piloted by Lieut. Wentworth Goss and Staff Sgt. Paul L. Woodruff, are now on duty at Capitola, Calif., cooperating with the 63rd Coast Artillery (A.A.) in tactical training.

Lieut. Russell L. Maughan visited Crissy Field for a few days before returning to Salt Lake City. He arrived here from Clover Field in a PT-1 airplane which he was ferrying to March Field.

Major A.L. Sneed made a cross-country trip to Camp Lewis for the purpose of inspecting Air Corps activities in connection with cooperation with the 10th Field Artillery.

Master-Sgt. Fowler transported three mechanics to Camp Lewis, two of whom will remain there until the completion of cooperation with the 10th Field Artillery.

V Staff Sgt. Paul L. Woodruff received a letter of commendation from the Chief of Air Corps on his skill and courage in maneuvering a disabled airplane during an observation mission near Salt Lake City.

Langley Field, Hampton, Va., Sept. 14.

19th Airship Company: On August 16th the TC-5, piloted by Lieut. R.R. Gillespie, left Washington, N. C., where an aerial exhibition was given for the American Legion of that vicinity. Returning to Langley ship was tested and serviced and then left for Charlottesville, Virginia where a night mission was performed in the rays of the mammoth 1,385,000,000 candle power searchlight. On this trip the ship was piloted by Lieut. L.A. Skinner, with Major A.G. Krogstad, executive officer of Langley Field, and Captain Charles E. McCullough, as observers. The same day, the TC-9 performed two interesting missions, one a training mission with Major Frank M. Kennedy from the Office of the Chief of Air Corps as observer. In the afternoon, Lieut. W.J. Flood, Commanding Officer of the 19th, and Lieut. B.T. Starkey, as pilots, flew the TC-9 to Washington, D.C., and turned it over to Lighter-than-Air pilots at that place for flying training. The return was accomplished at night, arriving at Langley at 1:40 A.M.

On August 19th both ships were flown at a review of the Virginia National

Guard by Governor Byrd at Virginia Beach. After participating in the demonstration, both ships were landed, and Governor Byrd, Colonel W.D. Newbill, Asst. Adjutant-General of Virginia, Colonel J.F. Bright, Commanding Officer of the 183rd Infantry, V.N.G. and the Mayor of Richmond were taken aboard and flown to Richmond, arriving at 6:10 P.M. The pilots on this mission were Lieuts. Flood, Starkey and Gillespie.

In seven flying days the TC-5 and TC-9 flew a total of 126 ship hours and 636 man hours.

Reserve officers on two weeks' training with the 19th included Captain Charles E. McCullough and 1st Lieut. H.B. Blanchard.

Captain E.S. Schofield, pilot, Captain C.E. McCullough, Lieuts. H. B. Blanchard, and L.F. Young and Private Larson participated in a free balloon flight on Aug 24. The balloon ascended at 2:20 P.M., and landed four hours later in a meadow near Drivers, Virginia, a distance of approximately eighty miles.

Lieut. U.G. Ent, A.C. reported for duty August 30th and was assigned as Post Personnel Adjutant for temporary duty. Lieut. A.I. Puryear assumed command of the Company on August 28th, Lieut. Flood having been ordered to Aberdeen for two months' D.S. in connection with A.A. firing.

20th Bombardment Squadron: The Squadron has been furnishing bombers for most of the flying done by the 2nd Bombardment Group. The two Martin Bombers, the WBS-4 and the new LE-5 were flown continuously on every flying day this week. Each plane averaged about nine hours for the week, which is considered a fairly good mark, due to the fact that there are only four mornings during which missions are performed.

Our Squadron Commander, Captain Hale, was away at McCook Field on the Bombardment Board testing new equipment, namely, the new Curtiss Bomber.

Captain Asa N. Duncan, on duty with the Alabama National Guard for the past five years, reported on Monday and was assigned as Squadron Commander. The Squadron regrets very much to lose Captain Hale as its Commander, but hopes that he will continue to lend his experience and advice to us. We also wish to welcome Captain Duncan to the Squadron and feel certain that the same high standard of efficiency and esprit de corps will continue under his jurisdiction.

In addition to Captain Duncan, Lieuts. A.H. Johnson, H.C. Lichtenberger, and W.J. Davies, A.C., recent graduates of Kelly Field, reported for duty and were assigned to various duties in the Squadron and post.

On September 1st, the 2nd Bombardment Group training schedule was inaugurated, providing a very ambitious training schedule in bombing, machine gun practice, night flying and navigation problems for the training of the Group personnel. This Squadron immediately started training, and satisfactory progress is being made.

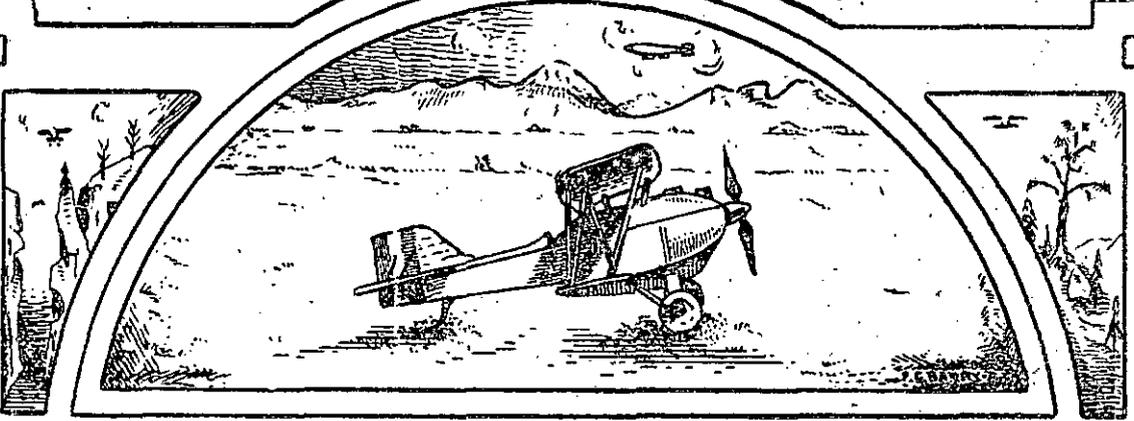
A new LB-5 was received by the Squadron which promises more satisfactory performance than the earlier model, in that it has three rudders and the motors are set parallel to the axis of the plane. It is being flight tested by Lieut. Drumm and soon will be placed in general service.

96th Bombardment Squadron: This organization, on special duty with the Summer Training Flight for a period of two months, returned for duty. During the Summer Training quite a number of different type of airplanes were flown. The maintenance was carried out to a high degree and no serious accident of any kind occurred. A total of 935 hours and 55 minutes was flown by three camps of O.R.C. during the period.

Due to so many men of this organization being on special duty with the Summer Training Flight the Squadron picnic scheduled for August was postponed to September 14. Quite a number of candidates from this organization turned out for the Post Football team.

General News of Field: Colonel Culver, Commanding Officer of the field, flew a DH-4M-2 from the 59th Service Squadron on a Cross-country mission to Bolling Field and return, working out a problem of aerial navigation en route.

Major McChord, Commanding Officer of Chanute Field, left this station August 23rd en route to Chanute Field, flying a DeHaviland Photographic plane which was transferred from the 59th Service to that station.



Air Corps

News

Letter



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WAR DEPARTMENT
WASHINGTON, D. C.

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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 NATIONAL AIR RACES AT SPOKANE, WASHINGTON

"The Air Races were a splendid success", wrote Mr. Walter Evans, President of the Executive Committee of the National Air Derby Association, Spokane, Wash., to the Chief of Air Corps. Expressing his gratitude for the cooperation extended by the Army Air Corps, Mr. Evans asserted that for the first time the Air Races were a paying proposition and that those in charge anticipate a surplus of between \$1,000 and \$5,000, after paying the prizes and all expenses. "This, we feel," states Mr. Evans, "is quite an accomplishment; but further than that the Air Races were remarkable. Our people shall never forget the part the Army played in it. There is no use me trying to talk to you about what the Army flyers did; it was more than marvelous".

As one newspaper expressed it, those familiar with the way Westerners flock to something in which they are really interested - and they are all really interested about airplanes now - think that the gate receipts may be nearly \$200,000.

The Races proper were held on September 23rd and 24th, but they were preceded by the National Air Derby, New York to Spokane, September 19-21, and the Pacific Air Derby, San Francisco to Spokane, September 21st. Fifteen flyers started in the Class A Derby from New York to Spokane; and Mr. C.W. Holman, of St. Paul, piloting a Laird Commercial, was declared the winner. His elapsed time was computed at 19 hours, 42 minutes, 47 seconds. Mr. E.E. Ballough, of Chicago, finished second. He led all the way until he made a bad landing at Butte, Montana. First prize for this event was \$10,000, and second prize, \$5,000.

There were 25 starters in the Class B Derby from New York to Spokane, and the winner was Mr. C.W. Myers, of Detroit, who received a prize of \$5,000. His elapsed time was 30 hours, 23 minutes, 15 seconds.

All five entries finished in the Class A, San Francisco-Spokane Derby, the winner being N.C. Lippiat, who piloted a Travelair monoplane. In the Class B event, San Francisco to Spokane, C.L. Langdon, piloting an International, won first honors. First prize for Class A was \$1,500; Class B, \$1,000.

Eddie Stinson and Duke Schiller left Roosevelt Field, New York, in identical monoplanes, for a 2,300-mile nonstop race across the continent to Spokane. Accompanying Stinson was Koehler, a test pilot from Stinson's Detroit Factory. Schiller's companion on his air voyage was Edward Bohn, of St. Louis. Both of these passengers were capable of relieving the pilots during the long hours of the nonstop flight. Both of these attempts to span the continent without an intermediate stop met with failure. Stinson was forced down at Missoula, Mont., because of a broken rocker arm and a stuck valve. Schiller was forced to land at Billings, Montana.

September 21st was a day of thrills for the spectators at Felts Field, Spokane, Wash., where the Air Races were held. Archibald Atherton, of San Diego, a Marine Sergeant, stepped out of a plane flying at an altitude of 5,000 feet, with the object of making a live parachute jump. His chute opened, but as it neared the ground it collapsed and Atherton fell quite a distance. It was found, however, that he suffered nothing more serious than a dislocated collar-bone.

Shortly following the above mishap, Lieut. George Towner, Marine Corps, giving an exhibition of formation stunt flying with the Marine Pursuit Squadron, looped with his fellow flyers directly in front of the packed grandstand. In the start of the loop, Lieut. Towner, according to reports, dived toward the ground, apparently misjudged his distance, scraped the ground and wiped off his entire landing gear and tore off a part of the lower wing. His speed at that time was such, however, that he completed the maneuver without losing his place in the formation. Still in the air, minus his landing gear, and with a crippled wing, the spectators watched the young Marine Lieutenant maneuvering in this greatest of handicaps which can befall a flyer in the air. The field was promptly cleared, and all the machines in the air moved to high altitudes to give Lieut.

Towner the only advantage which can be accorded in such a situation - ample room in which to maneuver. Lieut. Towner, without hesitation, throttled his motor, and as he neared the flying field he was seen to be working at his controls desperately to get his tail down low. He brought the crippled ship in tail low at a very slow landing speed, and as it came to a balance on its forward surfaces it pancaked into a heap of wreckage. Shaking his head and waving his hand, Lieut. Towner stepped out of the wreckage, smiling, and walked off the field unaided.

Spectators at the field on the following day, Sept. 22nd, waited in vain for the arrival of Stinson and Schiller, the nonstop flyers from New York. Lieut. James H. Doolittle, Air Corps gave the crowd an interesting exhibition of acrobatics in the air. He performed all the maneuvers possible in the category of acrobatics, except the outside loop. Lt. Doolittle performed this particular maneuver in the past, and is the only living pilot who has done so. Army Orders now in effect prohibit the outside loop. Lt. Doolittle convinced the spectators of his absolute mastery of the fast little plane he piloted.

Charles "Casey" Jones, the Curtiss racing pilot, and the youngsters in the model airplane contest had a lot of fun in the afternoon. Mr. Jones had become the starter of the races, owing to the indisposition of the official starter. The youngsters with their paper planes driven by rubber bands had been waiting patiently for their moment, and they gathered around Mr. Jones for instructions as if they were about to go up themselves. Their toy planes flew well. The winner, Herbert Slate, 15 years old, kept his model up in the air for 51 seconds and won the \$50.00 prize. His brother, Edward, was second.

The Pony Express Race, in which planes go around and land with dead sticks, their pilots jumping out and running to an official and then starting off again, was won by Lee Willey in an Eagle Rock plane, with J.S. Charles in another Eagle Rock second.

The Aero Digest National Guard Trophy Race was won by Captain H.R. Neely, of Spokane, Wash.

On September 24th the large crowd at Felts Field was treated to a series of exhibitions of fast flying. Lieut. E.C. Batten's performance in piloting his ship at a speed exceeding 200 miles an hour was the outstanding feature of the last day of the National Races. He was entered in the Spokesman Review Trophy Race, a free for all contest for Pursuit planes. Piloting an XP-6A plane, he averaged 201.239 miles an hour over a 120-mile course. Other Air Corps contestants finished in the following order:

2nd Place	XP-6 plane	Lieut. A.J. Lyon	189.608 m.p.h.
6th Place	PW-9 (V-1400)	" C.H. Beverly	169.731 "
8th Place	Pl-B	" W.L. Cornelius	161.502 "
9th Place	Pl-B	" I.A. Woodring	159.184 "
10th Place	Pl-B	" L.C. Mallory	(Ruled out in 4th lap for cutting pylon.)

Navy and Marine Corps pilots won 3rd, 4th, 5th and 7th places in this contest.

In a speed contest for the Liberty Engine Builders Trophy, Lieut. H.A. Johnson, of Wright Field, and Lieut. G.A. McHenry, of Fort Crockett, Texas, both piloting specially motored Curtiss ships, the former an XO13A and the later an XO13, outdistanced their three other competitors, who piloted O2-C ships. Lieut. Johnson averaged a speed of 170.156 miles per hour; Lieut. McHenry, 164.039 m.p.h.; Lieut. W.R. Taylor, 129.395 m.p.h. and Lieut. V.A. Grant, 123.488 m.p.h. Lieut. W.K. Burgess was forced out in the 12th lap.

The contest for the Packard Motor Car Company Trophy, an event for large capacity airplanes, was won by Lieut. H.W. Beaton, who averaged a speed of 115.198 miles per hour. Lieuts. W.H. Doolittle and T.J. Koenig, both of whom piloted Douglas C-1 planes, averaged 100.243 m.p.h. and 81.285 m.p.h. respectively.

In the race for Pursuit Type Army airplanes, which was a nip and tuck affair, the Army Air Corps contestants finished in the following order: Lieut. W.L. Cornelius, 158.412 m.p.h.; Lieut. I.A. Woodring, 155.046; Lieut. L.C. Mallory, 153.806; Lieut. W.A. Maxwell, 153.058. The last named officer piloted a PW-9, while the others flew the Pl-B.

The race for commercial planes was won by Eugene Dettmer of Tarrytown, N.Y., who averaged 102.548 miles per hour for 80 miles in a Travelair biplane. Paul Richter, Jr., of Los Angeles, in an Eagle Rock plane, was second, and C.W. Meyers, Troy, Ohio, in a Waco, was third. The prizes were \$1,000, \$600 and \$400.

A midget Heath Parasol plane won two races without competition, with E.B. Heath at the controls, because of an accident to the only other entrant - Jack Irwin, of Sacramento, Calif. First prizes were \$500 for each race.

A feature of the stunt program was a special parachute jump by Hilda Drabold, 18-year old, high school senior of Tacoma, who had made only one other jump.

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GREAT BRITAIN WINS SCHNEIDER CUP RACE

September 26, 1927, according to the British publication, FLIGHT, will forever remain a red-letter day in the history of British aviation. Not only was the Schneider Trophy Race for seaplanes won by Great Britain on that day, but it was won at a speed which exceeded the world's record speed for land planes over the short, straight-line course. FLIGHT goes on to say:

"When it is considered that the weight and head resistance of a pair of floats are very much greater than the corresponding figures for a land plane undercarriage, it becomes possible to form some idea of what British designers have achieved in the Schneider machines. Moreover, the Schneider course was a triangular one, with two corners demanding very sharp turns, whereas the straight-line course used for land plane speed records enables a machine to go "all-out" during the whole time its speed is being measured. One has considerable difficulty in refraining from a liberal use of superlatives referring to the British victory at Venice, but all that need be said is that the British engines, machines and pilots did better than well."

Expressing regret that all three Italian machines failed to complete the course, FLIGHT says:

"The Italian victory in the previous Schneider Race was such a magnificent performance, and represented such astounding progress in the course of one year, that everyone wished the Macchi firm the best of luck this year. That they were unable to complete the course robbed the race of much of its interest, and although, from the lap speeds out up until forced to abandon the race, it is permissible to assume that they could not possibly have beaten the British machines, none of Britain's representatives, nor the British public, desired victory by a 'walk-over'. However, the fates decreed otherwise, and the two Supermarine S.5 monoplanes were the only machines to complete the course."

The winning machine, piloted by Flight-Lieut. S. W. Webster, was fitted with the geared Napier engine, and his victory at the terrific average speed of 281.49 m.p.h. over the course "is proof that Napier's have managed to produce not only a direct-drive racing engine which is reliable, but also which is perhaps the more remarkable, a geared engine with the same reliability and the greater efficiency resulting from higher power and better propeller efficiency."

The Schneider Trophy Race for seaplanes, originally scheduled to take place at Venice on Sunday, Sept. 25th, was, on account of unfavorable weather conditions, postponed until Monday. By Monday noon conditions had improved and the race was held, resulting in an impressive victory for Great Britain. The winning machine, a Supermarine S.5, piloted by Flight-Lieut. Webster, averaged 453.282 km. per hour (281.54 m.p.h.) over a course totalling 350 kilometers (217 miles).

Second place was secured by Flight-Lieut. Worsley on another Supermarine S.5 similar to the winner, but fitted with a direct-drive Napier engine. His average speed was 439.472 km. per hour (272.96 m.p.h.) Out of the six starters these were the only machines to complete the course, the others having been compelled to abandon the race for various reasons. Flight-Lieut. Kinkead, the third British entrant, was able to finish five laps, and his average speed for this distance was 272.92 m.p.h. The winning pilot secured his highest speed mark in the fourth lap 284.11 m.p.h. His lowest mark, third lap, was 279.86 m.p.h.

Major de Bernardi, who won the Schneider Race for Italy last year at Hampton Roads, Va., with an average speed of 246.496 m.p.h., only completed one lap, which he traversed at a speed of 265.7 m.p.h. Captain F. Guazzetti, for Italy, completed six laps at an average speed of 257.5 m.p.h. Captain Arturo Ferrarin, the third Italian entrant, was forced out prior to the completion of the first lap, due to engine failure.

The Italian Aero Club handed over the Schneider Trophy to the British team. The actual Trophy could not be presented, as it was too heavy, but the ceremony was carried out symbolically. Prince Scalea, who is President of the Italian Aero Club, voiced intense admiration for the great feat of the English pilots. He said:

"The Venetian sky has seen many noble sights and valorous deeds in the past, and it is indeed fit that in this same Venetian sky English pilots should have won a victory which stirred the imagination of the whole world. In the past and in the present the spirit of emulation has inspired airmen to ever greater achievements."

and in the future the same spirit will drive them forward to ever new conquests. We hope that we shall again win this trophy, but in the meantime no words of praise can be too high for the skill, bravery and daring of the British victors."

When Flight-Lieut. Webster rose to express his appreciation of the Italian welcome on his victory, he blushed, and in a few simple words proposed the toast of the Italian competitors.

Gabriele D'Annunzio, the famous Italian airman-poet, sent Lieut. Webster a beautiful gold ring. Each of the three British pilots were also presented with a small, beautifully chased silver cigarette case by the poet. The British pilots returned thanks to him for his gifts in the following message:

"To Gabriele D'Annunzio, soldier, poet, brave aviator during the war, British pilots render thanks, moved and proud that their names should be linked together on this occasion."

It is reported that the winning Supermarine-Napier S.5 will be used by the British Air Ministry for further experiments in high-speed flying. One wonders what speed this machine, as a land plane, would make over a straight-away course. It certainly seems that the day when airplanes will travel at a speed of five miles a minute is not far off.

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AN APPRECIATION OF LINDBERGH FROM INDIA ✓

The Information Division of the Air Corps recently received a publication, from Aundh State, India, printed, presumably, in the Hindu language. Perhaps it is printed in some other language - the characters are strange to us -- but, at any rate, the point is that a number of pages are devoted to Colonel Lindbergh's famous flight to Paris. Of this we are certain, because there is a letter by the editor, S.V. Kirloskar, printed in English, fronting this article, followed by a full-page cartoon of Uncle Sam, with his hand on Lindbergh's shoulder, receiving congratulations from Madame "India" to wit:

"I congratulate you highly, Uncle Sam, on having such an illustrious son."

Also in this article, there is a photograph of Col. Lindbergh, a sketch of the "Spirit of St. Louis", a map of the route from New York to Paris, etc.

The letter from the editor reads as follows:-

"Few things have so deeply stirred the hearts of India and evoked such high admiration as the marvelous feat of Colonel Lindbergh. The triumph he has achieved is a matter of glory, not only for his own countrymen, but the entire human race. He may belong to America by birth; but through his superhuman work he has lifted himself far above the ordinary earth-dweller whose mental outlook is limited only by the walls of his house, or the map border of his country that the whole world has an equal claim on this hero.

We often say - 'The world isn't such a big place after all', but Lindbergh has gone a deal forward and has conclusively shown that in fact, it is really a small place. He has pushed aside the great barriers of time and space and has inaugurated an era, in which the whole world will be made easily accessible for every individual. Doesn't this mean that we may look forward to the happy day, when through a closer association a better understanding and harmony would be brought about among the various races and the whole world be united into a bond of fraternity.

"In order to pay a tribute to his heroic work as well as to the rarest combination of his qualities of heart and head, which have made Lindbergh a symbol of inspiration to all the youths of the world, this magazine had the pleasure of issuing a special number, a copy of which is sent herewith with the editor's compliments."

Truly, what a wonderful ambassador to all the world Lindbergh has proved to be!

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PRESIDENT COOLIDGE HONORS HAWAIIAN FLYERS

President Coolidge on September 29th presented to Lieuts. Lester J. Maitland and Albert F. Hegenberger, of the Army Air Corps, the Distinguished Flying Cross for their successful flight from Oakland, Calif., to Honolulu. The presentations were made in the rear yard of the White House in the presence of Secretary of War Davis, Assistant Secretary of War Davison, and a number of high ranking officers of the Army.

The certificate of citation praised the flyers for "extraordinary achievement

while participating in an aerial flight" and for "masterly skill,, courage, endurance and tenacity of purpose in negotiating the flight to Hawaii, the first to be negotiated from the American mainland."

The President congratulated the aviators after pinning the medals on their breasts.

Their was recently received by the Chief of Air Corps from the Board of Port Commissioners, Oakland, Calif., a photograph of the bronze plaque, commemorating the flight of Lieuts. Maitland and Hegenberger from Oakland's Municipal Airport to the Hawaiian Islands on June 28, 1927. This bronze plaque, donated by Mr. Joseph R. Knowland, publisher of the Oakland TRIBUNE, is mounted on a granite base, and will be permanently located on the field where it may be readily seen by all visitors to the airport.

At the top of this plaque, standing out in bold relief, is a reproduction of an airplane which carried the intrepid airmen on the longest over-water flight thus far made, while underneath it is the following inscription:

"On Tuesday, June 28, 1927, at 7:08 A.M., Lieutenant Lester J. Maitland and Lieutenant Albert F. Hegenberger, Air Corps, United States Army, took off from the Oakland Municipal Airport on the first successful non-stop trans-Pacific air flight, arriving at Wheeler Field, Schofield Barracks, Island of Oahu, Territory of Hawaii, on Wednesday, June 29, at 6:29 A.M. (Honolulu Time) covering a distance of 2418 miles."

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DR. MOSS LECTURES ON SUPERCHARGERS

Dr. J. Sanford Moss, of the General Electric Co., delivered a lecture at Aberdeen Proving Grounds, Md., recently on the subject of superchargers, illustrating same with slides. The audience consisted of members of the 49th Bombardment Squadron, the 61st Coast Artillery (anti-Aircraft) and Proving Ground personnel. The lecture was extremely interesting and was appreciated by the audience.

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CAPTAIN EAGLE BLOSSOMS FORTH AS A PUBLIC SPEAKER

Captain Aubrey I. Eagle, stationed at Crissy Field, Presidio of San Francisco, Calif., has been kept rather busy during the last six months with public speaking engagements. Not all the calls for addresses could be met, particularly at distant places, but the list is rather imposing. Addresses were delivered before the following organizations with subjects as indicated:

- April 10th - California Academy of Sciences - "Exploration of Mindoro".
- April 13th - 63rd Coast Artillery (A.A.) "Bombardment Aviation".
- May 13th - Stanford University (Cosmopolitan Club) "Future of Aviation".
- May 23rd - Crocker Junior High School - "Aircraft and Flights".
- July 11th - Kiwanis, Oakland - "Effect of Distant Flights on Future of Aviation".
- June 13th - Kiwanis, San Francisco - "Long Distance Flights".
- July 18th - Lions Club, Merced - "Long Distance Flights".
- July 17th - Fitzgerald Memorial Church, San Francisco - "Aircraft and Civilization".
- July 25th - Chamber of Commerce, Merced - "Aircraft Development".
- August 1st - Kiwanis, Berkeley - "America in the Air".
- Sept. 7th - Crocker Junior High School - "Aircraft".

In addition to the above public addresses, five lectures were given by Capt. Eagle during encampment of the 63rd Coast Artillery (A.A.) Capitola, Calif., to Regular and Reserve officers on various phases of military activities in the air, Subject: "Aircraft Offense and Defense".

Dates calling for addresses at Petaluma Chamber of Commerce; Civitan Club, San Francisco; Chamber of Commerce, Alameda, and a return engagement at the Academy of Science, California University, were postponed due to the press of work at Capitola cooperating with the 63rd Coast Artillery.

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HAWAIIAN FLYERS BID FAREWELL TO GEN. LEWIS

Shortly before his departure from Hawaii, Major-General E.M. Lewis, Depart-

ment Commander, inspected the defenses of Oahu from the air in the Fokker C-2 Transport.

An Aloha Flight of 30 airplanes, from the 5th Composite Group and the 18th Pursuit Group, escorted the Transport "Thomas" several miles to sea recently in honor of General Lewis, who departed en route to Manila, where he will spend his leave prior to his retirement.

---cOo---

NEW OFFICERS FOR THE ARMY AIR CORPS

Of the 54 candidates who passed the examination held June 20 to 25, 1927, for appointment as 2nd Lieutenant in the Regular Army, 34 were assigned to the Army Air Corps, viz:

George Robert Acheson*	Harry John Flatequal
John Quincy Adams	George Richard Geer
Henry Rosser Angell**	Otto Clyde George***
Donald Wright Benner*	Walter William Gross***
Harry Prime Bissell*	Joseph Gerard Hopkins*
William Barwig Blaufuss	John N. Jones***
Harold Frederick Brown	George Henry Macnair***
Leo William Desrosiers	Waldine Winston Messmore
Lawrence Henry Douthit*	Forrest Lynne Neville***
James Arthur Ellison*	Herbert Melvin Newstrom
Ford Larimore Fair*	Charles Bernard Overacker, Jr.*
Ivan Maurice Palmer*	Allen Ralph Springer*
Frank Keith Park***	Gilbert Lorenzo Tefft***
Hoyt Leroy Prindle*	Harold A. Wheaton***
Frank Hamlet Robison*	Franklin Calhoun Wolfe*
Keith Roscoe*	Paul Leamon Woodruff**
Gordon Philip Saville*	Herman Franklin Woolard*

* Air Corps Reserve Officer on extended active duty.

** Noncommissioned Officer on duty with the Air Corps.

*** Flying Cadet on active duty with the Air Corps.

---cOo---

AERIAL PHOTOGRAPHIC WORK ON PACIFIC COAST

The Commanding Officer of the U.S. Naval Station, Sand Point, Seattle, Washington, recently forwarded the following communication to the Commanding Officer of Crissy Field:

"It is desired to express the appreciation of this Command for the two excellent aerial photographic mosaics made by Lieut. Taylor, of the 15th Photo Section, attached to Crissy Field, and forwarded through Lieut. T. J. Koenig, Air Corps Reserve Unit at Sand Point.

"These photographs have been very valuable in planning the development of Sand Point, and it is planned to send one to the Bureau of Aeronautics, Navy Department, Washington, D.C. in connection with recommendations for the future additions to the landing field."

The 15th Photo Section completed during August a 25-square mile mosaic of San Joaquin Valley for the Engineers of the Second District in connection with a project to deepen a channel of the San Joaquin River for shipping purposes.

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GENERAL OFFICERS MAKE CROSS-COUNTRY FLIGHT IN PANAMA

Lieut.-Colonel Arthur G. Fisher, Commanding Officer of France Field, Panama Canal Zone, recently organized an interesting flight to David, Panama, about 250 miles from France Field. General Martin, the Panama Canal Department Commander, and General Graves, the Division Commander, had long been desirous of making an airplane trip to David and to pay a visit to Boquette, where are located a number of fine coffee plantations. Three bombers, three DH3 and two photo ships comprised the flight, and the aerial travelers, in addition to the two General officers, included Colonel Fisher, Colonel Nelly, Major Prescott (Chief of Telephone and Telegraph System of Panama), Lieut. Biddle (Aide), Capt. Connell, Lieuts. Larson, Evans, Martin, Gaffney, Mayhue, Douglass, McDonald and Downey.

After a successful flight from Albrook Field to David, the party went to Boquette to enjoy the mountain air and to inspect the coffee plantations. The Photo planes photographed Mt. Volcan and other places of scenic and military value, returning to France Field the next day. The rest of the party returned two days later.

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SCOTT FIELD BALLOONISTS UNDERGO STRENUOUS EXPERIENCES

During the first part of September, Captain W.E. Kepner and Lieut. W.O. Eareckson, of Scott Field, Ill., took off from that station in an 80,000 cubic ft. free balloon for a practice flight in preparation for the International Balloon Race which was held at Detroit, Mich. After traveling over several States, they finally landed in a dense forest in the wilds of Michigan. They reported that they had to land; first, because they were in a line squall with strong shifting currents both horizontally and vertically and with a velocity varying between 30 and 40 miles per hour; second, they were headed in a direction that would have carried them over Lake Huron at a place where the width was about 150 miles. On landing they were dragged through the tops of tall trees for about two miles in order to cut down their velocity and find a place suitable to land. Both Captain Kepner and Lieut. Eareckson suffered slight injuries due to their close contact with the limbs of trees. Lieut. Eareckson was unconscious for a short period of time and Captain Kepner suffered a cut upper lip, a black eye and a bruised chin. Their landing was followed by a heavy downpour of rain.

The following morning, after walking seven miles by compass, they located the only truck in that "neck of the woods" and had the balloon hauled to a railway station and shipped to Scott Field. An understanding of the air currents may be had from the fact that at one time the 200-ft. drag rope would twist around and assume a helical shape. After shipping the balloon, the weary aeronauts proceeded to Detroit by rail to participate in the International Balloon Race. It was during this contest that they ran into a vertical current which carried them to 27,000 feet, where once more Lieut. Eareckson "passed out". This time, however, it was due to the lack of oxygen. This altitude was reached in 20 minutes, which the Scott Field Correspondent believes to be a record.

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BALLOON AND AIRSHIP SCHOOL STARTS NEW TERM

The present course at the Air Corps Balloon and Airship School at Scott Field, Ill., started on September 15th with eight student officers as follows: Lieut.-Col. Jacob W.S. Wuest, 1st Lieut. William H. Turnbull, 2nd Lieuts. H.H. Couch, Fred A. Ingalls, R.E. Holmes, J.P. Kirkendall, all of the Air Corps, Captain John C. Bryan (Air Corps Reserve) and Captain Tu Ying of the Chinese Army.

Seven flying cadets and one Staff Sergeant are also attending the present class at the above school.

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PICKINGS FROM MARCH FIELD

By the News Letter Correspondent

Ed. Note: Seems like old times to receive a contribution from March Field. Back in '21 or '22 we used to enjoy reading the "dope" which the enterprising Publicity Officer was wont to send us regularly. We hope, since March Field is back on the map again, we will hear from that activity with the same regularity as of yore. If the contribution from March Field now presented is a fair sample, there is a cheerful future ahead.

Should any of you need instruction in the how, when and why of growing grass, transplanting shrubbery and otherwise renovating a camp which has been idle for several years, just write, or better report for duty, and the personnel of this TRAINING SCHOOL will commence the development of that part of your military education. At that, the grass has commenced to show results of constant watering from our new 35,000-gallon capacity well, which was put down soon after the arrival of the first increment of personnel about July 15th. Fact is, it's barely possible that the K-dets due here November 1st may be initiated into the mystic

order of the Pick and Shovel and started to digging lawns and seeding them. Was ever a military pilot's education begun in that manner? Cadets of the first training camp in 1917 please report.

Many of our permanent officer personnel have recently crossed "the burning sands" (of California and Texas) and have come to add their strength to the successful accomplishment of our mission. If you don't believe they burn, just cross 'em in August with a family worn out through constant change of station and you are forced to tour by auto in an effort to keep down the old expense account, and to get that very important part of your equipment, the auto, here without having to pay excess freight. Among those coming under this heading are:

Majors Millard F. Harmon	1st Lieuts. Homer B. Chandler
Carlyle H. Wash	Carl W. Pyle
Cpts. Lloyd N. Keesling	Cornelius J. Kenny
Rosenham Beam	William L. Boyd
Idwal H. Edwards	Younger A. Pitts
Orlo H. Quinn	Bernard J. Toohar
Joseph H. Davidson	Milo N. Clark
1st Lts. Earle G. Harper	R.C.W. Blessley
John B. Patrick	Aubrey Hornsby
Ralph B. Walker	Nathan F. Twining
Alvan C. Kincaid	William B. Clarke
James L. Grisham	Hugh C. Minter
Earle H. Tonkin	Donald W. Norwood
Alfred Lindeburg	2nd Lieuts. William G. Plummer
Donald G. Stitt	Wallace E. Whitson

In a class by themselves or, certainly not a part of the class just listed, are two more valuable recent additions - Captain Orlo Quinn and 1st Lieut. "Barney" Toohar. That part of the preceding paragraph with reference to strained financial circumstances apply here with equal force, though neither has the advantage of a wife to act as Navigator on their cross-country auto tours. The need of such assistance is evidenced by the fact that Captain Quinn came by way of Salt Lake City, Portland, San Francisco and points east, North and West, while Lieut. Toohar came by way of the border to Tia Juana and thence along the coast. Orlo blames a faulty compass for his error in navigation, while Barney claims to have followed the boundary line and the Pacific Ocean on his way out. The latter is the better alibi. Cheer up, Girls! We'll get 'em yet!

All are now assembled around the Shrine de March Field and the nearby town of Riverside, where our favorite indoor and outdoor sport is house-hunting. Lieut. Pitts has probably been the most active in this respect, having stopped one night at the Mission Inn and was presented, the following morning, with a bill for \$36.00. "For Rent" ads in the local paper bring out a majority of attendance from the field the following morning. So also do ads of second-hand ice boxes and gas stoves. Genuine appreciation must here be expressed of the kind treatment afforded and assistance given us by the various local civic organizations and individuals in getting settled, all of whom are sincere in expressing their gratitude in again having us with them. Evidence of this is the fact that we have a sub-station of the Carnegie Public Library established at the field. What other station can equal that for support?

Brigadier-General Frank P. Lahm and Lieut. Jack Hodgson arrived last Friday on a tour of inspection which will keep them with us for several days. Haven't heard how General Lahm feels about the progress being made at the station, but will keep an eye on Major Harmon and report to you at a later date.

Congressman W. Frank James was a recent visitor to our station while touring the Pacific Coast stations by air with Lieut. Dinger as his pilot in the Fokker Transport.

On all occasions of the arrival of visitors entitled to the courtesy, we turn out all aircraft at the station to meet them and fly an accompanying formation to the field (keeping up the good old Air Corps custom) -- TWO DHs and TWO PTs! In the absence of aircraft we have invented a new Air Corps formation in which all military pilots line up, seniors at the head of the line, and file by for an introduction. Does that constitute one flight for pay purposes?

It was necessary to issue the following order recently - "On account of the exceedingly cold nights prevailing at this station, organization commanders will issue three blankets to all enlisted men." Kelly, Brooks and Duncan Fields please note. Not so bad when one has added to this the advantage of stepping out the back door and selecting one's breakfast from either a grape-fruit or orange tree, the

while complaining of the hard life one has to lead in the a-r-my.

Don't think that General Lahn was entirely satisfied with his inspection. The Commanding Officer just passed thru.

Lieut. Bill Boyd recently developed sudden, severe carburetion trouble and had to be rushed to the Naval Hospital at San Diego where the Naval Medico removed his appendix, made other minor adjustments and returned our Bill looking better, if possible, than when he left us. Some say that the slight reduction in weight is to Bill's advantage. He is away on a month's sick leave and, at last reports, was seen around Hollywood. Poor Boy! He is suffering.

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AIR CORPS OFFICERS UNDER ORDERS FOR MARCH FIELD, CALIF.

Captain Byrne V. Baucom	from Bolling Field, D.C.
1st Lieut. Frederick Von H. Kimble	Selfridge Field, Mich.
Paul L. Williams	Langley Field, Va.
Charles McK. Robinson	Fort Crockett, Texas.
John S. Gullet	Bolling Field, D.C.
Arthur L. McCullough	Mitchel Field, N.Y.
James M. Bevans	Marshall Field, Kansas.
John R. Glascock	Kelly Field, Texas.
Ned Schramm	Kelly Field, Texas.
Merton H. McKinnon	Brooks Field, Texas.
Leonard D. Weddington	Fort Sam Houston, Texas.
Byron T. Burt, Jr.	Langley Field, Va.
Leo H. Dawson	Chanute Field, Ill.
2nd Lieut. Patrick W. Timberlake	Langley Field, Va.
Hoyt S. Vandenberg	Ft. Crockett, Texas.
Walter C. White	Mitchel Field, N.Y.
James Hewins, Jr.	Aberdeen Proving Grounds, Md.
Ralph E. Fisher	Marshall Field, Kansas.
Edgar T. Noyes	Fort Crockett, Texas.
John H. Dulligan	Aberdeen Proving Grounds, Md.
Earl W. Barnes	Fort Crockett, Texas.
Dixon M. Allison	Langley Field, Va.
George L. Murray	Bolling Field, D.C.
Wallace S. Dawson	Langley Field, Va.
George E. Henry	Crissy Field, Calif.

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BOMBING PLANES UNDERGO COMPARISON TESTS

Some interesting comparison tests were recently made between the new LB-5 and the NBS-1 under the direction of Lieut. Odas Moon, Air Corps, who is attached to the 20th Bombardment Squadron, Langley Field, Va., for this particular work. A climb test was performed with Lieut. Moon flying the LB-5 and Lieut. A.H. Johnson and Lieut. Ward J. Davies each flying an NBS-1. The planes took off in formation and climbed with maximum throttle for 25 minutes. At the end of that time the LB-5 had attained an altitude of 8,700 feet, the Martins being at 8,400 and 8,300 feet, respectively. A speed test then followed, and the LB-5 outdistanced its competitors. Several days later all three LB-5s assigned to the 20th Bombardment Squadron were taken on a cross-country flight to Mitchel Field, with Lieuts. Moon, Vickery and Melville at the controls. Extra pilots and crew chiefs were ferried to Middletown and Bristol, these pilots and crew chiefs ferrying back an NBS-1 and C-1 from Middletown and a new LB-5 from Bristol. After leaving these pilots at their stops, the planes proceeded to Mitchel Field without incident, and subsequently returned to Langley Field.

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AIRSHIP DIVING LOW TO CATCH FAVORABLE WIND CREATES SCARE

An interesting episode occurred shortly after the return of two Langley Field airships from Lakehurst, N.J. The Wing Operations office was bombarded with telegrams and telephone calls asking if one of the ships had crashed or "crashed in flames" in the vicinity of Salisbury, Md. "We replied", states the News Letter Correspondent from Langley Field, "in the vein of Mark Twain's famous reply to the

wires requesting information of his demise - 'The reports of my death are greatly exaggerated'." Requesting an explanation from the pilots, it was found that near Salisbury one of the ships dropped close to the ground to catch a more favorable wind.

These two Airships, the TC-254 and TC-255, the latter formerly the TC-9, took off on the morning of September 22nd on a coast patrol flight. The ships left the airship hangar in formation flight at 9:10 A.M. and, after encountering strong head winds all the way up, arrived at the Naval Air Station, Lakehurst, N.J., at 3:45 P.M. The TC-254 was piloted by 2nd Lieut. B.T. Starkey and Warrant Officer R.E. Lassiter, and the TC-255 by 2nd Lieuts. L.A. Skinner and R.R. Gillespie. The airships remained at Lakehurst several days and made patrol flights along the Atlantic Coast.

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AIR CORPS COOPERATION PRAISED BY BRIGADE COMMANDER

In submitting a report on an airplane reconnaissance mission in Panama from Albrook Field west to Santiago, Republic of Panama, Brigadier-General C.D. Rhodes, commanding the 20th Brigade, states -

"Before concluding this report it is desired to point out the great value to the Department military team as a whole of encouraging close association among officers of the various branches of the service. Until the day of this reconnaissance none of the Infantry officers had met any of the Air Corps officers who made the trip, although one of the latter had performed a mission with the 20th Brigade a few days previously. Nor had any of the Infantry officers realized before how great a strain must devolve on the aviator during a flight in the presence of an enemy and how essential it is to conserve available Air Corps forces prior to and during combat for the performance of necessary missions only. The popular idea that an aviator can fly many hours day in and day out and that flying under any circumstances is merely joy-riding is wrong. This realization came to each Infantry officer who made the trip without any suggestion or intimations from any member of the Air Corps. Thus, in addition to reconnoitering the terrain from the air the Infantry officers established close contact with members of another branch of the Department team and learned at first hand important facts with regards to the limitations of that branch often not known or not appreciated by officers who have had no opportunity to fly.

In concluding this report, it is desired to express appreciation of the courteous manner in which the Air Corps officers carried out what must have been for them a routine and rather tedious mission."

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DEATH OF CAPTAIN JOHN W. SIGNER, AIR CORPS

Captain John W. Signer, Air Corps, was killed Sept. 2nd, while engaged in an attack mission in the Wahiawa Triangle, Schofield Barracks, H.T. Captain Signer, the leader of an attack formation, composed of Captain Henry Pascale and Lieut. Frank Paul, left Luke Field at 8:30 A.M. to simulate an attack on an Engineer Battalion marching on the Wahiawa-Honolulu Road toward Wahiawa. The formation went into column, attacked the ground troops and then went into Vee again, passed over Schofield Barracks, formed column and dove to attack the ground column a second time.

Captain Signer's plane struck the high tension wires crossing the triangle, did a complete roll to the left and then crashed right side up. The plane caught fire immediately. The mechanic, Sergeant Arthur, attempted to lift the unconscious pilot from the plane, but was unable to do so and had to leave the plane when the fire endangered his own life. Sgt. Arthur got as far as the wing tip and then collapsed, but was rescued by the ground troops. The plane was consumed by fire before Captain Signer could be saved.

The death of Captain Signer came as a great shock to the personnel of Luke Field.

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THE NEW SIKORSKY SESQUI-PLANE

Load and other manufacturers' acceptance tests of the new Sikorsky Sesqui-plane, with which Captain René Fonck hopes to establish new duration and distance records, as well as to make a flight to Paris, were recently conducted at Mitchel

Field. The plane has a seating capacity, including the crew, of sixteen. On a recent flight to Washington, thirteen were on board.

The plane, which has been christened "The Ville de Paris", has two Jupiter radial engines of 450 horsepower, and which it is estimated will give a cruising speed of 120 miles an hour and a top speed of 140 miles. Beam and angle duralumin construction has replaced the tube construction of other Sikorsky planes as the builder, Igor Sikorsky, is of the opinion that corrosion might occur unobserved from within.

The tests appear to have been successful. On one flight with plane and load totalling 13,000 pounds, Captain Fonck found that the plane would climb on either of the two motors.

Sixteen thousand flotation pounds are claimed for the plane after the four dump valves have been allowed twenty seconds to empty the gasoline tanks built in the fuselage. This is considered by the pilot to be an ample factor of safety for trans-oceanic flying, as the plane and equipment weigh under ten thousand pounds.

With trans-Atlantic flights too frequent to be spectacular, Captain Fonck, who a year ago made the first attempt, plans to make his New York-Paris flight in 28 hours, thereby establishing a record.

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FIRST PURSUIT GROUP TO AGAIN TRAIN AT OSCODA, MICH. (Craw)

With the termination of Reserve training at Selfridge Field, Mt. Clemens, Mich., the First Pursuit Group will journey to Oscoda, Mich., in three echelons of approximately two weeks' duration each, for annual gunnery and bombing practice. Arrangements are now being made to prepare Camp Skeel in the best possible shape, but nothing definite is known at this time as to the date of opening or the amount of personnel involved. "One thing is certain, however," writes the News Letter Correspondent, "and that is that Oscoda and its immediate environs will be no place for a good quiet snooze when the Group starts operating."

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PHOTOGRAPHING PORTION OF THE STATE OF MAINE FROM THE AIR

Within a period of nine flying days and in a total of 13 flights, eighteen quadrangles, approximating 3800 square miles of territory in the extreme north eastern portion of Maine, were photographed by an aerial photographic detachment, consisting of Lieut. Herbert K. Baisley, pilot, and Technical Sergeant Stolte, photographer, of the Army Air Corps.

The base of operations was established on a hay field, four miles south of the town of Van Buren, Me., a very pretty piece of country, according to Lieut. Baisley. The field was hilly and liberally sprinkled with rock piles. It was necessary to clear a space sufficient for landing and taking off.

Lieut. Baisley stated that there is a better landing field at Presque Isle and in the vicinity of Caribou. The eastern portion of the tract photographed is cultivated and rolled, many farms and roads being observed. The western portion, however, is practically impassable in the summer time - virtually a wilderness. The State of Maine maintains a forestry service in this section, lookouts being posted on several mountains for the purpose of spotting forest fires.

The airmen performed all the necessary work incident to servicing their plane, a DH photographic ship. No difficulty was experienced in making the necessary repairs, all being of a minor nature, and keeping the plane in flying trim. All necessary supplies were sent up from Mitchel Field, N.Y. In the absence of shelter for the plane, it was necessary to stake it to the ground, and a piece of canvas was borrowed from a farmer to cover the motor.

It required 34½ actual flying hours to complete the photographic mission. On the days flying operations were conducted, the airmen worked until about ten o'clock at night. A number of ground parties were observed working on the particular territory which was photographed, and in subsequent conversation with these Government surveyors they expressed the view that the aerial photographs would prove of great value to them. The Geological Survey has quite an extensive surveying program for the State of Maine.

Altogether the airmen were absent from their home station, Scott Field, Ill., for a period of six weeks. Lieut. Baisley stated that both he and Sgt. Stolte greatly enjoyed their stay in the Maine Woods; that the people were very hospitable and evinced a great deal of interest in the airplane. "This is one locality in

the United States," Lieut. Baisley stated, "where the French language is used almost to the exclusion of the English language."

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RESERVE OFFICERS IN TRAINING AT SELFRIDGE FIELD

The training of Air Corps Reserve Officers at Selfridge Field was completed on September 28th, with no casualties and apparent satisfaction, regardless of the shortage of training type ships, to all concerned. During the first two camps for officers of the Sixth Corps Area, a total of 96 received instruction, making 2,192 flights for a total of 497 hours and 45 minutes flying time.

On the first day of the first camp, Lieut. Joseph C. Soper, Reserve, on extended active duty, one of the instructors, in some manner received a glancing blow over the eye from a propeller. The blade first hit the frame of his goggles which probably saved him from a more severe scalp wound. As it was, he spent several days in the hospital and returned to duty seemingly none the worse for his forced vacation and hospital fare.

Reserve officers from the 5th Corps Area received training at the second camp. Due to the salvage of all JNs type of training ships commencing Sept. 1st, and the delay in transferring PT-1s to Selfridge Field, only about five ships were available for the first class in September, and hence flying time was reduced considerably. However, during the two classes in September the 67 officers reporting made 1,520 flights for a total flying time of 330 hours and 20 minutes.

During the training of the four classes of Reserve Officers, not one accident to a student was recorded and only one accident to aircraft. This resulted when, on the last day of the last camp, a solo student pancaked from too great a distance and bent the steel struts of a PT-1, necessitating its being sent to the repair shop. Selfridge Field officers believe that the above constitutes a remarkable performance for two months of flying instruction.

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LUKE FIELD FLYERS CONDUCT TRAINING CAMP ON ISLAND OF HAWAII

Seven Martin Bombers, with Captains Harvey, Beeson, Lieuts. Polk, Madarasz, Ferguson, McDaniel, Hicks, R.R. Brown, Craig, Cadet Tefft and Sgt. Ertwine as pilots and observers, and 17 enlisted men as passengers, took off from Luke Field at 8:30 A.M., September 1st for five days' field training on the Island of Hawaii. The flight landed at the Upolu Field, its base of operations, at 11:15 A.M., the distance being about 170 miles. Camp was established, utilizing the airways buildings on the field which consist of one barrack, capacity 40 men, one building for radio and spare parts, and one gas and oil house. A ground radio station was set up, using SCR-134 set. All planes were gassed and oiled during the afternoon.

A 5-plane formation, led by Lieut. Hicks, took off at 8:40 A.M. Sept. 2nd for a simulated bombing raid over the South Cape Field. The flight landed at South Cape at 10:40 A.M., after flying down the west side of the Island. Taking the air again at 11:20 A.M., the flight proceeded up the east coast, and after having passed over the Kilauea Military Camp and Hilo, landed at Upolu at 1:15 P.M. Weather conditions were very good, and radio communication was maintained with Upolu Point, except when the flight was between South Cape and Hilo. The distance around the Island is 250 miles.

A three-plane formation took off at 8:45 A.M., Sept. 3rd to simulate a bombing raid over Keahole Point, about 40 miles distant on the west side of the Island. The flight returned and landed at 10:15 A.M.

A dance was given at the Hawi Plantation on the night of Sept. 4th. Lieut. George Polk reports that he danced with the big girls, and Jimmy Hicks with the little girls.

The formation left Upolu Point at 8:35 A.M., Sept. 5th for Luke Field, and landed at 10:35 A.M. This is the first case of a Squadron in this Department conducting its field training on another island. Each Martin carried, in addition to personnel, 250 lbs. of food, baggage and equipment, thereby making the flight self-sustaining.

Too much credit cannot be given Mr. Hird of the Hawi Plantation Co. for his assistance in the form of trucks, automobiles and gas pumps at the Upolu Point Field.

DEPARTMENT COMMANDER COMMENDS FRANCE FIELD PERSONNEL

Colonel Fisher and the rest of the personnel of France Field, Panama Canal Zone, were more than pleased to receive the following commendation from the Department Commander:

"Quarry Heights, C.Z.,
September 21, 1927.

Subject: State of Training and Discipline.
To: Commanding Officer, France Field, C.Z.

1. The Department Commander directs me to inform you of his gratification and pleasure at the condition concerning training and discipline that is shown at France Field under your command.
2. After an informal inspection of your post, by members of the Department Staff, on September 15, 1927, the following report was submitted: 'The discipline, attitude of officers and enlisted men, and the saluting, were the best observed in any post on the Isthmus.'
3. The Department Commander directs that this letter be read to the assembled members of your command at the first convenient opportunity.

(signed) JAMES F. MCKINLEY,
Colonel, A.G.D.,
Adjutant General."

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AIR SERVICE CLUB AT DENVER, COLO. ✓

There has been organized at Denver, Colo., an "Air Service Club", composed of Air Corps officers of the 133rd Division Reserves and the 45th Division Air Service, Colorado National Guard, for the purpose of promoting interest and to foster and encourage the development of aviation.

The Secretary of this organization, Mr. Cecil H. Braddick, brings our attention to the fact that Van Schaack & Co., an aggressive real estate concern of Denver, recently constructed on the roof of the First National Bank Building in the heart of the financial district a large wooden arrow, painted white, to serve as a beacon and guide to visiting aviators. This arrow, which points in the direction of Lowry Field, measures 16 by 110 feet, and shows up clearly at 5,000 ft. elevation against the dark background of the downtown roofs.

Van Schaack & Company, as agents for the First National Bank Building, arranged this marker without reward as a public spirited contribution to the advancement of aeronautics. Mr. Braddick expresses the hope that agents and owners of office buildings throughout the country will follow the lead of this concern in so designating the air ports in their respective cities.

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AIRSHIPS PRESENT AT CELEBRATION OF BATTLE OF THE BRANDYWINE

The Airship, TC-254, in command of Lieut. R.R. Gillespie, with a crew of five men, recently flew from Langley Field to West Chester, Pa., via Bolling Field, for the purpose of an air demonstration during the celebration of the 150th Anniversary of the Battle of Brandywine near West Chester. The Airship left Langley Field at 9:30 A.M., arrived at Bolling Field shortly after 12:00 o'clock, and after the ship was serviced it took off at 12:25 for West Chester. After a two-hour flight, the location of the celebration, on the farm of Mr. John Bennett, was reached. Shortly thereafter the re-enacting of the Battle of Brandywine, took place. The TC-254, accompanied by the U.S. Navy dirigible "Los Angeles" circled over the battlefield and vicinity until 3:10 P.M., when the TC-254 departed for Bolling Field for refueling and then for Langley Field, arriving there at about 10:00 P.M.

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LIEUT. THOMAS K. MATTHEWS LOSES LIFE IN AUTOMOBILE ACCIDENT

By the Selfridge Field Correspondent

It was with deep regret that the First Pursuit Group received news of the unfortunate death of 1st Lieut. Thomas K. Matthews, Air Corps, at Seattle, Wash., where, since November, 1925, he was on duty at the Boeing Aircraft Factory as a test pilot and acceptance engineer for the U.S. Army.

Lieut. Matthews was well known at Selfridge Field, having been a member of the First Pursuit Group for several years prior to his detail with the Boeing Company. Joining the Group at Ellington Field, Texas, in October, 1921, he moved with it from that place to Selfridge, where he remained on duty, serving in part as Group Operations Officer and commanding the 95th Pursuit Squadron until he was transferred to Seattle, in November, 1925.

During his service in the Air Corps, Lieut. Matthews piloted almost every make of airplane, flying over most of France as a pilot during the World War and making many long cross-country flights including trips from New York City to San Francisco, and from San Antonio, Texas, to Selfridge Field, Mich., in addition to Mexican Border flights.

Born in Earlville, Iowa, he first enlisted as a Private, 1st Class, in the Aviation Section, Signal Corps, on February 16, 1918. He was commissioned a 2nd Lieutenant on July 6, 1918.

A pilot of more than average ability, the untimely loss of Lieut. Matthews is keenly felt throughout the Air Corps.

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A GENTLE SLAM AT THE PT-1

Just to show the fertility of the average mechanic's brain, Corporal Thomas of the 27th Pursuit Squadron, Selfridge Field, stuck his head in the Group Operations door the other day and sadly remarked -

"Say, Sergeant, let's call these PT-1s PT5s."

"What's the matter, Tommy?" asked the Sergeant.

"Pretty Tough Startin'," groaned Tommy, as he carefully closed the door and turned his sorrowful mein towards the line.

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COLONEL LINDBERGH'S VISIT TO ROCKWELL FIELD

The big event in aviation in San Diego, Calif., during September was the arrival of Colonel Charles Lindbergh. While the post of Rockwell Field was deserted except for the necessary guard and fatigue, the Colonel paid his tribute by circling the field and kissing the ground before he landed in San Diego. He has a soft place in his heart for Rockwell Field, from which he made his start on his memorable flight. Had the personnel of Rockwell Field known of his intentions, everybody would have been on deck, but as it was the entire force was at the stadium in San Diego with a hundred thousand others to welcome the hero.

Suffice it to say it was a wonderful day for San Diego, and then what a banquet at the famous "Del Coronado" with Will Rogers as toastmaster! The Rockwell Field officers got a great kick out of the way Will handled the situation. It was, indeed, a wonderful tribute to our Friend and Comrade of the Air.

After the banquet the Colonel was whisked to San Diego, where he was initiated into the Ancient Egyptian Order of "Sciots" (a Masonic Order). They say it was a very elaborate affair, but we on the outside will have to take their word for it. Whatever it was the Colonel deserved it.

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CONGRESSMAN JAMES INSPECTS FRANCE FIELD, PANAMA

Congressman W. Frank James, of Michigan, acting Chairman of the Military Affairs Committee of the House of Representatives, was a recent visitor at France Field, Panama Canal Zone, and was the guest of Colonel and Mrs. Fisher.

Mr. James is keenly active in matters pertaining to the development of the Air Corps under the five-year program, and he made a careful inspection of France Field and Albrook Field with a view to determining what expansion is necessary in the way of quarters and equipment at those two places.

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LANDING OF THE DOLE FLYERS IN HAWAII

By the Luke Field Correspondent

Preparation for the arrival of the Dole Birds at Wheeler Field, Schofield Barracks, T.H., was started several weeks prior to the flight under the direction of Major H.J.F. Miller, Commanding Officer of the 18th Pursuit Group. Bleachers

were erected on the edge of the flying field and parking space for automobiles marked off. Spectators started to arrive about midnight, August 16th, and by noon it was estimated that there were over 30,000 people in the restless crowd eagerly awaiting the arrival of the flyers. To ease the tension of the throng, pilots of the 18th Pursuit Group went aloft during the morning and put their PW-9s through their paces. The Fokker C-2, used by Maitland and Hegenberger, created considerable attention.

The Post Exchange soon ran out of pop and hot dogs, and relief was requested from Schofield and Honolulu. Rumors were flying about at all times, but confirmation was usually lacking. Radio equipped Martin Bombers from Luke Field guarded the North, East and South shores of Oahu in order to give advance notice of the arrival of the Derby planes.

At about 12:00 noon, Art Gobel in his Wright motored Travel Air Monoplane was sighted between Oahu and Molokai, and shortly arrived over Wheeler Field. Surrounded by Army planes, he circled the field once, made a short landing, and then taxied up to the grandstand to be welcomed by Mr. Dole, Governor Farrington and other officials. The plane had a blue fuselage and yellow wings, the well known J-5 Wright Radial motor, and was named WOOLAROC. Lieut. Bill Davis, USN, was Goebel's navigator. Goebel and Davis both give full credit to the Air Corps radio beacon on the Island of Maui as having guided them to the Islands.

About two hours later, Martin Jensen, pilot and Captain Schluter, navigator, came in from the North and landed, thereby winning the second prize. Jensen's plane, a Breeze Monoplane, was painted yellow with red trimmings, had the Wright Radial J-5, and was named ALOHA.

The other starters - Frost and Scott, Peddlar, Miss Doran and Knops, and also Captain Erwin and Eichrodt, who started August 17th, did not arrive. Radio messages were received from Erwin saying that he was in a spin. The Navy had all available boats circling the Islands and were doing everything possible to find the lost flyers, but all efforts proved unsuccessful.

Peddlar was flying a Buhl Biplane, Frost a Lockheed Monoplane and Erwin a Swallow Monoplane, all equipped with the Wright J-5 Radial motor. Erwin's plane was the only one equipped with radio.

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NOTES ON ACTIVITIES IN OFFICE CHIEF OF AIR CORPS

Orders were requested for Brig.-General Frank P. Laha, commanding the Air Corps Training Center, Duncen Field, Texas, to proceed to Washington for a conference on matters pertaining to the Air Corps Training Center.

Captain Ross G. Hoyt flew to Worcester, Mass. to attend the dedication of the airport in that city on October 8th.

Contracts were approved for the procurement from the Curtiss Aeroplane and Motor Company of 31 AT-5A airplanes, spare parts, drawings and parts lists, and 100 D-12-D engines and spare parts.

The Visual Inspection System is now being installed at Maxwell Field, Ala., the instructors, Mr. Ohmer Stutsman and Technical Sgt. Peterson, reporting to the Commanding Officer of that Field on September 26th.

Major Clarence L. Tinker, of the Inspection Division, upon his return from a visit to the Materiel Division, reported a saving of \$22,000 made in the construction of crew-chiefs' work stands. This was made possible by using tool chests in storage at the Middletown Air Depot since the war in lieu of tool chests to be fabricated as a part of this equipment.

A contract for the purchase of additional Electric Inertia Starters was approved by the Assistant Secretary of War and the Chief of Air Corps.

In a conference with Lieut. Giles, of the Field Service Section, he stated that from his observation Form No. 219, Airplane Flight Report, is rendering a greater service than any form that has been authorized in the past, as it is forcing pilots to make a detailed report of malfunctioning of equipment for the information of the crew-chief and the engineer personnel.

Action was taken to allot \$2,500, through the Quartermaster General, for the repair and alteration of landing and take-off runways at Pope Field, N. C.

The Visual Inspection System is to be installed at Wright Field, Dayton, Ohio, beginning October 10th.

Request was made that the 4th Corps Area be authorized to furnish such planes as are available for the opening of the airport at Augusta, Ga., on October 28th-29th. Langley Field was requested to furnish an airship for this occasion, if practicable.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Robert W.C. Wimsatt from Panama to Aberdeen Proving Ground.

1st Lieut. Ames S. Albro from Philippines to San Antonio Air Depot.

1st Lieut. Ira C. Eaker from Office Chief of Air Corps to duty in Office of Assistant Secretary of War.

Detailed to the Air Corps and to proceed to Brooks Field for Training:

Major Lester M. Wheeler, Infantry; 2nd Lieut. Paul Hamilton, Infantry, 1st Lieut. Wm. L. McEnery, Cavalry; 2nd Lieut. John C. Crosthwaite; 2nd Lieut. Thomas D. Drake, Infantry; 2nd Lieut. Walter S. Lee, Infantry.

Relieved from Detail in Air Corps: Lieut.-Col. Walter Krueger, Inf. and to duty at Hdqrs. 7th Corps Area, Omaha, Nebr.

Captain Robert W. Corrigan, Inf., to duty at Fort D.A. Russell, Wyoming.

2nd Lieut. Andrew A. Pierson, Cavalry, to 2nd Cavalry, Fort Riley, Kansas.

Miscellaneous: 2nd Lieut. Louis Howard Enos, Reserve, relieved from active duty at Brooks Field.

Captain Willis H. Hale assigned as student, Tactical School, Langley Field.

1st Lieut. Silas C. Hyndshaw retired for disability.

2nd Lieut. Lester M. Rouch promoted to 1st Lieut., rank from Sept. 10th.

NOTES FROM AIR CORPS FIELDS

1st Pursuit Group, Selfridge Field, Mich., Sept. 19.

Well, well, here's some news from Selfridge Field! Thought they'd disbanded the Group? Emphatically not, airmen and otherwise, emphatically not! Why thinkest thou? What? Simply because they sent the 95th to bask in the sun at March Field? No children, you are all wrong.

The First Pursuit Group is very much present at the old cross roads as inhabitants and other beasts of burden sojourning in adjacent territory will testify. The drone of our little fighting machines never ceases and, like England whose proudest boast is that the sun never sets on an unshaven British chin, ours is that the sun never sets on a mission uncompleted. Vicissitudes have beset us, at times destroyed our perfect rhythm, but never our equanimity, so though our absence in these columns is lamentable, we have been with you all in spirit and promise faithfully to greet you in each future issue.

Like the trees and shrubs that are colored by the autumn sun, Selfridge, too takes on a new and better appearance. New construction of concrete barracks progresses rapidly, and the ant houses that are to serve as shelter for the noncommissioned officers and their families take on size, however negligible, and all should be ready for occupancy before wintry blasts from the lake sweep across the field.

With the evacuation of Fort Wayne, Detroit, Michigan, Selfridge Field has become the haven of welcome to endless AWOL's and others who find the great outdoors careless of their personal welfare and who decide that freedom on an empty stomach is less tolerable than punishment on a full one. The little guard house here should have been made of rubber. If any more are incarcerated the walls will have to stretch or we'll have another Black Hole of Calcutta.

During August the 19 Air Corps officer pilots at this field made 656 flights for a total of 466 hours and 55 minutes; the Air Corps Reserve officer pilots on extended duty at this station made a total of 1392 flights for a total time of 567 hours.

During two 14 days' training periods in August, approximately 102 Air Corps Reserve Officers received training, making 2192 flights for a total time of 497 hours and 45 minutes. In addition, Reserve officers on inactive status made 30 flights for a total of 20 hours and 5 minutes. Other flights not listed above brought the month's total to 4,499 flights and 1668 hours and 30 minutes flying time.

During the first 14 days in September, approximately 50 Reserve officers received flying training, making 804 flights for 184 hours and 15 minutes in the air. The last class is now undergoing training, but at present no figures are available.

Lieuts. Louie C. Mallory, William L. Cornelius and Irvin A. Woodring, flying type P-1 planes, and Lieut. William H. Doolittle, flying a type C-1 Transport with five enlisted mechanics as passengers, arrived at Spokane, Washington, September 17th, for duty in connection with the National Air Races at that place. Four other enlisted men from this field were ferried to Wright Field, Dayton, Ohio, on September 16th, but these men, more fortunate than the others, are scheduled to ride in state, their transportation being a Fokker C-2, three-engined transport.

Athletics along with flying receive attention also. They even have Lieut. "Two J" Williams giving the pilots cheese knife instruction for a half hour each afternoon. Baseball has come and gone, with the 17th Pursuit Squadron, after coming from behind to win a three-game series from the 57th Service Squadron, resting securely on top of the heap.

Football now holds the attention of all aspiring athletes and rabid fans. Each organization has its squad on the field each afternoon and we'll get some interesting dope on the bone-crushers a little later on. Sure have some great battles around October.

Selfridge Field, Mt. Clemens, Mich., Sept. 30.

Ed. Note. Our Correspondent heads this contribution "9/31/27". Wonder what sort of new calendar the Pursuiters have cooked up at Selfridge?

In addition to routine flying and friendly and heated arguments over formations just flown, the heavyweight bout at Chicago was brought to the attention of the Group in some mysterious manner. Several of the personnel here were present at this event. If any one of them had no better view of the fight than the writer

had of last year's football classic between the Army and Navy, they'll have to take the word of the newspapers that the participants in the main go, or horse race - it's all according to one's sympathy, convictions or the shekels that seemed to lose weight and finally disappear as that famous seventh round drew to a close - were as advertised, namely, Dempsey and Tunney.

Soldiers Field, when filled is one place in the world to actually view a crowd of almost unbelievable color. Movements and noise around you are lost in abstracted contemplation of a moving, intriguing sea of humanity at the other end of the vast bowl. One seems lost in a crowd, harried and oppressed, shoved and kicked and hurt and yet alone, alone. There is no understanding such a paradox.

Gee, in the retrospection of a pulse quickening spectacle one grows eloquent, doesn't one? (Ha) But on to the Group.

Mayor Streit of Mt. Clemens, that famous Bath City, having gotten himself lost in the uncharted wastes of Lake St. Clair, was promptly rescued by the Group. On September 20th the Mayor started out with three others from Mt. Clemens for Algonac, Michigan, to inspect some construction for the Mt. Clemens Sugar Co., of which he is President. No word was received from him at midnight and, with a heavy storm raging, Mt. Clemens officials became alarmed and sent an S.O.S. to Selfridge about 1:30 A.M.

A power boat was immediately sent out by Lieut. Russell Keillor, A.C., Asst. Adjutant, in search of the missing party. Six o'clock in the morning, there being no word from either boat, Lieut. Keillor went out in search of them with a P-1 and located the Government boat at Algonac, the missing party having been rescued an hour previously. The City's Executive had been marooned on a sand bar from about five o'clock the day before until rescued by the Selfridge boat at five o'clock in the morning.

The football season was officially opened on the postponed Organization Day, September 27th. All four of the Group League football teams joined to make one regulation football game. The 17th, last year's near champions, and the 57th, last year's champions, played the first half of 12½ minute quarters, and the 94th and 27th played the last half. The 17th Squadron won the first half. The 27th with their bright orange or yellow jerseys and a heavy line, which makes them appear serious contenders for this year's championship, completed a forward pass and place kicked the extra point for their 7 to 0 victory over the inexperienced 94th team. The game was well attended, though played in a steady downpour.

The Group is preparing to move to Oscoda for aerial gunnery, 27 enlisted men under the command of 2nd Lieut. John E. Bodle now being at Oscoda preparing the camp for the arrival of the first echelon of 17 pilots and approximately 48 enlisted men.

Langley Field, Hampton, Va., September 22.

A report recently filed by Lieut. D.L. Behncke, A.C., Reserve, concerning a night flying mission in connection with the Coast Artillery experiments at Fort Monroe with infra red ray searchlights, shows the mission was completed successfully by the Air Corps. Fort Monroe found difficulty in picking up the Martin Bomber, although when concentrated in the rays was clearly visible and the plane was held in the rays until a new altitude range was taken. Lieut. Behncke reports the range of the device limited.

Captain Dickson and Lieut. Strahm, of Selfridge Field, left Langley Field with two P-1A pursuit planes from the Air Corps Tactical School which were transferred to the First Pursuit Group.

Lieut. Odas Moon, of Kelly Field and the Air Corps Bombardment Board, arrived with Captain Hale in a new LB-5, to be delivered to the 2nd Bombardment Group. Lieut. Moon is remaining at Langley Field for several weeks to service test the new LB-5 planes just received, and to compare their service performance with the Martin Bombers.

The 2nd Bombardment Group training program is progressing favorably, and its advantages are beginning to show in the better scores being made in bombing and aerial gunnery. An opportunity is to be given each pilot in the Group to qualify for ratings both in aerial bombardment and aerial gunnery, so the pilot's interest is naturally enhanced, and it is expected that a good average for the Group will be secured.

96th Bombardment Squadron: A very successful picnic was held at Oak Grove, Va., on Sept. 14th. Various games and boxing matches were held, also foot races.

and a live chicken race. As there were many places for the chickens to hide, quite a bit of excitement was raised. Private Brinkman came in first, Private Benner, second and Private Dalbey, third. The prizes for the race were furloughs for thirty, twenty and fifteen days, respectively.

During the past week this organization accomplished a total flying time of 28 hours and 55 minutes consisting of 88 flights. Practically all missions were aerial gunnery.

Captain Rust with Sgt. Johnson as smoke screen operator flew the smoke screen plane to Carlisle Barracks on September 14th, returning on the 16th.

20th Bombardment Squadron: Flying activities the past week were confined largely to aerial bombing and Camera Obscura, in accordance with the Second Bombardment Group Training Program for the first period.

Lieuts. A.H. Johnson and H.C. Richtenbarger in accordance with the above mentioned training program, made cross-country flights, the former to Bolling Field and the latter to Philadelphia, Pa.

Lieut. Odas Moon, of Kelly Field, a member of the Board appointed to service test the LB-5, was attached to the Squadron for the purpose of testing the four LB-5s of this organization.

19th Airship Company: The Airship 254, in command of Lieut. B.T. Starkey, with a crew of five, flew to Mebane, N.C., on Sept. 13th to demonstrate the use of lighter-than-air craft during the celebration of the Mebane County Fair. Head winds ranging from 10 to 15 m.p.h. were encountered the entire distance of 180 miles, which delayed the arrival of the ship an hour and 15 minutes.

Upon arrival at Mebane, the landing field and party were easily located and a landing made immediately, and in an expeditious manner. The ground crew was composed of local citizens, under the direction of Mr. C.S. Parnell, who had previously received instructions as to the necessary procedure. The airship crew was welcomed by a reception committee headed by Mr. Parnell, of the Mebane "Enterprise", a local newspaper. The ship remained on the fair grounds an hour and 15 minutes, during which time it was refueled with 105 gallons of gasoline. The crew was kept busy answering the questions of the large crowd of people who surrounded the ship. Last, but not least, a delicious lunch of chicken sandwiches was served the crew. The ship took off for the return flight at 1:35 P.M. and accomplished it in the quick time of three hours, landing at Langley at 4:40 P.M.

Captain Charles P. Clark, Commanding the 19th, who was on leave for the past two months, returned to duty Sept. 8th. He spent his vacation in Canada and Northern States and was accompanied by Mrs. Clark and their two daughters.

Langley Field, Hampton, Va., Sept. 29.

Lieuts. W.V. Andrews and L.S. Webster arrived from Kelly Field on the 26th in two O2s which were transferred from that station to the Air Corps Tactical School at Langley. They reported an uneventful trip and a pleasant visit at Wright Field, Dayton.

Lieut. J.S. Dexter, Reserve, on extended active duty at Bolling Field, left for Kelly Field in a DH-4M-2, transferred from the 58th Service Squadron to the Training Center at San Antonio. His passenger was Lieut. Allen, Air Corps, Reserve, who was on a trip from his home, Shreveport, La., to Washington, for the purpose of interesting the Air Corps in moving the 3rd Attack Group from Galveston to Shreveport.

Lieut. Williams left here Sept. 25th for his home station, Selfridge Field, in another of our DHs transferred to other stations. Orders recently received have taken all training planes and DHs away from us, leaving of course, our Group equipment and the Air Corps Tactical School equipment.

Worthy of note is an incident which shows that Chaplain Stephen R. Wood, of Langley Field, is on the job. One of the officers of the post in identifying one of the Operations Office personnel gave this final description of the man:

"You know, he's the man who geez to church."

20th Bombardment Squadron: The Squadron activities for the past week were largely confined to carrying out the Group training program. Camera obscura and bombing missions were performed by the squadron personnel, and some excellent records were made.

96th Bombardment Squadron: This organization operated to capacity in carrying out the Group training program. Thirty-eight hours and 20 minutes were flown this week, with a total of 6,198 rounds of ammunition fired on two targets and ground targets. The pilots are becoming more proficient and it is expected good scores will be made on record runs.

Lieut. D.L. Ehncke, Squadron Armament Officer, is recovering from his recent illness. He was confined to the hospital for three weeks.

Lieut. E.T. McReynolds was ordered to Bristol, Pa., for a period of three months' duty with the Keystone Airplane Corporation.

19th Airship Company: The Airship TC-254 formerly the TC-5, under the command of Captain C.P. Clark, C.O. of the 19th Airship Co., made a cross-country flight to Washington and return on Sept. 17th. Among the passengers were Major Richards, Air Corps and Captain Cutler, Infantry.

On the afternoon of Sept. 20th the Airship TC-254 was flown to Charlottesville, Va. It was under the command of Capt. C.P. Clark, with 2nd Lieut. B.T. Starkey as navigator, and Lieut.-Col. Culver, Commanding Officer of Langley Field and Major F.M. Andrews as observers. Upon arrival at Charlottesville, the airship landed at the College City, the landing being made by a crew composed of local citizens. The crew of the ship was welcomed by the Rotary Club of Charlottesville and were the guests of the Club at dinner. After remaining on the ground for 2 hours and 45 minutes, the airship took off for the return flight at 8:45 P.M., arriving at Langley at 11:30 P.M.

Mitchel Field, Long Island, N.Y., September 21.

Practically the entire command of enlisted men were the guests of Playground Amusement Park at Freeport, Long Island, on September 16th. Every amusement facility in this beautiful park was thrown open to the soldiers and for four hours the men enjoyed themselves. Steeplechase Park at Coney Island affords a similar privilege to Mitchel Field each year.

Scarcely a week passes that Mitchel Field fails to entertain groups of citizens interested in aviation and desiring to observe what progress is being made. Formation flying in connection with training was recently staged for the 500 delegates and visitors to the national convention of Lions held at the Hotel Nassau at Long Beach, and later a larger number of Veterans of Foreign Wars when they held their convention at the same hotel.

Numerous troops of Boy Scouts visited the field and went through the shops and living quarters of the troops, in addition to watching the routine flying. These future citizens leave the field with a better idea of the U.S. Army and its opportunities, as well as of the science of aviation. Another class of frequent visitors is students at various public and private schools, who come to the field under the supervision of their teachers.

Luke Field, T.H., August 31.

An airways flight was made to Upolu Point Field, Hawaii, five planes being used - 3 DH-4 Ms, one DH-4B-P and 1 DH-4M-1 equipped with SCR-134 radio set. The personnel consisted of Lieut.-Colonel J.H. Howard, Lieuts. J.K. Cannon, J.J. O'Connell, L.A. Smith, M.R. Wood, J.F. McBlain, C.I. Ferris, P.S. Schneeberger, C.C. Shangraw (Captain, Air Corps Reserve), Technical Sergeant Ben Dorcy, Staff Sergeant's Arsenal and Armbruster. The purpose of the flight was to inspect airways fields, construction of buildings on those fields, and to test the Radio beacon on Maui. Due to rain the Upolu Point field was the only one visited. Captain Shangraw tested the Signal Corps experimental radio set with the radio beacon but the results were not satisfactory. Mr. Hind of the Hawi Plantation entertained the party on the night of the visit. The flight returned the following day. The elapsed time to Hawaii was 2 hours and 25 minutes, and the return one hour and 45 minutes.

Considerable flying was done the past week towing targets for the Coast Artillery Anti-aircraft Regiment. This firing was for the purpose of testing new sights devised by the Ordnance Department.

Preparations were made to take part in the Territorial Fair in the form of exhibits of airplanes, cameras, parachutes, radio sets, bombs and machine guns.

Three Martin Bombers and five DHs were received on the last two transports from the Rockwell Air Depot.

Lieut. H.W. Ferguson may be seen every evening sailing over the bounding deep of Pearl Harbor in his Star boat.

Lieut. Joe Marris took over the E. & R., and great entertainment is now expected therefrom.

Luke Field repeated her baseball conquest of last year by winning the championship of the Honolulu Sector League, and as that League's representative the

Army Championship of the Hawaiian Department. The 19th Infantry, otherwise known as "The Chickamauguans", represented the Hawaiian Division in the Department series. Luke Field won three games and lost one, the scores being 2-1, 5-6, 5-0 and 4-1. The first and third games were played at the Honolulu Stadium and the second and fourth at Schofield Barracks. Luke Field lost the first game played at Schofield, but broke the proverbial jinx and won the second game played at that place. Ten trucks were necessary to carry the loyal rooters to each game. McCaghren pitched and won the first and third games; Tarpley and Mercer lost the breaks in the second game, but Mercer came back strong and won the deciding game. Ashley, Fitzpatrick and Harkins excelled in hitting and fielding. The squad consisted of Staff Sergeants Klemp, Fitzpatrick, Guile, McCaghren, Sergeants Ashley, Edwards, LeBerthon, Corporals Tarpley, Harkins, Privates Mercer, Earley, Good, Schafer, Durham, Joseph and Holmes. Klemp is manager of the team, Tarpley, Captain and Lieut. J.H. Hicks, officer in charge.

Luke Field, augmented by players from other Army teams in the Department, will play a three-game series with the Navy for the Service Championship of the Rock. All games will be played at the Honolulu Stadium.

Lieut. R.S. Worthington was transferred to the 18th Pursuit Group at Wheeler Field. It appears that Major Miller is strengthening his golf team, which already is composed of such stars as Lieuts. Stace, Dayton and Capt. Shook.

Lieut. P.S. Schneeberger left for Kilauea, Hawaii, to take in some of the mountain atmosphere.

Lieut. H.S. Kenyon underwent a major operation at Tripler Hospital the past week, but now is recovering rapidly.

Lieut. C.A. Cover moved on the post and is now occupying the quarters vacated by Lieut. Worthington.

Lieuts. Jack J. O'Connell and J.L. Davidson left on the last transport for a hunting trip in Alaska.

Lieut. E.S. Moon joined the royal order of Benedicts and married Miss Beatrice Lind of Honolulu on August 10th.

Lieut. C.B. Lober arrived on the last transport and was assigned to the 4th Observation Squadron.

Lieut. P.H. Prentiss, Athletic Officer, erected two handball courts and a boxing platform in the recruit hangar.

Captain Pascale was transferred to the 65th Service Squadron and Captain Miller to the 4th Observation Squadron. All airplane observers were transferred to the 4th Observation Squadron. With one or two exceptions, all officers now in the Observation Squadron are either Airplane Pilot and Airplane Observer, or Airplane Observer.

Luke Field, T.H., September 12:

Capt. A.J. Etheridge, A.C., left this field August 31st for station at Selfridge Field, Mich. Everyone was sorry to see Jerry leave.

Capt. Henry Pascale enjoyed two weeks' detached service at the Military Camp in Hawaii.

Great interest is being shown in golf at this field. It is reported that Capt. Beeson, our genial Flight Surgeon, has seen the light and now, in addition to allowing that sport count for exercise, may be seen himself Wednesday and Saturday chasing the festive pill over the green at Schofield Barracks. Among the Malihinis at this sport are Capts. L.T. Miller, McCullough, McEntire, Lieuts. Paul H. Prentiss and L.E. Sharon.

Capt. Heine Woolridge, Reserve, who resigned from the Regular Army in 1925, reported Sept. 1st for two weeks' active duty. He was assigned to the 23rd Bombardment Squadron for training.

The Army Baseball team, composed of the Luke Field team, augmented by players from other teams in the Honolulu Sector League, was defeated by the All-Navy Team two straight games, August 27th and 31st, the scores being 9-5 and 3-1. In the second game Corporal Tarpley was in rare form and held the Navy to 8 hits, but the Army could not bunch enough hits to win. It was purely a case of the best team winning.

Luke Field was visited Sept. 9th by the Department Commander, Major-Gen. W.R. Smith and the Separate Coast Artillery Brigade Commander, Brig.-General H.D. Todd, Jr., and their Staffs, for the purpose of presenting to Luke Field the Department and Honolulu Sector baseball cups. All planes were lined up on the flying field with the entire personnel of the 5th Composite Group graded in front. After the

usual inspection, the cups were presented with appropriate remarks. Major P.E. Van Nostrand, Group Commander, utilized this opportunity to present to the baseball team sweaters which were donated by the Luke Field American Legion Post.

The 4th Observation Squadron is the scene of much activity these days, five or six missions being performed each morning. Observation for the Field Artillery and Coast Artillery compose most of the missions, but sketching, special reconnaissance and dummy shoots are also on the operations order each day.

The 23rd and 72nd Bombardment Squadrons are now engaged in extensive bombing. Statistics are being compiled as to the results obtained when bombs are dropped empty and when dropped loaded with sand. Forty and fifty-pound bombs are also being tested as to the feasibility of utilizing them in practice bombing from Martin Bombers in place of the heavier bombs normally used. A target was anchored in the water near Fort Kanehameha by Lieut. C.I. Ferris, Asst. Armament Officer to be used in connection with these tests.

Corporal John C. Berry, 72nd Squadron, (2nd Lieut. A.C. Reserve) was discharged Aug. 31st and ordered to active duty for one year. Lieut. Berry was transferred to the 18th Pursuit Group, Wheeler Field, on Sept. 1st.

Three Martin Bombers, piloted by Capt. L.L. Harvey, Lieuts. George Polk and R.J. Brown, flew to Molokai Sept. 12th, ferrying Major G.S. Patton, Hawaiian Division, Mr. CH. Cooke, Jr., Mr. W.C. Crawford and Mr. R.M. Duncan. The purpose of this flight was to select a Territorial airport site on Molokai. As the passengers were to spend several days at Molokai, the flight returned to Luke Field the same day.

Boston Airport, Mass., October 3.

Flying activities at this station during the past month were curtailed due to the fact that the destruction of the JNs planes and the transfer of DH planes to Kelly and March Fields left only one PT-1 plane for the flying of both Regular Army and Reserve Corps pilots.

Work on the new Operations Office is progressing rapidly, and the building should be completed and ready for occupancy about the end of the month. Most of the work on this building is being done by soldier labor, and most of the material was salvaged from either Camp Dewens or Fort Banks.

Crissy Field, Presidio of San Francisco, Calif., September 17.

Majors Claggett and Chisum, Lieuts. Taylor, Koenig, Grant and six enlisted men of this station left Sept. 16th for the National Air Races at Spokane, Wash. Lieut. Burgess, of Clever Field, and Capt. Percy D. Moulton, Santa Monica, the Flight Surgeon, accompanied the flight to Spokane. The journey was made without incident in one C-10, three O-2s and two DH airplanes.

Lieuts. Paul and Leemis, having completed cooperative training with the 10th U.S. Field Artillery, Camp Lewis, Washington, returned here Sept. 13th. They reported the results as highly satisfactory from the viewpoint of both the Air Corps and the 10th Field Artillery.

Lieut. Theodore J. Koenig reported for duty Sept. 9th and was assigned to the Air Office.

Major Livingston G. Irving, A.R., reported Sept. 13th for two weeks' active duty.

First Lieut. Harold H. Edgar, Reserve, reported for two weeks active duty Sept. 13th and was assigned as Asst. Engineering Officer.

Staff Sgt. Harold B. Kannolt visited Crocker Junior High School, San Francisco, and gave an informal talk on Radio.

Captain David A. Myers, Flight Surgeon, was called upon by the Pacific Broadcasting Association to speak before the microphone on the subject "Use of Instruments in Flying". He spoke interestingly and instructively for over 20 minutes.

The field was visited by 21 officers of the Medical Officers' Reserve Corps on duty at their annual training camp at the Presidio of San Francisco. They were received by Major A.L. Sneed, the Commanding Officer, who addressed them for 20 minutes on Air Corps organization and equipment. Captain D.A. Myers, the Flight Surgeon, then addressed them for one hour on the subject of aviation medicine. He discussed the reactions of aviators to conditions existing in the air and explained why these reactions sometimes cause aviators to have false judgment when flying. This point was illustrated by a practical demonstration, using an apparatus designed by Captain Myers and Captain Wm.C. Ocker.

Following Captain Myers' address, seven of the officers were taken up for

flights. The weather and visibility being very good, the flights were enjoyed very much by the visitors. Major Sneed, Major L.G. Irving and Lieut. G.A. Jones were the pilots on these flights.

First Lieut. F.M. Barber, 2nd Lieuts. Theodore J. Munchof and O.W. Coyle, Reserve, reported here for active duty for one year.

San Antonio Air Depot, Duncan Field, Texas, October 1.

Thirteen officers arrived Sept. 29th from March Field to obtain that number of PT-1 planes from this depot to ferry back to the Primary Training School at that field. These pilots were: Captains I.H. Edwards, J.H. Davidson, 1st Lieuts. E.G. Harper, Y.A. Pitts, D.C. Stitt, C.J. Kenney, J.R. Glascock, J.S. Gullet, N.F. Twining, H.C. Minter, D.W. Norwood, 2nd Lieuts. W.E. Whitson and W.E. Plummer. The planes were hopped over to Kelly Field from which the flight took off. Two other PT-1s are also being furnished by the Depot for March Field and will be ferried by Captain W.M. Randolph of Kelly Field and 1st Lieut. A.H. Rich of Brooks Field.

2nd Lieut. John H. Price, Reserve, on duty at Bolling Field, arrived Sept. 30th to have repairs made to the O2-C plane he was ferrying from Fort Sill.

The Pigmented Dope Spray system for use in the Dope House of the Engineering Department of this Depot is now being completed. The completion of this unit will greatly facilitate the doping of airplane surfaces and will fill a long felt need of the Engineering Department.

First Lieuts. W.V. Andrews and L.S. Webster, of Langley Field, arrived Sept. 22nd to obtain two Douglas O-2 planes to ferry back to their home station.

Capt. Early E.W. Duncan, on duty with Hdqrs. 6th Corps Area, Chicago, was a visitor at this Depot, arriving by rail Sept. 26th. He left on the 28th, ferrying a VE-9 to the Chicago Municipal Airport for the use of Reserve Officers.

Captain Otto G. Trunk and Lieut. James E. Duke, Jr., of this Depot, flew to Fort Worth, Texas, Sept. 26th, as representatives of this station at the reception in honor of Colonel Landbergh on that date.

France Field, Panama Canal Zone, September 26 -- Lieut. Douglass

This station has certainly taken cross-country training seriously. Almost every week there is at least one flight, and usually more, undertaking this important phase of training. In a very short time all of our pilots will be thoroughly familiar with all of the terrain of the Republic of Panama and its adjacent waters. France Field is making a name for itself throughout the country by its conduct of the flights and by showing no partiality in places visited. In these flights all of our ships undergo tests -- PW-9s, DHs, Amphibians, Martin Bombers and our one Douglas Transport.

The 24th Pursuit Squadron took ten PW-9s to Anton, accompanied by the Transport with men and supplies. A model camp was established and maintained. Colonel Fisher inspected this advance airdrome and was well pleased. A few weeks later this same squadron left on an extended trip to David, near the Costa Rican border. All airplanes encountered en route were treated as enemy planes and a detailed report was made to Post Operations as to the time, place and outcome of hostile engagements.

The Bombardment Squadron, led by Captain Connell, recently made trips to Santiago and David. Cooks and rations were taken along, and camps for overnight stays established. These old Martins, thanks to the efficiency of our repair and service departments, always complete their missions.

The 7th Observation Squadron was very successful in their test of the Loening Amphibians. They visited the United Fruit Company's plantation at Almirante, Point Abaldia, and David Bay. The trip to Almirante was made without difficulty in two hours, while Sgt. Berg kept in constant radio communication with France Field. Lieuts. Probst and Hough, our signal officers, were elated at their success in keeping in constant communication for over 200 miles with an SCR-134 radio telegraph set.

For the past three months Lieut. Wimsatt and his three cadets were flying missions, both night and day, for the Zone Harbor Defenses. The anti-aircraft batteries used the airplanes for tracking, firing of machine guns and 3" battery practice. We have not as yet heard the results.

France Field is always ready to do its share of entertaining for visitors. A girls' school, 200 strong, entered our gates last week and wanted to see our planes, pilots (?) and what they both could do. They left satisfied as well

pleased with what they had seen. A letter followed their departure verifying this and especially commending Lieut. Bob Williams for his beautiful exhibition of upside-down flying.

Our wives are as usual beginning to resent too much cross-country flying. They claim we can go to places and see things, while they are tied to this small Isthmus. The United Fruit Co. came to their rescue and offered to take about eight passengers to their plantation near David. From there they can take the train to Boquette and check up on their husbands' work in this sector. The first contingent consisted of Mesdames Larson, Merrick, McHugo, Ballard and Lieut. and Mrs. McGregor and Lieut. and Mrs. Douglass. McGregor and Douglass chaperoned the women and they will also protect the interests of the other husbands, that is, they will endeavor to explain the misinformation that the girls might receive. We will learn the results of this trip when they return.

Scott Field, Belleville, Ill., October 3.

With a great many of the officers returning from leave spent in various parts of the United States, and the Air Corps Balloon and Airship course starting at about the same time, Sept. 15th, activities at Scott Field began to boom.

Major Maldonado, Royal Spanish Army, who completed the course at the Air Corps Balloon and Airship School with the Class of 1926-27 and who, with Major B. Malas, Royal Spanish Army, participated in the International Balloon Race, is at present visiting friends at Scott Field.

At 6:40 P.M., Sept. 29th, Scott Field was visited by a slight tornado which caused considerable damage. It removed a large portion of the top of one set of barracks, the front porch of one set of officers' quarters and wrecked five of the hangars. It was all over in less than a minute, but during that short time caused plenty of trouble.

Flying time for the past month amounted to 1134 man hours, 267 aircraft hours, and 120 hours and 3 minutes in free balloons.

Rockwell Air Depot, Coronado, Calif., October 1.

Hon. W. Frank James, Chairman of the House Military Affairs Committee, in a Fokker Transport piloted by Lieut. Harry A. Dinger, was a welcome visitor here recently. He paid a high compliment to our activity, and it is felt that his visit will mean much to Rockwell Air Depot.

Lieut. Ray H. Clark left Sept. 26th for Pearson Field to bring back a DH-4M1 airplane. He is now on his way back, and we can imagine what a beautifully scenic he is having flying over the Shasta Mountains in Northern California. While that part of the country is wonderful to look at, it is not quite so good for a forced landing, and then again it feels a little chilly when you look down on the snow-capped peaks of the Sierras. However, the Lieutenant will enjoy it and will get "thawed" out when he gets back to Southern California.

The Packing and Shipping Department is rushed to capacity these days crating the Douglas Transports for shipment on the Army Transport MEIGS, which will arrive at this "Port of Call" about October 5th bound for Hawaii and the Philippines. Very seldom does a transport dock here, and it is necessary to ship the majority of supplies by freight to Fort Mason for loading on the transports there. When one does stop here it is an event.

The Reserve Officers gave a dance at the Officers' Club October 1st, celebrating the exit of the JN type training plane and the advent of the new FT-1s of which they have none.

Serial No. 261.

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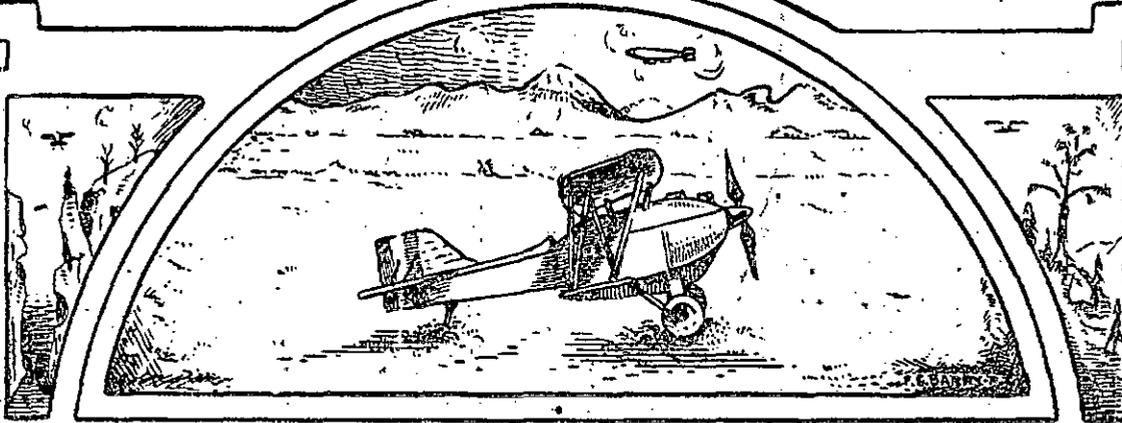
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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THE DEDICATION OF WRIGHT FIELD

By A.M. Jacobs

The ceremony of the dedication of the new Wright Field was held on October 12th. Among the many distinguished guests, representatives of civil as well as military aviation, were Mr. Orville Wright; Secretary of War Dwight F. Davis; Assistant Secretary of War F. Trubee Davison; General Mason M. Patrick; General Nolan; Col. E.A. Deeds; Dr. Joseph Ames of the National Advisory Committee for Aeronautics and President of the Johns Hopkins University; Mr. Mayo, Chief Engineer of the Ford Motor Company; Mr. William Stout, Chief Engineer of the Aeronautical Division of the Ford Motor Company; Judge Kenesaw Mountain Landis; Messrs. Edward Schlee and William Brock, the world fliers; and Messrs. Glenn L. Martin, Reuben H. Fleet and Louis Meister.

In spite of the fact that all sorts of oblations were made to the weather man in the way of hopes and consulting of almanacs, the twelfth fell on the one rainy day in a long stretch of fair weather, and all through the morning twenty-four Pursuit Group pilots, who had flown down from Selfridge Field, wandered about restlessly, eyes cast on the teeming skies, for it seemed that the flying program would most certainly have to be called off.

The program opened at 9:30 A.M., when the Laboratories were thrown open for public inspection. For several days the different departments had been arranging their equipment, both experimental and standard, for advantageous display, with the result that the eye could not travel anywhere over this huge building without being caught by some object of unusual interest. Armament, Power Plant, Lighter-than-Aircraft, Parachute, Photographic, Radio, Propeller equipment were shown. The earth inductor compass was a center of interest throughout the day, and engineers were kept busy answering a battery of questions concerning it. A facsimile of the Hegenberger-Maitland instrument board was also a pivotal point, with its B-5 compass, the vertical flight indicator, engine gauge, and airspeed indicator, its special tachometer with enlarged scale - the pointer making one revolution for 1,000 instead of 2,000 r.p.m.'s as usual in order that a closer regulation of the engine might be accomplished - its earth inductor compass and its altimeter. The B-5 compass is an improvement over the old B-3, involving a change of some 46 items. The most apparent of these changes is an enlarged scale of figures, clearer and much easier to read than those of the old compass. This B-5 compass is a Materiel Division development.

The navigation chart actually used on the Army California-Hawaii flight, and with Lieut. Hegenberger's notations, made as it lay on the chart table in the navigator's cabin on that memorable journey, excited comment.

Then there was a non-freezing Pitot-static tube developed at the suggestion of the Air Mail by the Materiel Division engineers that was worth examination.

Parachutes, harnesses, tow targets, the various types of aviators' clothing, life rafts, bombs, machine guns, airship models -- it is a list too long to permit of inclusiveness.

A thrilled group of High School boys and girls gathered throughout the day about the Ruggles Orientator, taking turns at going through the maneuvers of flight and enjoying it hugely.

The band of the Tenth Infantry, Ohio, furnished music. The dedication ceremony planned for the open was, on account of the weather, held in the new auditorium of the Administration Building. General Gillmore, Col. E.A. Deeds, General Patrick, Mr. F. Trubee Davison and Mr. Dwight F. Davis were the speakers. The addresses concerned, principally, the part played by McCook and Wright Fields in the progress of American aviation, the gift of the new Wright Field to the Government by Dayton citizens, and the place held by American aviation in world aviation today.

Each speaker invariably reverted to the great inventors of the airplane, Orville and Wilbur Wright. The former was present, holding the seat of honor

on the stage. General Gillmore then announced that Mr. Orville Wright, who all his life had consistently refused to make speeches, had consented to raise the first flag upon Wright Field. The skies, having cleared sufficiently for this ceremony to take place, all repaired to the flagpole in front of the Administration Building, where to the music of the national anthem, and under the guiding hand of the world's first aviator, the great new banner was raised. A salute of 21 guns followed.

Although it had been announced that the flying program would be called off, the sudden clearing of the skies caused a reversal of this order, and the afternoon saw a large crowd at Fairfield to witness the flying exhibition. The program opened with some beautiful acrobatic flying by Lieuts. Doolittle, Hutchinson and Moffat. These airplanes drew special attention by the easy performance of maneuvers which even seasoned fliers watched with enthusiasm.

The First Pursuit Group of Selfridge Field gave an exhibition of 24-plane formation flying worth coming miles to see. There was a tactical demonstration in which an observation balloon went down in flames. A free balloon took the air with Lieut. Malcolm S. Lawton and Major R.A. Hale as pilot and assistant pilot. It landed at Clifton, Ohio, after a flight of about 45 minutes.

Parachute jumps were made by M.H. St. Clair, Wright Field; and F.G. Manson, William Moore and Owen Kindred of Fairfield, two of the 'chutes being cleverly side-slipped so that the landing was made in full view of and near the spectators. A photographic plane gave a demonstration in quick-development work, dropping before landing finished pictures taken over the field. The latest model target glider, in which a two-pound smoke candle had been placed to be set off by a battery and resistance unit before the glider's release from the top of a DH airplane, gave a splendid, if automatic, account of itself, resembling a small smoke-writing ship in its maneuvers. Voices from the radio plane on high gave information of all that was taking place.

The John L. Mitchell Trophy Race

The final event was the John L. Mitchell Trophy Race for pilots of the First Pursuit Group. Three silver trophies had been donated for first, second and third places in this race by Daytonians, and there was, besides, the beautiful green-bronze winged youth - the Mitchell Trophy - for the winner to hold for the year. Fifteen P-1 planes entered and finished the race, there being but one minute and 23 seconds difference in the time of the first and last plane. Unfortunately, ten of the fifteen entries were disqualified for cutting pylons. The pilots claimed that a high wind was to blame. The five qualified entries finished as follows:

<u>Pilot</u>	<u>Time</u>	<u>Average Speed</u>
Lieut. Woodring,	47'27.09"	158.958 m.p.h.
Lieut. Lawson	47'28.23"	158.904 "
Lieut. Gregg	47'36.30"	158.438 "
Lieut. Doolittle	47'43.14"	158.077 "
Lieut. Hovey	48'02.92"	156.992 "

After the races, which closed the program, many of the spectators drifted over to where the visiting commercial planes were staked down. There were the Brock and Schlee "Pride of Detroit", its fuselage adorned with an international collection of autographs; a cozy Hahl Airster, in which Louis Meister had piloted a party down from Marysville, Michigan; a Stinson, A Waco, and many others. It was almost dusk as the three Wright Whirlwinds on the Ford Monoplane began to warm up, and shortly with its passengers it headed its way north to reach Detroit in time for late dinner. It would probably strike darkness before landing, but it was equipped for night flying so what was the difference? Scmekaw, that great monoplane winging its way into the dusk, about the ordinary business of flying home, was a fitting and symbolic finale to the Wright Field Dedication Ceremonies.

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SPEECH OF THE SECRETARY OF WAR AT DEDICATION OF WRIGHT FIELD

"The gift by residents of Dayton of the site for the new home of the Army Air Corps's Materiel Division is of immeasurable value to aviation in this country.

The moving of the Materiel Division from McCook Field into larger and more up-to-date buildings, with facilities at hand for testing out new ideas in aviation, marks a decisive forward step in the government's endeavors to have this country keep abreast with air development in other countries -- and a little

bit ahead of the procession if possible.

So far as aviation is concerned, we are today on historic ground. Not very far from here still stands the ramshackle structure which nearly a generation ago housed the first airplanes built by the Wright Brothers -- Wilbur and Orville. We are, therefore, in more than one sense, building upon the foundation laid by the Wright Brothers and it is only fitting that we in this hour should recollect and honor the courage, patience and ability that made those first flying machines possible. They blazed the way toward the enormous air development that has taken place during the last two decades and should inspire America to carry on in its efforts to set the world pace in aerial transportation.

In these days when airmen are beating their wings against the barriers of space -- impatient and intrepid in their efforts to expand the usefulness of aircraft -- it seems hardly possible that less than 25 years ago the Wright Brothers tried to make a skeptic world believe that they had actually succeeded in keeping a flying machine in the air for almost half a minute.

Much air has passed through the slipstream since those early days.

We have seen rapid and revolutionary changes in flying since 1903. There is a wide distinction between the 12 seconds flown by the Wright Brothers in their first take-off at Kitty Hawk and the recent sensational flights accomplished by Lindbergh, Maitland, Byrd, Hegenberger, Chamberlin and other aviators. A large share of the credit for developments that made those flights possible belongs to those who at McCook Field performed painstaking research and exhaustive tests.

Those who have scratched beneath the surface of air development -- military as well as commercial -- know that, to a large extent, preliminary research and tests undertaken at McCook Field gave American motors and American airplanes the splendid performance they have attained today.

The Materiel Division has made contributions to aviation that cannot be translated into terms of ordinary appreciation. Praise is needless because results speak for themselves. One need not be an engineer or an aviator to understand the value of the earth inductor compass, the radio beacon, the parachute, air-cooled motors, efficient propellers and sound airplane designs. Understanding that, we can appreciate the attainments of the Materiel Division because it has been an important factor in producing the aviation progress represented by the improvements I have mentioned. The Materiel Division, primarily, is intended to increase the efficiency of Army Aircraft and, thanks to its labors, America today is getting Army planes of superior design and performance.

Our planes are equipped to fly. We have skilled pilots to fly them. Only in numbers are we possibly surpassed by any nation. In quality of equipment and flyers, the Army Air Corps of the United States takes second place to none.

This country was the first in the world to use the airplane for military purposes. In 1909 the Government bought its first airplane. Since that time we have progressed steadily and we believe we have kept pace with the world in aircraft development. Under the terms of the five year Army Air Corps program, we will, by the end of 1932, have an Army air strength of 1800 military planes able to perform the type of work for which they are designed; and handled by pilots of superior training -- in short, our Army air strength will be one in which we can have pride and confidence.

The very progress brought about in our Army planes has found reflection in commercial planes. The Government has been eager and ready to let commercial aviation benefit by the results of successful tests conducted at its laboratories. This is not a military nation given to hoarding progress made in military research when that progress can be of aid to the general public. Hence the products of the brains and diligence at the disposal of the government in promoting aviation knowledge are also at the disposal of the commerce and industry of the nation. There are, of course, contributions to aviation that are purely of military value but contributions of general application have been passed on in order that the public may obtain full benefit from them.

Many important air discoveries were made at McCook Field. History was written there. I am confident that even further advancements and that even more startling chapters of aviation history will be written at the new laboratories.

The men and women of Dayton who, by the presentation of this site, made it possible for the Government to erect these spacious buildings and provide the machinery they house, have made a gift to air progress in America that deserves and receives the heartfelt appreciation not alone of the Government and the Army but of the entire nation.

STUDENTS IN TRAINING AT BALLOON AND AIRSHIP SCHOOL

Fourteen students recently reported for training at the Balloon and Airship School at Scott Field, Belleville, Ill., as follows: Lieut.-Col. J.W.S. Wuest, Captain J. C. Bryan (Reserve), 1st Lieut. William Turnbull, 2nd Lieuts. H.H. Couch, R.E. Holmes, F.A. Ingalls, Flying Cadets M.H. Cannon, Howard Edwards, C.J. McGregor, C.C. Mitchell, D.J. Murphy, P.M. Murphy, H.P. Wardwell, Staff Sgt. J.E. Hunton, all of the Air Corps, and Captain Tu Ying, Chinese Army.

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WORK OF THE SCOTT FIELD AIR DEPOT

During the month of September the Engineering Department of the Scott Field Air Depot was principally engaged in general repair work and overhauling airships, airplanes, motors, and other aeronautical equipment. The principal jobs performed were as follows:

Completely overhauled two Aeromarine and two OX-5 engines.

Repaired and block tested four OX-5 engines.

Manufactured 19 Type B-5, 20 Type B-9 and 20 Type B-10 Tow Targets.

In the operation of the helium purification plant, 111,300 cubic feet of pure helium were produced during an actual operation of 87 hours, 15 min.

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DEMISE OF THE "JENNY" CELEBRATED BY A DANCE

Reserve officers at Rockwell Field, Coronado, Calif., recently staged a dance, termed the "Jenny Ball". An interesting feature of this event was a bonfire of Jenny wings around which a genuine war dance took place. Some of the guests arrived from the upper part of the State via airplane.

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CRISSY FIELD'S CONTRIBUTION TO THE NATIONAL AIR RACES

By the News Letter Correspondent

Crissy Field, Presidio of San Francisco, Calif., contributed about 38% of the officers and 100% of the enlisted personnel of those attending the National Air Races, September 21st to 25th, at Spokane, Wash. This field was represented by two Douglas O-2Cs, one Douglas O-2A, one Douglas O-1C, and one DH4B-M2P, piloted by Major H. B. Clagett, Captain Percy D. Moulton, Lieuts. Willis R. Taylor, Theodore J. Koenig and Vernard A. Grant. We are justifiably proud of their performance and it goes without saying that "the best traditions of the service were upheld."

The following named enlisted men accompanied the flight to Spokane: Master Sergeant William L. Klutz, 15th Photo Section; Master Sergeant Thomas J. Fowler, Staff Sergeants James R. Lessels, John W. Yates, William S. Morris, Privates John Carl, Jr. and Patrick T. Murphy, 91st Observation Squadron.

Lieuts. Taylor and Grant knew when they left that they were predestined to be contestants in Event No. 5, "Race for Observation Type (two place) airplanes" (Liberty Engine Builders' Trophy), but we "hae our doots" as to whether they knew they were going to have to steel their trusty old 400 HP Douglas O-2s against two 700 HP Curtiss XO-13As and an additional Douglas O2-C in that race. Under the circumstances they won the very best places possible -- Lieut. Taylor, third, Lieut. Grant, fourth, with speeds of 129,395 and 123,488, respectively, over a distance of 120 miles (12 times around a ten-mile course). The winning speed of 170.156 m.p.h. was attained by Lieut. H.A. Johnson, of Wright Field, and second place speed, 164.039 m.p.h., by Lieut. G.A. McHenry, of Fort Crockett, Texas -- the two XO-13 boys. It won't hurt the feelings of Taylor and Grant no matter how often you ask 'em the time -- they're proud of those wrist watches they "brung" home as a result of their "flying Prowess" in this race.

While we're giving Lieut. Taylor honorable mention, we can't forget that he and his able assistant, Master Sergeant Klutz, brought the race home, to those of us who couldn't go, via photography, aerial and ground, still and moving pictures -- and that's no snap, either!

As for Lieut. Koenig, we also line up with the doubting Thomases in wondering whether he knew when he left Crissy that he was going to be a contestant at all in the Races, much less in Event No. 6, Race for large capacity airplanes

(Packard Motor Car Company Trophy). But he was. And notwithstanding the fact that he had a minimum of experience in handling the Crissy Douglas-C-1C Transport, he piloted it over the 60-mile course (10 times around a closed course of six miles) "without incident", at an average speed of 81.285 against a winning speed of 115.198, attained by Lieut. H.W. Beaton, of Langley Field, in a Fokker C-2, and a second place speed of 100.243, attained by Lieut. Doolittle, of Selfridge Field, Mich., in a Douglas C-1. It is the opinion of some of those who saw a great many of the very beautiful trophies awarded for the various races that the one Lieut. Koenig brought home for having attained third place in this race is one of those trophies most highly to be coveted.

The 100% previously mentioned, - well, they're the "men behind the guns", and they come in for their share (and a generous portion it is, too), of the credit that attaches to the very simple but extremely significant remark: "No accidents to aircraft during the entire meet."

They say it was a great show, and many of us who had to stay home were doing a lot of tall wishing at the time they were being held. We are glad, however, to have been able to contribute a portion of the whole making for their outstanding success, and -- Yes, Sir, we're proud -- not cockey, you understand - of our contribution.

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CAPTAIN HAWTHORNE C. GRAY MEETS DEATH IN THIRD VENTURE IN THE HIGH HEAVENS

Captain Hawthorne C. Gray, Army Air Corps, who held the distinction of ascending in a free balloon to 42,470 feet, the highest altitude ever attained by man, met his death when he attempted on November 4th another adventure in the rarefied atmosphere. Captain Gray's record, made on May 4th last, was not given official recognition because he violated one of the requirements essential to the acceptance of balloon records, failing to land in his balloon. Captain Gray's flight on that day was not made for the purpose of breaking any altitude records but to test various equipment in rarefied atmosphere and incidentally to determine how high man can venture aloft with oxygen apparatus before starting to lose consciousness. Thoroughly schooled by medical officers as to the exact time he should take steps to descend, Captain Gray retained all his faculties during the entire flight, and when he began to experience the first symptoms of distress he opened the valve and started his descent. At 8,000 feet altitude, with all ballast gone, Captain Gray found that his descent was too rapid to enable him to make a safe landing, and he took to his parachute.

Preparations for his flight on Nov. 4th was described by the News Letter Correspondent from Scott Field, as follows:

"Considerable preparation has been made during the past three weeks for Captain H.C. Gray's free balloon altitude flight. This preparation includes the development of the oxygen apparatus upon which the pilot depends for energy and existence at very high altitudes.

On previous flights it was found that the oxygen became very cold at high altitudes and hampered to some extent the activity of the pilot. This has been overcome by a very ingenious device for pre-heating the oxygen flow. Since the least expenditure of energy at high altitudes is extremely fatiguing, every effort has been made to devise equipment which will reduce to a minimum the pilot's effort in gaining maximum altitude.

From tests conducted in the bell jar on cats, guineapigs, rats and birds, it has been determined that life can exist at an altitude of 53,000 feet. In all experiments with the various subjects, it was found that the subject became unconscious at altitudes between 52,000 and 53,000 feet, and regained consciousness at about 47,000 or 48,000 feet, with the exception of the rat, which regained consciousness to an altitude of about 56,000 feet, at which altitude the animal died. The rat provided some amusement for the observers, as it managed to get some grease on its face at an altitude of about 50,000 feet. He very calmly sat up and washed his face thoroughly, removing all the grease. Evidently he had a premonition and was preparing himself for the great beyond.

On previous flights considerable trouble was found with the instruments when functioning under extremely low temperature conditions. By introduction of liquid air in the bell jar, experiments were conducted under temperatures which were comparable with those at very high altitudes. In the case of the barograph, which is, of course, the most important of the instruments, it was found that the oil on the mechanism congealed to such an extent that the barograph ceased to function. It is believed that this has been overcome by having an expert watch man completely

clean and dry it so that no oil exists on the instrument at present.

The mistakes of the two previous flights had been taken care of in the preparation for the third, and it was believed that Captain Gray had an excellent chance to make such a record as would stand for many years."

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NEW BOMBARDMENT PLANES FOR THE AIR CORPS ✓

A contract was entered into with the Keystone Aircraft Company of Bristol, Pa., for 25 LB-5A airplanes, the first production order by the Air Corps for bombardment planes for several years. Exhaustive tests had been made of bombardment types of aircraft during this period.

These new airplanes are destined to be assigned to the Bombardment Group at Langley Field, Va., it being proposed to transfer the planes now in use at that field to the Air Corps Advanced Flying School, Kelly Field, Texas, for bombardment training for those students specialized in this branch of aviation.

The LB-5A airplane is designed to carry 2,000 pounds of bombs at a cruising radius of about 6 hours, with an average speed of nearly 100 miles an hour. It is powered with two Liberty motors, one on each of the lower wings. The fuselage is designed for a crew of four -- pilot, mechanic, machine gunner and bombardier.

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WHAT CONSTITUTES INHERENT FLYING ABILITY ✓

Several students, upon being informed by the Department of Flying, Air Corps Advanced Flying School, that they lacked the necessary inherent flying ability to become a military pilot, asked that a definition be given them so that they could comprehend just what they lacked to pass the flying course at Kelly Field. According to the News Letter Correspondent, the following simple and concise definition was offered them by Captain William E. Lynd, Director of Ground School:

"The innate faculty of selective and instinctive discrimination of the stimuli of the sensori-motor apparatus to harmoniously adjust metabolic changes in physiological and psychological equilibrium in such manner as to comprehend and assimilate instruction in the attributes necessary to perform the intricate and complex operations which comprise the piloting of aircraft."

Upon hearing which, the unsuccessful student usually totters from the Faculty Board meeting with a vacuous expression on his features, his cerebral whorls still dizzily looping, but faintly straightening into a channel of thought that the Flying Department is correct and that he does actually lack the inherent flying ability to become a military pilot.

This definition is submitted in order that the flying personnel of the Air Corps may the more readily appreciate that faculty which they possess that makes them aviators.

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PROGRESS AT THE ADVANCED FLYING SCHOOL

The News Letter Correspondent from Kelly Field reports that to date only eleven students have been "washed out" of the flying course at the Advanced Flying School. He adds that this is a pretty low percentage considering the fact that 53 students started the course and that the class is two months along.

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SATISFACTORY PROGRESS AT AIR CORPS TECHNICAL SCHOOL

Training in the Air Corps Technical School, Chanute Field, Rantoul, Ill., is progressing satisfactorily. Practically all classes except in the Departments of Photography and Communications can or will be filled by personnel now at this station or by reservations from organizations at other stations up to and including January 3rd next. General enlistments of Air Corps, Unassigned, for the Air Corps Technical School was discontinued some months ago. The quota of unassigned men is being kept up by the enlistment of specially qualified men on special authority made by The Adjutant General in each case to the recruiting officers throughout the country. If unassigned men enlisted by such arrangements continue to arrive, as has been the case for the past few months, it is quite probable that it will not be necessary to again open up general enlistments for the School. Students received by such means are of an unusually high type.

THE AIR CORPS RESERVE

Address delivered by Asst. Secretary Davison before Reserve Officers of New York

The Air Corps Reserve is of tremendous importance to the National Defense, and it is the desire and intention of the government to do everything possible to develop it and bring it to the highest stage of efficiency and usefulness.

The World War experience clearly demonstrated the necessity and practicability of this Citizens' Reserve, and the National Defense Act, passed in 1920, is based on a recognition of this general principle.

The reserve pilots have amply demonstrated their desire to do their part in times of peace. I know full well that they have had many disappointments. They went to fly, and they have only been able to do so to a limited extent. I wish it were possible to say tonight that their worries are over and that all is clear sailing ahead. But that cannot yet be done. I can say, however, that the light is shining on the horizon; things are looking brighter; and that developments during the past few months are such as to justify them in the hope and belief that the Reserve situation is decidedly improved, although their troubles are not yet over.

At the present time reserve flying is in the transition period. War-time equipment is being discarded, and the five-year Army Air Corps expansion program is in its first year. The situation naturally divides itself into three general categories; first, planes; second, funds to put them in the air; third, the opportunity of Reserve Officers to do active service with the Regular Army.

Ever since the war the planes used by the Reserve have been of the JN type. These ships were of war-time construction, and it was necessary to rebuild them several times in order to have them safe and serviceable. Those planes have performed a heroic service to aviation, but their day is now done. They are of obsolete design, and of wooden construction. The War Department felt that it was no longer justified in continuing their use. Consequently, on the first of last September all "Jennies" were washed out.

Their elimination creates a temporary shortage, but one that is being filled with Regular Army primary training planes, which are of modern design and steel construction. This plane has proved to be far superior to the JN for Reserve use in practically every respect. It will take some time to provide the number required under the five-year program, but in 1928 ninety-two will be in active service, leaving only seven planes short of the number called for under the five-year program for Reserve purposes.

In the meanwhile, there will be a serious shortage, due to the circumstances which I have outlined above, but a shortage which will result in a big advance. It is thought highly desirable to develop a plane for the Reserve of a still more advanced type than the training plane. To this end a competition has just been held. It will, of course, be some time before the results of the competition can be realized in sufficiently large scale production - it being necessary to conduct experimental and service tests first - but it is the War Department's plan to eventually replace the training plane, insofar as Reserve flying is concerned, with this still more advanced equipment. You will see, therefore, that we are taking immediate steps forward by substituting an up-to-date plane for the JN, and are paving the way for the next succeeding one by a brand new design.

The number of flying hours allotted to the Reserve has been steadily decreasing. The Appropriation Committee of Congress last winter, however, upon the recommendation of the Director of the Budget, recognized the seriousness of this decrease and incorporated a deficiency appropriation to take care of that situation. Unfortunately, the bill was lost in the filibuster at the end of the session, but it is safe to say that had it not been for that the additional funds would have become available.

I have no doubt, therefore, but that the same appreciation and the same interest will be evidenced this year; and that such provision will be made for Reserve flying as will be consistent with the equipment available.

The five-year program calls for 550 Reserve officers on active duty for one year in the Regular Army at the completion of the program. At the last session of Congress funds were appropriated to call 110 of this quota for this year? The plan is to add 110 each year until the total of 550 per year is eventually reached. This is a very important part of the five-year program,

and has vital significance in building up the Reserve Corps. These officers will have the best possible training with the tactical units and on service equipment. It is obviously far more effective than ordinary inactive flying coupled with two weeks' training. Men who are with the tactical units of the Regular Army for a full year will be really going thru the mill and when they come out the other side will have had an experience of great value.

At the same time this provides a most desirable method of giving thousands of hours of flying time to a comparatively large number of Reserve officers and should be taken into consideration when contemplating the number of flying hours available to the Reserve as a whole.

Furthermore, 40 Reserve officers will be sent to Army Air Corps training schools, for twelve-month refresher courses. Last year 20 officers were given similar courses which covered only six months.

Such, briefly, is the situation facing our Reserve flyers. It holds forth real promise; - a guarantee of first rate equipment, as against war-time equipment; the hope of additional opportunity to fly; and the inauguration of a plan which will enable a substantial number of Reserve officers to have a full year's active training with the Regular Army. With this prospect in sight, Reserve officers can take new heart, and I am confident, with this in view, they will keep up their interest, loyalty, and enthusiasm during some of the lean months that face us in the immediate future, but which will gradually melt away into better times.

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LIMITING CROSS-COUNTRY FLYING IN AIR CORPS ✓

With the limited equipment now available in the Army Air Corps and until such time as procurement of new aircraft results in a larger number of planes being available, the Secretary of War, on recommendation of the Chief of Air Corps, directed that Army Air Corps activities during the present fiscal year be advised that no cross-country flights of over 500 miles by Air Corps pilots and equipment will be approved unless exceptional circumstances exist or there is some military reason other than cross-country training for the pilot to justify the flight.

It is felt that the necessity of this regulation will effect, to a certain extent, the training of Air Corps pilots in extended cross-country flying. It is pointed out, however, that this is for the current fiscal year and with additional aircraft authorized this restriction will be removed as soon as practicable. Aircraft as a military weapon must be subject to call for long flights, and the War Department over a number of years has endeavored to have the pilots so trained in long flights, particularly over unfamiliar territory, to assure their being competent in time of hostility to carry on operations wherever the military necessity demands.

Every opportunity will be taken in the movement of aircraft from factory to aviation fields to have the same accomplished by air in order that experience may be given to the pilots available for the ferrying of planes.

Observation planes are now being manufactured on the West and the East Coasts, resulting in planes being ferried from the factory to fields throughout the country, many trips totalling 2,000 miles or more. Training planes are manufactured in the North and used at various points throughout the United States. Many training planes were ferried on long flights. The consideration of the cost of ferrying, together with the value received from the experience gained by the pilot in accomplishing the flight has led the Army Air Corps to depend almost entirely on this means of transfer of aircraft between the factory and the field and in the readjustment of aircraft between the fields.

The 500-mile zone from Army Air Corps stations is still available for the Commanding Officers thereof to assign missions within same to assure that the pilots have such cross-country experience as may be possible within that area. The regulations of the Air Corps provide that each pilot make at least one training cross-country flight per month.

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AIR CORPS INVESTIGATING ILLUMINATION FOR AIRDROMES

With ten years of miscellaneous night flights on which to base experience

and resulting in numerous types of devices for the lighting of airdromes, the Army Air Corps recently convened a board of officers at the Materiel Division, Wright Field, Dayton, Ohio, to study the degree of illumination required for the operation of airdromes at night.

Exhaustive tests are being carried out in night flying under varying weather conditions and other factors affecting the landing of aircraft. Various modern types of lighting units and the arrangement of units were concentrated at the Air Corps Experimental Station for the use of the board in this study.

The manufacturers of the lighting equipment have sent 25 representatives to aid the Board in its study and in arriving at a decision as to the most desirable means of aiding night flying of aircraft.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major Gerald C. Brant from duty in Office of Assistant Secretary of War to Crissy Field, Calif.

1st Lieut. Myron R. Wood to Mitchel Field, N.Y., and 1st Lieut. Russell C. MacDonald to Maxwell Field, Ala., upon completion tour of duty in Hawaii.

1st Lieut. Samuel C. Eaton to Chamute Field upon completion of duty in Panama Canal Dept.

1st Lieut. Russell H. Cooper from Balloon and Airship School, Scott Field, Ill., to Fort Sam Houston, Texas.

1st Lieut. John H. Gardner from Fairfield Air Depot to Nashville, Tenn., for duty with Air Service, Tennessee National Guard.

Promotions: 1st Lieut. John I. Moore to Captain, with rank from October 7.

2nd Lieut. Raymond E. Culbertson to 1st Lieut. with rank from October 4.

Detailed to Air Corps and to proceed to Brooks Field for training:

1st Lieut. Charles S. Ward, Corps of Engineers.

2nd Lieut. Harry M. Grizzard, Infantry.

2nd Lieut. Marvin M. Burnside, Coast Artillery Corps.

2nd Lieut. Ralph Finch, Infantry.

2nd Lieut. Wm. E. Baker, Infantry.

2nd Lieut. Kingsley S. Anderson, Corps of Engineers.

Relieved from the Air Corps: 2nd Lieut. William J. Phelan to 28th Inf., at Fort Ontario, New York.

2nd Lieut. Robert C. Andrews to the 25th Infantry, Douglas, Arizona.

Transferred to Air Corps: 1st Lieut. Charles D. McAllister, Field Art.

Retirement for Disability: 1st Lieut. Albert F. Hebbard.

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COLONEL LINDBERGH AGAIN VISITS MITCHEL FIELD

By News Letter Correspondent

At precisely 2:00 p.m. Sunday, October 23rd, Colonel Charles A. Lindbergh returned to Mitchel Field in his Ryan monoplane "Spirit of St. Louis", to be greeted by two thousand spectators. Approximately the same number bade him good-bye on July 20th when he took off on his 22,000-mile air tour of the United States. Judging from his cordial reception, his popularity appears to have increased, if that be possible.

Under the auspices of the Daniel Guggenheim Fund for the Promotion of Aeronautics, and the personal direction of Harry F. Guggenheim, its President, Colonel Lindbergh visited each State in the Union and paid overnight visits to 82 cities. He was late only once, when a heavy fog prevented the "We" combination from landing at Portland, Maine.

Accompanying Colonel Lindbergh in a Fairchild monoplane, also Wright motored, were Lieut. Philip Love, Air Corps Reserve, pilot, and Donald Kehoe, of the Department of Commerce; Milburn Kusterer of the Guggenheim Fund; and C.O. Maidment of the Wright Aeronautical Corporation. This plane also finished with a perfect mechanical score, never having had a forced landing or been delayed through trouble with the motor or plane.

After having been driven to the Post Operations Office, where an interview with newspaper men had been arranged, Colonel Lindbergh presented each of the four men who had accompanied him with a gold wrist watch suitably inscribed. In talking to the reporters the Colonel freely discussed his ex-

periences on the tour, but modestly declined to pass an opinion on whether the flight had helped aviation. This, however, was done in the form of an official statement issued by Assistant Secretary of Commerce for Aeronautics, Hon. Wm. P. McCracken. This statement, which seemed to sum up the situation, read in part: "The tour of Colonel Lindbergh has greatly stimulated interest in aviation and has increased the use of the air mail; it has inspired municipalities to acquire and improve their airports and it has demonstrated the reliability of present day aeronautical equipment."

On October 25th the Colonel flew the "Spirit of St. Louis" to Teterboro Airport, where plane and motor are to have a thorough check in preparation for some more flying before it goes to its final home in the Smithsonian Institute at Washington. The Colonel returned in the Wright Service plane which he will use while his own plane is being inspected.

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SIR PHILIP SASOON VISITS AIR CORPS STATIONS IN UNITED STATES

An interested and interesting recent visitor at Mitchel Field was Sir Philip A. G. D. Sassoon, Bart., C.E.E., C.M.G., M.P., Under Secretary of State for Air of Great Britain, who arrived in the United States on October 14th for a brief tour of the air fields and airplane and motor factories.

Sir Philip was accompanied to the Field by Assistant Secretary of War for Aviation, F. Trabee Davison; Commander T.G. Heatherington, Air Attache of the British Embassy, and Sir Philip's aides - Captain A.G. Jones-Williams and flight Lieutenant R. Romsden.

After looking over the Field and its equipment and commenting favorably, the party, augmented by the Commanding Officer, visited the factory of the Curtiss Aeroplane and Motor Company, which adjoins Mitchel Field. At the Curtiss plant the party was greeted by Frank H. Russell, Vice President, and two of his department heads - C.S. Jones and Norman Clements.

Sir Philip was particularly interested in the extensive use of duralumin in the construction of the thirty-odd attack planes of the "Falcon" type which are being powered with the Curtiss D-12 motor. Next in interest was the new six component wind tunnel which Sir Philip remarked that he hoped would be used to test some new model racing planes so that Great Britain would have American competition in the next Schneider Cup Race.

On October 21st and 22nd Langley Field, Va., was honored by a visit from Sir Philip Sassoon and his party. He was flown in a C-2 Fokker Transport, piloted by Lieut. Lester J. Maitland, of trans-Pacific fame, from Washington. Accompanying the party were Majors Jouett, Netherwood, Hickam, McIntosh, Longacre (medical Corps) and Lieut. Barker. Arriving at Langley Field, the party was greeted by Colonel Culver at the line and then escorted around the field, first inspecting the aerial activities then in progress. A dinner party in Sir Philip's honor was given by Colonel and Mrs. Culver that evening. The next day the National Advisory Committee for Aeronautics laboratories were viewed with much interest, especially the large wind tunnel. Finally, at noon, the whole party took off for Philadelphia, via Bolling Field, from which point they expected to go to Wright Field, Dayton, Ohio.

Selfridge Field was host to Sir Philip and his staff on the morning of October 26th. They arrived shortly before eleven o'clock and were welcomed by Major Lanphier. Immediately afterward an aerial review was staged for the visitors, led by Major Lanphier and participated in by the majority of the pilots at Selfridge Field. Incidentally, it was a beautiful exhibition of the aviators' technique. In the afternoon the party left for Philadelphia and Lakehurst.

Major C.L. Tinker of the Inspection Division, Office Chief of Air Corps, who recently served as Assistant Military Attache at the American Embassy, London, England; was designated by the War Department as aide to Sir Philip Sassoon during his stay in the United States.

MITCHEL FIELD ORGANIZATIONS PARTICIPATE IN MANEUVERS

The 5th Observation Squadron and the 14th Photo Section, commanded, respectively, by Lieut. Charles P. Prime and Lieut. Ployer P. Hill, returned overland on October 27th to Mitchel Field after ten days of maneuvers with the First Division, of which they are a part, at Camp Dix, N.J.

In a driving rain, which continued for four days, the troops, using their own field transportation, left Mitchel Field on October 18th. The four planes used in the maneuvers, two Douglas observation planes and two DeHavillands, one of which was especially equipped for photographic work, left the following morning.

The 1500 troops of the First Division participating in the maneuvers were divided into Red and Blue armies, and the Air Corps units were similarly divided. The air work consisted principally of reconnaissance, photographic missions and practice with the machine guns.

The nine officers and 75 enlisted men of the Air Corps lived in pyramidal tents and, in spite of the condition of their camp, so favorably impressed was Brigadier-General Hugh A. Drum, who commanded the Division, that he commended both Lieuts. Prime and Hill.

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ENLISTED MEN APPOINTED AS FLYING CADETS AND SENT TO SCHOOL ✓

Four enlisted men were recently appointed Flying Cadets, three of them being sent to the Primary Flying School at March Field, Riverside, Calif., and one to the School at Brooks Field. The men sent to March Field were Private Paul Burns, Chanute Field; Private James F. Haffoy, March Field, and Corporal James C. Richardson, Scott Field. Corporal Norman R. Walker, 29th Infantry, Fort Benning, Ga., was sent to Brooks Field.

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AERIAL GUNNERY EXPEDITION FOR ADVANCED FLYING SCHOOL ✓

Approximately forty students attending the Advanced Flying School at Kelly Field, San Antonio, Texas, will participate in aerial gunnery practice at Fort Crockett, Galveston, Texas, for a period of two weeks, commencing November 14th. Student pilots will be required to fly ships to and from Fort Crockett for instructional purposes. During their absence from Kelly Field the members of the class will live in tents under field service conditions due to the lack of surplus room in the permanent quarters of the post.

In addition to the students, the personnel of the gunnery expedition will consist of a staff of eight officers, twelve instructors, fifteen special observers and one hundred enlisted men. Captain John I. Moore, Air Corps, will be in command.

On this expedition it is contemplated utilizing 42 airplanes as follows: 21 AT-4's (advanced training planes), 12 DH4-M1's (observation planes), 4 tow target planes, one ambulance and one amphibian.

Operations during the first week will be devoted to aerial gunnery for the student airplane pilots, who will use the fixed Browning machine gun mounted on the advanced training planes for firing on fixed ground and tow targets. The second week will be devoted to aerial gunnery instruction for the special observers, who will fire on fixed ground targets from the rear cockpits of the observation type plane. In addition to this, the student airplane pilots will complete the unfinished instruction of the previous week. Preliminary and record firing will conclude the gunnery practice.

Captain Moore's staff on this expedition will be as follows:

Adjutant - - - - -	1st Lieut. Ralph S. Stearley
Operations Officer - - -	1st Lieut. Emil C. Kiel
Asst. Operations Officer and Gunnery Officer - - -	1st Lieut. Earle E. Partridge
Supply and Mess Officer -	1st Lieut. Augustine F. Shea
Armament Officer - - -	1st Lieut. Arthur G. Hamilton
Engineer Officer - - -	1st Lieut. Aubrey B. Ballard
Transportation Officer -	2nd Lieut. Gerald G. Johnston

TOWING TARGETS FOR FIELD ARTILLERY AT FORT BRAGG, N.C. ✓

Several tow-target missions were recently flown for the Artillery at Fort Bragg, N.C., during the past month. Lieuts. Robinson, Pratt and Murphy spent three days on this work. When not flying, one of the officers was present at the firing point to give any assistance he could. The firing was done by the non-commissioned officers of the 5th and 17th Field Artillery, using their standard machine gun equipment. Panel communication was maintained between the ground and the planes. Upon the display of the proper panel, the target was dropped at the firing point for examination by the artillery men and a record of the scores made by a committee of two artillery officers and the Air Corps officer. Considering the several handicaps under which the artillery was working, such as firing only within the limits of their danger zone and firing only when the target was clear of the plane, the scores made were quite commendable.

It is interesting to note that within three days of firing a one hundred per cent improvement was made in the scores. The presence of an Air Corps officer at the firing point was found to be of immense value both to the artillery and to the Air Corps.

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HOSPITAL PATIENT TRANSPORTED BY PLANE FROM MARCH TO ROCKWELL FIELD ✓

One hour and ten minutes after leaving March Field, Riverside, Calif., a patient found himself in the Balboa Hospital at San Diego, Calif., and 35 minutes later the operation was in progress. Four officers from Rockwell Field, San Diego, Calif., including Captain C.E. Giffin, the Acting Commanding Officer, recently went on a trip to March Field. Upon their arrival they found the officers and men on the usual weekly pass for exercise, and the Officer of the Day had a Douglas Transport warming up to bring to the Balboa Hospital in San Diego Sergeant Chase, Medical Corps, who was stricken with appendicitis. Captain Giffin piloted the hospital plane with the patient, a medical officer and attendant, and Lieut. B.R. Dallas brought back the officers and the transport of Rockwell Field. Upon landing at Rockwell Field an ambulance was waiting, and Sgt. Chase was rushed to hospital, but due to the advanced stage of the disease the patient died the following day. This is the second case of its kind at Rockwell Field, the first being that of Lieut. Boyd, who was brought from March Field via plane where he underwent a successful operation for appendicitis at the Balboa Hospital.

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ACTIVITIES AT ADVANCED FLYING SCHOOL

There were 91 Air Corps officers on duty at the Advanced Flying School at Kelly Field, San Antonio, Texas, during September, comprising two Majors, 8 Captains, 55 1st Lieuts. and 26 2nd Lieuts., in addition to 4 officers of the Medical Corps, 1 Dental Corps, 1 Ordnance Department, 3 Quartermaster Corps, 1 Signal Corps and one Chaplain. A total of 48 students were under instruction - 6 officers, 41 cadets and one non-commissioned officer.

A total of 2,680 hours and 47 minutes was flown during the month, the flying time of students being 1,216 hours and 45 minutes. The permanent personnel negotiated 132 cross-country flights.

Orders were received for the allotment of additional personnel in the 39th and 48th School Squadrons, the 68th Service Squadron and 10th School Group Headquarters, effective at once. Authority for the organization of a band of 28 members, effective March 1, 1928, was also received.

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LANGLEY FIELD SENDS PLANES TO RICHMOND TO GREET COL. LINDBERGH

Langley Field participated in the welcome of Colonel Charles A. Lindbergh to Richmond, Va., on October 15th. Two planes were furnished by the 58th Service Squadron, three bombers by the Second Bombardment Group, three O2s by the Air

Corps Tactical School, and one airship by the 19th Airship Company. All planes were ordered to arrive at Richmond by 12:00 noon, so as to be on the ground before Colonel Lindbergh's arrival. En route all pilots circled once at Belroi, Va., over the site of the memorial to Walter Reed, the famous medical expert, which was being dedicated that day by the Walter Reed Memorial Association.

Arriving at Richmond, all pilots were present when Colonel Lindbergh landed, and later accompanied his party to the State Fair Grounds, where the speeches were listened to with interest. Following the ceremonies, some of the pilots returned at once, the Bombardment formation, however, delaying so as to make a tactical night formation of the homeward flight.

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ARMY PILOTS PROHIBITED FLYING CIVILIAN AIRCRAFT WITHOUT LICENSE ✓

In the Air Commerce Regulations published by the Department of Commerce, Aeronautics Branch, with particular reference to those portions pertaining to piloting of registered aircraft in the United States, it is stated that the holding of a pilot's rating from the Chief of Air Corps does not entitle the holder to the privilege of flying licensed commercial aircraft. Any member of the Army Air Corps desiring to pilot licensed commercial aircraft must first obtain a license issued by the Department of Commerce. Chapter 4 of Air Commerce Regulations deals with the methods of obtaining such license. An application for a pilot's or mechanic's license must be filed, under oath, with the Secretary of Commerce upon blanks furnished for that purpose. An applicant for a pilot's license, including a student's pilot license, must appear for a physical examination before a physician designated by the Secretary of Commerce and pass such examination, unless he is exempt under these regulations. Pilots of the Army, Navy or Marine Corps will be exempt from the physical examination upon filing with the Secretary of Commerce a certified copy of the examination for flying in these services, made within six months of the date of filing his application for his pilot's license or its renewal, provided his physical qualifications as shown by such copy of the examination are not less than those required by Air Commerce Regulations for the class of license for which he applies.

As to flying experience, an applicant for a license as Transport Pilot must have two hundred hours of solo flying, of which at least five hours must have been within the last preceding 60 days prior to the filing of the application.

Applicants for license as Limited Commercial Pilots or Industrial Pilots must have 50 hours of solo flying, at least five of which must have been made within the last 60 days prior to the filing of the application.

In the case of trained, experienced flyers, the Secretary of Commerce may grant waivers for physical defects designated as disqualifying by these regulations, when in his opinion the experience of the pilot will compensate for the defect.

All applicants are required to pass the examination on air-traffic rules.

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WORK OF THE PHILIPPINE AIR DEPOT

The Philippine Air Depot, on August 1st last, assumed responsibility for the maintenance, including major repairs and overhaul, of U.S. Army Air Corps equipment in the Philippine Department.

During the month of August one NBS-1 and four DeH planes were overhauled, and five Liberty 12-A engines were repaired and tested.

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FORMER STAFF SERGEANT HONORED BY HIS SQUADRON UPON BEING COMMISSIONED.

Lieut. Paul L. Woodruff, recently commissioned, formerly a Staff Sergeant on duty with the 91st Observation Squadron at Crissy Field, Presidio of San Francisco, Calif., was presented with a saber and Sam Browne Belt by the members of that organization as a token of the friendship and esteem in which he is held. The presentation was made by Major A.L. Sneed, Commanding Officer of Crissy Field, in the presence of the officers and enlisted men of the field who were assembled in the mess hall of the 91st Squadron for dinner.

Major Sneed stressed the Code of the Air Corps in his speech of presentation, and as he handed Lieut. Woodruff the saber and belt he ended with the final words - "For duty well performed". Lieut. Woodruff responded with a few words that expressed his deep appreciation of the gift.

Lieut. Woodruff is a member of the Caterpillar Club. Recently, while piloting a DH airplane near Salt Lake City, Utah, with Lieut. C.B. Whitney, Air Corps Reserve, as passenger, the aileron control wire broke in the cockpit, rendering the plane minus its lateral control. Climbing his plane to a safe altitude, Lieut. (then Staff Sgt.) Woodruff signalled his passenger to jump. The loss of weight from the rear seat, caused by Lieut. Whitney's departure "over the side" caused the nose of the airplane to tilt downward and head for the ground. Lieut. Woodruff, displaying coolness and presence of mind, managed to clear the ship when about 500 feet from the ground and landed safely.

Lieut. Woodruff's new station is March Field, Riverside, Calif.

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NEW CONSTRUCTION PROGRAM AT MITCHEL FIELD ✓

September saw the start of the demolition of the war time buildings, which are gradually to be replaced by permanent buildings of brick and reinforced concrete and with the erection of which Mitchel Field will pass from a contonment to a model army post.

The first building to go was that occupied by the 14th Photo Section, and which was immediately followed by the working quarters of the 8th Photo Section. Both Photo Sections are now functioning efficiently in the building formerly occupied by the School of Aviation Medicine which was transferred to Brooks Field. The mess halls and supply rooms of the 1st and 5th Observation Squadrons were also demolished.

By careful planning the new post will be built with a minimum interference to routine garrison duties. The first units of the new post will consist of barracks running North and South and between the present Non-commissioned Officers Club and Post Shops and the 1st and 5th Observation Squadron barracks. When these barracks are completed the troops will move in and the present quarters will give way to other units of the new post.

How fast the elaborate plans for the new Mitchel Field progress depends entirely upon the funds allotted by Congress for the purpose, but when it is finally completed it will be one of the show places around New York.

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AERIAL PHOTOGRAPHS OF TORNADO-STRIKEN ST. LOUIS ✓

Under authority of the Chief of Air Corps, a flight was made by Air Corps personnel of Scott Field, Belleville, Ill., over the tornado district in St. Louis for the purpose of making photographs for the St. Louis PCET-DISPATCH photo-gravure section in their campaign to aid the Red Cross fund for tornado sufferers. The view from the air was extremely similar to any shelled village in Europe except, of course, for the fact that the streets were not marked with shell holes. In many sections the destruction was absolutely complete, while in others it was not so visible but nevertheless sufficient to warrant condemning some 2,000 dwellings and business buildings.

A fog of St. Louis has at last been completed. The terrific smoke pall which hangs over the Mound City continuously delayed this work on the northwestern edge of the city until recently.

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FREE BALLOON TRAINING ESSENTIAL FOR AIRSHIP PILOTS ✓

The value of free balloon training for all dirigible pilots was demonstrated by the recent flight of the Airship TA-261 from Scott Field, Ill. Lieuts. Williams, McCracken, Couch and Private Stanton (engineer) were flying a training mission in the vicinity of the field, when, due to the malfunctioning of the C-5 fuel pumps, both motors failed. Observers at the station noted the condition of the ship, and a rescue party was sent out to follow it by motor car. A free balloon landing was made about 15 miles from Scott Field, motors repaired, about 20,000 cubic feet of air pumped into the ship to restore its shape, and the ship successfully flown back to its home station.

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NOTES ON ACTIVITIES OF THE OFFICE CHIEF OF AIR CORPS

Action was taken to allot \$14,531.42 for the completion of two projects at

Brooks Field -- the re-roofing of 12 hangars and installing gasoline storage tanks and pump house.

At the request of the City of San Antonio, the lease on Stinson Field was terminated on November 1st. The City authorities propose to use this land for a municipal airport. Civilians desiring to use that field must now make the necessary arrangements with the City of San Antonio.

Draft of proposed legislation authorizing an appropriation for the completion of the transfer of the experimental and testing plant of the Air Corps from McCook Field to Wright Field was recently forwarded to the Budget Officer for the War Department.

Tests by the Signal Corps of a transmitting antenna for SCR 132 radio set are about completed, and the set allotted to Wright Field will probably be delivered by January 1st.

A letter was addressed to the Commanding Officer of Selfridge Field commending the good work of the pilots of the First Pursuit Group which added so materially to the success of the dedication exercises at Wright Field, Dayton, Ohio.

A letter was addressed to The Adjutant General requesting that all Air Corps activities be advised that no cross-country flights of over 500 miles will be authorized except under exceptional circumstances.

A sum of \$36,000 was allotted for the completion of a project covering the installation of heating plants in Hangars Nos. 3 and 4 at Bolling Field, D.C.

A total of 140 civilians were found qualified for appointment as flying cadets. Of this number 90 were sent to March Field and 50 to Brooks Field.

The Adjutant General forwarded copies of letters of commendation which were sent to enlisted men for their work in connection with the Military Exposition and Carnival recently held at Washington Barracks, viz;

Tech. Sgt. Wm. J. Davis, pilot, Phillips Field (smoke screen)

Staff Sgt. Charles F. Langhammer, Bolling Field (pyrotechnic demonstrations)

Staff Sgt. Roy W. Hooe, Bolling Field (Triple parachute jump)

Staff Sgt. Philip Jackson, Bolling Field (radio control)

Sgt. Talmage Langston, Bolling Field (triple parachute jump)

Pvt. Emil Rastony, Bolling Field (triple parachute jump)

inst. A sum of \$2,000 was allotted to March Field, Riverside, Calif., for use in installation of a sprinkler system on the landing field.

A contract was entered into with the Steel Products Engineering Co., of Springfield, Ohio, for the reconditioning of 42 Liberty engines.

Authority was given the Materiel Division for the procurement of 750 pairs of goggles.

Contract was awarded the Consolidated Aircraft Corporation for furnishing spare parts for PT-1 airplanes.

A supplemental estimate of \$900,000 was submitted to the Assistant Secretary of War for the completion of Wright Field in the Fiscal Year 1929.

Major F.L. Martin, Chief of the Inspection Division, visited Chanute Field to inspect the operation of the Visual Inspection System.

Captain Eberle, of Salvador, and Lieut. Rodriguez, of Venezuela, were authorized by the Assistant Secretary of War to attend the courses at the Air Corps Primary and Advanced Flying Schools.

NOTES FROM AIR CORPS FIELDS

Luke Field, T.H., October 3.

There is no doubt about it, extended sojourn in this land of tropical vegetation and exotic beauty affects one sooner or later. Lieut. Frank Paul, the energetic Fire Marshal of Luke Field, built a shack for housing the fire department personnel adjacent to the fire house. Being nothing if not consistent, he painted it the same red color as the fire truck. This shack was right near the mess hall of the 65th Squadron. Capt. Pascale, the ever vigilant administrator of that organization, protested, claiming that it not only gave people the wrong idea about his outfit but that the added heat increased the consumption of ice in that organization. Lieut. Paul retorted that it wasn't his fault that the reputation of the outfit was so precarious and that probably the trouble with the ice was a defective ice box. However, he was willing to be reasonable, so he made the shack a nondescript brown. Capt. Pascale then protested that this drab color was not in keeping with the artistic ensemble of the rest of his tent area and offended the aesthetic taste of his command, and appealed to the C.O., who dodged the issue by referring the matter to the Planning Board. Developments are awaited with interest.

The supply of Scotch (not liquor) stories at this field has recently been greatly augmented when Capt. McCullough transferred the property of the 72nd Squadron to Lieut. MacDonald. The latter denies as a base canard the story that what held up the transfer was an alleged shortage of seven shelter pins. He says it wasn't seven, but three, and the item was first aid packets.

Lieut. "Joe" Cannon, the genial Group Operations Officer, wants to know the answer to a problem which he says is not covered in any book of tactics he has access to. Most of the flying personnel here wear "slacks" habitually when flying, owing to the constant hazard of a forced landing in water. Also a great deal of the land on Oahu is liberally supplied with "stickers" of the most chummy characteristics. Occasionally when the other pair of "slacks" is in the laundry the personnel wears boots of various vintages. Now what Joe wants to know is: why, although the Commanding Officer usually wears slacks, it always happens that when they inspect a place that is a veritable jungle of assorted burrs and stickers Joe is wearing "slacks" while the C.O. strides serenely forward perfectly comfortable in shiny boots. Joe denies vigorously that Major Van Nostrand ever "walked the socks off him"; nevertheless, the provost sergeant, while cutting the algeroba near the corral, reports retrieving a pair of socks full of "stickers" that are identical in hue and texture with a pair last seen adorning the nether extremities of the Operations Officer.

The Fokker C-2 (Maitland and Hegenberger plane) was transferred to this Field from Wheeler Field, Capt. C.V. Finter flying it down.

Lieut. R.R. Brown is enlarging the Post Exchange building by adding on to the rear, with the idea of installing a restaurant where the barber shop now is, moving the barber shop into the office and using the new addition for the office.

The Post Air Corps Supply is gradually moving bag and baggage into the old reclamation hangar.

The other morning Lieut. George Polk took off, leading a three-plane formation of NBS -ls, on a mission of releasing pigeons at different points on Oahu. Two birds were released while over Kahuku Point. One of Lieut. Wally Smith's well trained prodigies refused to leave the plane and rode the stabilizer back to Luke Field, only deserting its post when George bounced him off landing on our rocky airdrome. The other denizen of Wally's coop hovered near the formation for a period of time, then took the position of number four in the formation and flew with it back to the field. It certainly speaks well for George's flying and formation leading.

The 4th Observation Squadron: Several methods for target designation for seacoast guns have been tried out with the Coast Artillery, but none have proved satisfactory. Supplementary pistol firing practice is now being held with Lieuts. Paul and Heald as instructors.

The following missions were performed during the week ending Sept. 23rd: One Coast Artillery target location; three Field Artillery service shoots; seven bombing tests; four dummy Field Artillery shoots; two visual reconnaissance; two photographic. Under the supervision of the efficient Operations Officer, Lieut. Doug. Givens, a porch has been added to the operations shack. Doug. has to use his best arguments to chisel the lumber from Capt. Roger McCullough, Post Mainte-

nance Officer, and only won when he promised to include benches on said porch.

Lieut. J. C. Whively is laying out a permanent smoke puff range on the flying field in rear of the bachelor buildings. Three-inch Field Artillery shells, with spark plugs inserted, are sunk in the ground, with wires connecting each spark plug to a switch board, in such a way that any shell may be fired at any time.

23rd Bombardment Squadron: Thirteen bombing missions were performed during the week ending Sept. 23rd; 300 -lb., 100-lb. and 50-lb. bombs, empty, loaded with sand, the usual O.D. color, and painted white, were dropped and observed for visibility, tumbling and accuracy of impact on the target.

The new rudder insignia is making its first appearance on the field in this squadron.

The squadron is at present equipped with eight Martin Bombers.

65th Service Squadron: The War Reserve Hangar, having been turned over to the new repair unit, now contains the woodworking machines formerly in the final assembly hangar.

The Loening Amphibian is once more taking shape after having hibernated for several months.

Capt. Henry Pascale is Commanding Officer of the Squadron.

Lieut. C.A. Cover is in charge of the repair unit, with Lieuts. G.V. McPike and L.P. Whitten as assistants.

The Fokker C-2 has been turned in for the regular landing gear and seats to be installed in place of the special landing gear and large gas tanks.

72nd Bombardment Squadron: Thirteen bombing missions were performed during the week ending Sept. 23rd. The 40 and 50-pound bombs, both empty and loaded with sand, were dropped and observed for visibility and tumbling.

Capt. Harry Drayton assumed command of the Squadron on the death of Capt. Signer on September 2nd.

Lieut. C.B. MacDaniel, transferred from the 23rd Bomb. Squadron, was appointed Engineering and Armament Officer.

Supplementary pistol practice is being held, with Lieut. R.H. Magee, the Adjutant, as instructor.

Pope Field, Fort Bragg, N.C., October 10.

Flying activities at this field during the past month were somewhat curtailed on account of the lack of planes. During the overhauling of our observation and general utility DH, the Photo ship was given more than its share of flying. Lieut. Murphy, however, recently ferried a new Douglas C-2 from Dayton to this field, and so with the promise of another new plane within about two weeks the prospects are favorable for the approaching fall and winter months. Progress was made in clearing out the old stumps on the south end of the field. With the aid of an extra-mowing machine the grass was cut from the main field, the result being a general clean and fresh appearance.

Lieut. Pratt recently flew Capt. Stevens to Langley Field, the return trip being made the same day, in the new Douglas C-2. Captain Stevens spent ten days at this post and then returned to Dayton.

Tech. Sgt. Edwin B. Woodward, who, with Mrs. Woodward, arrived at this station Sept. 27th, after completing a tour of three years in Hawaii, was assigned to the Supply Department.

With the arrival of the new officers a reassignment of duties was effected viz:

1st Lieut. H.W. Holden, Commanding Officer, Airship Maneuvering Officer, Procurement Officer, Survey Officer and Utilities Officer.

1st Lieut. Jones, Commanding Officer of Detachment, 22nd Obs. Squadron, Photographic Officer, Accident Investigating Officer.

1st Lieut. W.F. Robinson, Engineer Officer, Communications Officer.

2nd Lieut. J.G. Pratt, Operations Officer, Parachute Officer, Information Officer.

2nd Lieut. M.M. Murphy, Air Corps Supply Officer, Fire Marshall.

2nd Lieut. R. Scott, Transportation Officer, Armament Officer, Pope Field Exchange Officer.

Fishing continues to be good, but with the advent of October fishing equipment is gradually being packed away in favor of shotguns. The hunter can be seen any day now ciling guns, mending boots, and submitting requests for hunting permits. The season on squirrels and doves opened on September 15th, and while feathered game has not suffered to any extent, the number of bushy-tails brought

in was very encouraging. Reports from the rangers and others visiting the wilder parts of the reservation are very favorable regarding turkeys and also seem to indicate a good year for the scanty number of quail.

Lieut. Holden, our Commanding Officer, and family returned from a three-month's leave. His comment "Fishing good, feeling fine, glad to be back", indicated an enjoyable leave. During his absence there were several new arrivals among the Air Corps personnel. Lieut. Jones, a recent graduate of the Photographic course at the Air Corps Technical School, Chanute Field, Ill., assumed command during Lieut. Holden's absence. Lieut. Jones and family were assigned quarters in block six, the Air Corps "Area" here at Fort Bragg.

Lieut. Pratt arrived Sept. 6th after a leave of one month following the completion of the course at Brooks and Kelly Fields. With him came a bride of less than a month. They, too, found quarters among the Air Corps inhabitants of "Block six". Lieut. Scott, after spending a week painting floors in a set of vacant quarters (also in Block six) suddenly departed for parts unknown to return ten days later also with a bride. These new arrivals were made to feel more than welcome at the recent hop at the Officers' Club.

Fort Crockett, Galveston, Texas, October 5.

The annual training season of the Third Attack Group started October 1st, and will include an intensive program of aerial training and ground instruction in garrison school, the latter to be attended by every member of the command.

During the bombing training, the new bombing range at the east end of Galveston Island will be put into operation.

The training season was initiated with a flying start through preparation for it during September. The pilot personnel of the 3rd Attack Group at the beginning of the season consists of only 28% who have had experience in previous attack maneuvers, the remainder being new pilots -- recent graduates of the School. It is expected that the new blood, combined with the old, will result in attack flights of the highest standard of proficiency.

A gasoline storage system for 20,000 gallons was recently completed on the airdrome, also a lubrication storage plant, both of the latest type.

Armament offices and shops were installed in a sub-building erected next to one of the hangars.

Six new officers of the Regular Army were assigned to the Group on October 5th, viz: 2nd Lieuts. Donald W. Benner, George R. Acheson, George H. McNair, Otto C. George, Herbert M. Newstrom and Ivan M. Palmer. These officers, either as Reserve Officers of Flying Cadets on active duty, were with the organization for some time past, and will continue in their respective assignments.

Flying Cadet Walter W. Gross, at this writing on an extended cross-country flight, will, upon his return to Fort Crockett, be given his oath as 2nd Lieut., Air Corps, Regular Army.

Major Frank D. Lackland, upon his return from three months leave of absence in the northern part of Minnesota and other localities, departed with Lieut. George C. McGinley for Wright Field, Dayton, to attend the dedication and conferences held there. From Wright Field he was scheduled to proceed to Chanute Field for a conference regarding Technical School activities, then to Washington, D.C. and Mitchel Field, N.Y. for conferences and inspection concerning the new A-3 attack airplane, returning to Fort Crockett via Washington.

Captain Stephen J. Idzorek and Lieut. Herbert W. Anderson received orders to attend the ceremonies and conferences at Wright Field and Chanute Field.

Lieut. George A. McHenry, Operations Officer of the Group, returned from temporary duty at Spokane, Washington, where he was a participant in the National Air Races, with optimistic views for the entire country, as viewed from the window of a Pullman coach.

Captain Charles E. Brann, Medical Corps, Flight Surgeon, returned from two months leave of absence spent in New Jersey, his duties during his absence being performed by Captain Levy S. Johnson, Medical Corps, recently transferred to Fort Riley, Kansas.

Captain I.A. Stout, Dental Corps, reported here for two months' temporary duty.

The Air Corps Club entertained at its second annual costume ball on the evening of October 6th, celebrating the return of Major Lackland from leave of absence and also welcoming the newly appointed regular army officers. The affair was the usual colorful function, with several innovations, including an eight act floor show furnished by post talent.

Rockwell Air Depot, San Diego, Calif., October 17th.

No small amount of quiet excitement took place the other night. One of the guards discovered someone away out on the far northwest corner of the Island, whereupon he immediately summoned the Chief of the Guard and all the little guards. The Commanding Officer was also notified, as was also the Medico. The detective force was hurriedly organized and all started out to get the bootlegger or leggers, as the case might be. They branched out, two by two as did Noah, except the two were both males, and in the stillness of the night worked hard and long. Sure enough, the K.O. and Medico came upon an old dilapidated Chevy which had been reported by the guard as having been seen crossing the flying field. Then they saw a light in the distance; it seemed to flash one long and two short and repeat. Pretty soon up sneaked two members of the guard. They too had seen the light, so they started to creep to where it was, but when they got there, like the Irishman's flea, it was somewhere else. They would start out in another direction and a strange thing would happen again, the light disappearing and reappearing in another place. Pretty soon two more of the guard came upon a keg. Sure enough, there was the evidence. Of course, there were no English markings on the keg but some hieroglyphics which only the seers of Belshazzar's time would have been able to explain. Anyway, the search kept up for some time and pretty soon a poor half-witted clam gatherer appeared at the Chevy with a galvanized tub full of clams. He could not explain how he got passed by the sentry or why he drove across the flying field. He had a pass signed by the owner of the "Pacific Bait House", but no one could tell just what the pass meant or where it would pass the bearer. Possibly it was intended to pass the clam gatherer into heaven, provided the guard accidentally discharged his gun. Anyway, the whole detective force was disappointed to find that the aforementioned keg of evidence only contained what a Pennsylvania Dutchman would call "souse", a delicacy of pigs flesh, which apparently had washed ashore from some coastwise trading vessel that had been dashed to pieces on the rocks in a Japan hurricane. Still, the members of the guard declared that the delicacy was delicious. The thing that will always remain a mystery, however, is "What was in those clam shells?"

This Depot received within the past few days 12 PT airplanes from the San Antonio Air Depot requiring overhaul. This will help to keep us busy for a few days.

Lieut. B.R. Dallas, piloting a Douglas Transport, was for the past two weeks cooperating with the American Federation of Labor which held its annual convention in Los Angeles. President Green and his staff, also two British representatives, including a member of Parliament, were passengers of Lieut. Dallas, as well as many other delegates.

The Depot was visited on October 10th by Major-General Charles P. Summerall, Chief of Staff, who was on an inspection tour of the west. The General appeared to be well satisfied with the Depot and assured the Commanding Officer that troops will be stationed at Rockwell Field in the near future.

Captain H.N. Heisen, Officer in Charge of Reserves, Boston, Mass., was a visitor at Rockwell Field last week, having ferried a DH to March Field from Boston via Rockwell Field.

Captain Wm. M. Randolph, from Kelly Field, dropped in October 10th and left on the 12th, after visiting old friends in San Diego and Coronado. Also Lieut. James Doolittle arrived on the 8th and left the next day. "Jimmie" set a bad example for the other end of the Island.

Major J.H. Houghton, Commanding Officer, and Lieut. Oliver P. Gothlin, Jr. are on a trip to Dayton. From reports received their trip was a hectic one. We hope the return trip will be more favorable.

Lieut.-Col. Asa L. Singleton, G-4, from Ninth Corps Area, visited the Depot recently and looked over the mooring mast which was erected by the Navy on Rockwell Field a few years ago for the benefit of the airship "Shenandoah". This mast is dangerous to aviators and it is hoped it will be removed in the near future.

Langley Field, Hampton, Va., October 19th.

Considerable confusion was caused over the week end, due to the settling of a storm area over this section of the country. After clearing 14 ships for trips to various sections, weather reports came in announcing dangerous flying conditions. All ships but three, however, arrived at their destinations.

Lieut. Aldworth, en route to New York, was forced back at Wilmington, and returned to Langley. Major W.H. Frank and Captain F.P. Mulcahy (Marine Corps) were unable to get through to Bolling and landed at Quantico. Return trips were scheduled Sunday, but only five were able to take off. All but two arrived safely. Major F.M. Andrews was forced down at Warwick, Va., Captain Robert Oldys at Lee Hall, Va. Four of the officers at Bolling Field were forced to leave their planes there and return by train or boat to their school work.

Major Lindsey, Air Corps Reserve, reported for two weeks' active duty and was assigned to the 20th Bombardment Squadron.

Second Bombardment Group: Major Hugh Knerr, commanding the Group, decided to take the officer personnel of this organization to Aberdeen Proving Grounds to witness the annual Ordnance demonstration. At 2:00 P.M., October 5th, nine bombing planes and one transport took off, Major Knerr leading. A direct course was taken over Annapolis, the formation arriving at Aberdeen at 4:15 P.M. Upon landing, the personnel were taken in trucks to their barracks in the hospital, then to the Service Club where all were fed. The next day the demonstration was observed by the Group, who watched the anti-aircraft batteries with especial interest. The Anti-aircraft regiment displayed the targets at the Service Club upon the completion of the demonstration.

On the 7th, at 9:00 A.M., the Group took off for Langley, arriving 2½ hours later. The officers and men on the flight were impressed with the arrangements which had been made for them at Phillips Field and appreciated the many courtesies extended.

19th Airship Company: During the week ending September 30th, a number of demonstration flights were made by this organization. Daily trips were made to the Virginia Peninsula Fair at Williamsburg, Va. A trip was also made to Clifton Forge, Va., and to Washington, D.C., where a demonstration was given at the Military Exhibition at Washington Barracks.

Major Rush B. Lincoln, Air Corps, (General Staff) piloted the TC-255 on a five-hour training flight on September 28th. On the same date Captain Schofield, Air Corps, piloted a free balloon on a four-hour trip from Langley Field, landing at Dendron, Va.

Lieut. R. McAnderson, Air Corps Reserve, of Hampton, Va., was recently ordered to six months' active duty with the Company, during which time he will take a refresher course in piloting airships. Lieut. Anderson graduated from Scott Field as a cadet in 1923, and next spring will become connected with the Slaté Aircraft Corporation of Glendale, Calif.

The TC-254 left here for Middletown on October 6th to test a new three-wire mooring system installed there. En route a stop was made at Bolling Field, where Majors Rush B. Lincoln and John D. Reardan, Air Corps, of the War Department General Staff, were added to the crew. The airship was moored at Middletown overnight, and returned to Washington with Lieut.-Colonel Ira F. Fravel, Air Corps, Commanding Officer of the Middletown Air Depot, in command of the ship. Arriving at Bolling Field, the above officers left the ship, and Colonel C.G. Hall and Lieut. D. McC. Reeves, Air Corps, took command of a training flight. The ship was then turned over to its crew under the command of Lieut. Gillespie, arriving at Langley at 8:00 P.M.

Lieut. Breen and Mr. Bolgiano, of the Materiel Division, Wright Field, conferred with lighter-than-air pilots here regarding proposed improvements in ballast recovery equipment for airships.

This company set a new monthly flying record for non-rigid airships during September by flying 184 airship hours and 1125 man hours.

Langley Field, Hampton, Va., October 27.

19th Airship Company: On October 14th, the airships TC-254 and TC-255 flew a photographic mission over Hampton Roads on the occasion of the arrival of the Japanese Good Will fleet in the harbor. Two news reel photographers were carried, and excellent pictures were obtained of two of the cruisers.

During the week ending October 15th sixteen training flights were made by

the airships, carrying enlisted and commissioned personnel. Major B.B. Warriner, M. C., Captain H.S. Steenburg, M.C., and Captain I.F. Peake, M.C., flight surgeons, attached to Langley Field, were flown on these missions for the purpose of obtaining medical research data.

The week ending October 21st saw little activity in the company due to bad weather and a serious shortage of gasoline.

20th Bombardment Squadron: A three-plane bombardment formation from the 20th Squadron performed tactical mission over the Surry County Fair held at Lot, Virginia. It was also intended to send the TC-254 airship on this mission, but a high wind prevented. This is the second year missions were performed there and, from an enthusiastic letter received by this office, it appears that our efforts are much appreciated by the Fair Patrons. However, when the Five-year Program is developed, and we have a pursuit group stationed here, we will be able to give a more interesting demonstration than is possible with LB-5 bombers.

Crissy Field, Presidio of San Francisco, Calif., October 13.

Quite a number of fliers who attended the Spokane and Portland Races paid a casual visit to this field en route to their stations, among whom were Captain Campbell, Lieuts. Cushman and Schribner, of the Marine Corps, Naval Base, San Diego; Lieut. R.H. Clark, Rockwell Field; Lieuts. George H. Beverly and J.W. Cathey, Kelly Field; Lieut. W.K. Burgess, Clover Field; Lieut. George Sherwood, Griffith Park, Los Angeles; and last but not least Lieut. Jack O. Hodgson, ferrying Brigadier-General Frank P. Lahm to Kelly Field, Texas.

Staff Sergeant Paul L. Woodruff, of the 91st Observation Squadron, was appointed 2nd Lieut., Air Corps, Regular Army, to rank from July 7, 1927.

Major Livingston G. Irving, Reserve, and 1st Lieut. Harold H. Edgar, Reserve, successfully completed their tours of active duty on Sept. 26th.

Lieut. Frank H. Barber piloted a Douglas O-2 cross-country to Los Angeles and return during the week end.

Staff-Sgt. Paul L. Woodruff, of the 91st Observation Squadron, was appointed 2nd Lieut., Air Corps, Regular Army, to rank from July 7, 1927. He accepted the commission on October 7th. We all rejoice in this promotion and wish the Lieutenant the best of luck.

First-Lieut. James H. Doolittle arrived on October 3rd in his famous PW-9C and took off the following day for March Field en route to Wright Field.

Second Lieut. Arthur L. Smith, Reserve, reported for active duty on the 6th.

18th Pursuit Group, Schofield Barracks, T.H., October 17.

Our esteemed Group Commander, Major Henry J.F. Miller, left on the August boat for a well earned leave of two months in the States. Captain Clyde V. Finter took temporary command of the Group, being relieved on September 24th by Captain Lowell H. Smith, who just returned from three months' sick leave.

Lieut. Robert S. Worthington took over the command of the 19th Pursuit Squadron and planned to take his outfit on a picnic on October 14th to celebrate their Organization Day. "Bob" is one of our leading golfers and he, together with Captain Smith and Lieuts. Dayton and Stace, are entered in the forthcoming Inter-Regimental Schofield Tournament. The "dope" is that they are all pretty hot stuff and should make a good showing in the competition.

Lieut. Darr H. Alkire is the proud father of an eight-pound boy, same having cost him a considerable number of Havanas.

For the first time in history, the Group has lots of airplanes, eighteen now PW-9Cs having been received recently. Part of them are in use, the remainder being held in reserve.

There is a lot of aerial rivalry between the 6th and the 19th Pursuit Squadrons, and whenever opportunity offers one outfit will "jump" the other when they are out doing flying maneuvers. Many "Bloody" (theoretically) battles have been developed, and a surprising number of "aces" have been made on paper.

Aerial gunnery was resumed during October, and results indicate that the Group will have a number of experts before long.

The Fokker C-2 of Trans-Pacific fame, was sent down to Luke Field recently, in order to have the extra gas tanks removed and seats installed in the cabin.

Brooks Field, San Antonio, Texas, October 12.

Several Brooks officers recently left for March Field for duty, including

the following: C.W. Davies, J.N. Collins, I.M. Allison, C.A. Assett, J.M. Bevens, J.H. Dulligan, C.W. Lawrence, H.C. Minter, I.W. Norwood, B.J. Toohar, N.F. Twining, and W.C. Whitson.

Lieut. George H. Beverly recently returned from the Air Races in Seattle, Washington, where he drew sixth place in the Free-for-all Race with a PW-9C ship. Lieut. James W. Cathey (Reserve) accompanied Lieut. Beverly and reported a delightful trip.

A formal reception and dance was given by the Brooks Officers Club on the evening of September 23rd, complimenting Major and Mrs. S.W. FitzGerald. Major J.E. Chaney, Commanding Officer of Kelly Field, and Mrs. Chaney, and Major F.E. Poole, M.C., Commandant of the Aviation School of Medicine at Brooks Field, and Mrs. Poole, were also receiving. A delightful evening was enjoyed by all officers and ladies of the post.

Major S.W. FitzGerald flew to Washington recently to interview the Chief of Air Corps relative to training equipment for the Flying School. Added facilities and airplanes are necessary due to lengthening of the flying course here to eight months and starting three classes per year. It is expected that approximately fifty DH-4M-2-T ships will be available to start training the next classes to begin November 1st.

Lieut. W.N. Brookley returned Oct. 10th from Wright Field, where he had attended a Board investigating night flying equipment.

Thirty-two officers of the Graduating Class at West Point reported to Brooks Field for flying training, beginning November 1st.

Major FitzGerald and Lieuts. C.E. Branchaw and F.P. Kenney left October 8th to attend the dedication of the new Wright Field.

Kelly Field, San Antonio, Texas, October 20.

The Kelly Field correspondent took a great deal of delight in reading the account from Maxwell Field in the News Letter of August 30th, and was quite amused with the "razzing" given him for claiming all the celebrities for Kelly Field. Yes, Maxwell Field, your stuff was read, but quite unintentionally. As we were scanning the News Letter of August 30th we came to the heading "Maxwell Field" and just had to glance over it, never having heard of it before and thinking it might be a new field opened for the training of the Boy Scouts of America. However, from inquiries about the Field it became known that Maxwell Field was really an Air Corps post, having hangars in which to put airplanes and a nice big meadow to land in when the cows aren't grazing on it. Kelly has to bow to Maxwell, for we can claim no sons that had anything to do with the invention of the "aeroplane". You win there. Now may we ask a question concerning that plane built in Montgomery in 1910? It may have been quite the thing in those days but why don't you put in a requisition to the Materiel Division for its replacement? It must be getting slightly worn by now and those hard cross-countries you make to Benning must cause an undue strain on it. Due to its historical value, Wright Field might give you two planes for it and then two of you could fly at one time. If you will drop a line to the Information Officer, Washington, D.C., he might be glad to send you some pictures of DHS, MB-3S and Voughts (types built during the war, but probably will prove interesting to you). You have probably heard of the "Jenny". Well they are not using them for pursuit ships any more.

Unfortunately, we cannot furnish the Air Corps personnel concerned with maps and navigating instruments as we have none on hand. The Kelly Field pilots never had any need for them in making cross-country flights. As they took up a lot of unnecessary room they were either turned in or salvaged. We're sure you could find Kelly if you took a trip over here. It is right near a town that has a railroad running into it. It is a fairly large field but you must be careful and not hit the large water tower on the north side of the Field.

As to the statement "all good officers leave Kelly Field", that's kind of rough. Particularly to those of us who call Kelly "home". However, as our efficiency in the Army is judged by the Chief of Air Corps, we can smile at such a statement. Officers don't leave Kelly on their own request but by will of the War Department.

We are glad to hear that Maxwell is "putting out". As to "putting out", Kelly does her share. If any of the Maxwell pilots should visit Kelly any week morning they would probably think we were having another war. The contrast between seeing fifty or sixty planes in the air at one time and one or two DHS or O2S would probably be startling.

Kelly Field enjoys discussions of this sort, but we could go for years without our name in print and still "Kelly Field" would remain a household word, a place to name babies after and a name associated with the great institutions of the country. In closing, permit us to state that we invite friendly arguments on the virtues of the two fields and will do everything on our part to assist Maxwell Field in becoming known to the rest of the Air Corps. It's your turn next, Maxwell!

(Ed. Note: Now boys, it seems kinda like the party is getting a little rough, so let's shake hands and call it quits.)

Twenty-two ships were recently flown to Harlingen, Texas, for the week-end incident to the opening of the new municipal airport at that place. The City of Harlingen put all the pilots up at the city's best hotel and gave a big banquet in Matamoros, Mexico, on Saturday night, with plenty of venison, wild duck, and near beer. Needless to say, Harlingen has been put on the Kelly list and will be frequently visited in the future. The hospitality shown to the fliers by the people of Harlingen was wonderful.

Major Zuloaga, of the Argentine Army Air Service, visited Kelly Field and was much impressed with the activities of the Advanced Flying School. After being shown over the field, he was tendered a luncheon by Major Chaney.

Captain W.I. Riddell, Royal Canadian Air Force, visited the Advanced Flying School recently and after being shown the system of training took a flight in an AT-4.

With all the DHS throughout the service being transferred to the Air Corps Training Center, the pilots at Kelly Field are getting some nice cross-countries. In the last two months DHS were ferried from Selfridge, Bolling, Mitchel, Fort Riley, Maxwell, Kansas City, Scott, Langley, etc. It has been a long time since Kelly Field pilots have had so many extended cross-country trips, and they certainly relish them.

Kelly Field was visited September 30th by 13 pilots from March Field, who came out by train to ferry some PTs to March Field. They all seem enthusiastic about March and Sunny California.

Of the 154 enlisted men of Kelly Field who took the Air Mechanics' examination on October 7th, about two-thirds successfully passed, leaving about 55 vacancies still to be filled by the examination next June.

June is not necessarily the month of marriages for Kelly Field, as September seems to be the month they fall. Lieut. Ned Schramm started the month off by getting married to Mrs. Margaret Sheridan; then Lieuts. Dean, Y.H. Taylor and Hunting completed the list of bachelors to become benedicts during the month.

Major Strauss, Lieuts. J.M. Clark and D.H. Dunton flew in two DHS to Wright Field for the dedication exercises on October 12th.

Kelly Field, for the first time in many years, has a football team and it looks good. Their first game was against the strong 9th Infantry aggregation which they were able to defeat in the last half minute of play by the score of 7 to 0. Lieut. Frederick A. Johnson, assisted by Lieut. F.P. Booker, is coaching the team. They have some good material to work on, and Kelly is looking forward to a successful season.

San Antonio Air Depot, Duncan Field, Texas, October 27.

The following airplanes and engines were overhauled by the Engineering Department of this Depot during September: Airplanes -- 24 PT-1, 2 AT-5, 1 ODA-1, 1 P1-B, 1 PW-9A, 1 O2-C, 1 DH-4M-2P, 1 DH-4M-2T, 2 DH-4M-2, 4 DH-4M-1, 1 G-1, 2 O2, 1 VE-9, Total 42; Engines -- 25 Liberty, 42 Wright E, 1 Curtiss D-12, total 68.

Captain Morris Berman, of the Materiel Division at Wright Field, Dayton, who ferried a DH-4M-2 to Brooks Field, visited this Depot for a conference on supply matters prior to returning to his station.

Lieut. R.V. Ignico, our Depot Supply Officer, and Lieut. A.W. Vanaman, our Chief Engineer Officer, made a cross-country flight to Wright Field to attend the dedication exercises on October 12th. He also visited Chanute Field for a conference there, returning on the 21st.

A Tea was given by the Duncan Field Officers' Club on October 16th, from five to seven o'clock, in honor of Lieut.-Colonel and Mrs. James A. Mars. In the receiving line were Colonel and Mrs. Mars, Mrs. F.P. Lahm, Major and Mrs. J.E. Chaney, and Mrs. S.W. Fitzgerald. The Club was attractively decorated, and music was rendered by an orchestra. About 125 guests were present from Air Corps circles.

in the vicinity of San Antonio.

Lieut. Alfred J. Lyon, of Wright Field, on a tour by rail embracing the principal Air Corps stations between the West Coast and Wright Field for the purpose of inspecting and setting of Curtiss-Reed propellers, was at this Depot in this connection since October 16th.

Lieut. A.K. Ladd, of the Office Chief of Air Corps, arrived here October 20th and left the same day, ferrying an O2-B to Bolling Field.

Major J.H. Houghton and Lieut. G.P. Gethlin, Jr., were visitors at this Depot October 22nd to 25th, on their cross-country from Wright Field to Rockwell Field. During their stay they were the guests of Lieut. A.W. Vanaman.

Lieut. Norman D. Brophy, our Adjutant, is with us again after a month's leave spent in Minnesota and North Dakota, expressing himself as glad to be back in this warm climate after the touches of winter now beginning to appear in the north.

Lieut. Harry A. Halverson made a trip to Dallas and return over the weekend to attend the football game between Southern Methodist University and the University of Missouri.

Lieut. Everett S. Davis, of Langley Field, arrived at this Depot October 25th to secure an O2-B plane and ferry it back to his station.

Lieuts. Alvan C. Kincaid and Aubrey Hornsby, en route from Selfridge to March Field in two PT-1s, stopped over at this Depot on October 26th for change of engines in their planes.

Camp Nichols, Rizal, P.I., September 6.

66th Service Squadron: 1st Lieuts. John D. Corkille and A.W. Martenstein were transferred to the Philippine Air Depot, same station. The Squadron is furnishing the required enlisted personnel to carry on the work at this Depot. Eighty men were placed on special duty with that unit and are now engaged in major overhaul of airplanes and engines.

The Post Schools of Engine Mechanics and Parachute Riggers are progressing in fine shape. The Engine Mechanic class is expecting to complete its course of instructions on or about September 1st.

28th Bombardment Squadron: Major John H. Pirie, who arrived on the July "THOMAS", for duty on the Department General Staff, was assigned to the 28th Bombardment Squadron, upon his own request, to fire the gunnery and bombing courses prescribed in T.R. 440-40.

First Lieut. E.M. Powers, whose efficient services as Engineering Officer, during the absence of 1st Lieut. B.E. Gates kept our planes in the air, departed on August 20th for a short tour of China and Japan prior to boarding the "THOMAS" at Nagasaki, Japan, October 1st for return to the United States. Lieut. Gates returned from a trip to China August 18th and is now busily engaged superintending the work about the Squadron hangars, including the construction of more comfortable quarters for the Emergency crew.

Despite the fury of typhoons and its heavy rains, this Squadron chalked up a total of 105 hours aircraft flying time from August 1st to August 24th, 1927.

Sixth Photo Section: The Sixth Photo Section experienced some very trying days during this month. In addition to regular photographic projects, the Section undertook to repair and remodel the photo hut, which necessitated all personnel of the Section working all day to rush its completion. However, the hard work spent on it so far is not minded, for the Section is being converted into a "real" one. It is rumored that 1st Lieut. G.W. Goddard has given up living at home, for he has been spending all of the day and part of the night keeping his eagle eye on the progress of the photo hut.

Staff Sergeant Howard Williams, the Village Cut Up, was given a month's rest in the form of guard duty; he makes an excellent policeman. Staff Sergeant C.W. Patterson says he is tired of living alone and announced that his wife and youngster are on their way over here, the land of sunshine and tin roofs.

Flight "B", 2nd Observation Squadron: Heavy rains during the month, curtailed flying activities but this was made up in the servicing and getting the ship ready for the annual training schedule. This year's training should prove very interesting, for Flight "B" will work in conjunction with the Signal Troops at Fort William McKinley, Rizal, and several radio experiments will be carried on between these two branches of service. There will also be drop and pick-up messages and the use of panels and pyrotechnics which, aside from their importance, will be very pleasurable experience to those participating. Captain D.B. Howard, Commanding Officer of the Flight, has prepared the Communication Schedule.

Acting First Sergeant C. McKnight is the proud daddy of another addition to his family, whether it is a boy or girl makes no difference, for the cigars will be passed just the same.

Private Robert Dunne, Short Timer, has now tied strings around his fingers so as not to be left behind as he leaves on the September transport. We say farewell but not good-bye, for after his three months furlough, effective upon arrival in the United States, we all expect to see him back in the land of sunshine.

4th Composite Group, Headquarters: August is ideal for typhoons and heavy rains which has seriously hampered the flying hours of this organization. In between squalls the usual outside duties and drills were performed.

Technical Sergeant W.S. Hopper, the Post Sergeant-Major, and Technical Sergeant M.E. Ketchum effected a mutual transfer, Sergeant Ketchum to the 28th Bombardment Squadron, and Sergeant Hopper to this Organization.

The basketball team of Camp Nichols held first place with no defeats, prior to their encounter with the 59th Coast Artillery Corps, mainly because of the consistent and skillful display of the fine points of the game by Corporal Livingston and Private Atkinson, of this Organization. The game with team mentioned above, however, proved too strong plus Goddess of Luck for the warriors of the home team, ending with a slight margin in favor of the opponents. The game was played at Corregidor Island, but "revenge is sweet", for a return "battle" is scheduled in the near future on the home grounds. The 59th CAC is now in first place and the Home Team is second. The hopes of this command are high that the return game will place the home team in a knotted tie for first place in the flag race.

Clark Field, Pampanga, P.I.

Flying during August was somewhat restricted due to typhoons and heavy rains. However, we were able to continue gunnery practice and low altitude tactical work. A visiting flight from Corregidor, consisting of Captain Adler, Lieuts. Meloy, Mallison, Hodges and Holland, was forced to remain at Clark Field for five days due to the continuous heavy rain and typhoons.

Traffic between Clark Field and China is still quite heavy. Lt. Haddon just returned from a six weeks' trip in China and Japan. Capt. White, our flight surgeon, made a ten-day trip to Hongkong and Shanghai; Major Walton and Lt. Schulgen returned on the 25th from China and Japan, while Lieuts. K.B. Wolfe, R.W. Wolf and M.E. Finn are going up on the coming trip of the "THOMAS" for several weeks' stay.

The 3rd Pursuit Squadron will feel a decided loss when Captain W.M. White, our flight surgeon, and Lieut. J.B. Haddon, one of the old stand-bys, leave on the September transport. Captain White is scheduled for Brooks Field and Lieut. Haddon goes to Selfridge Field. Captain Hart is slated as replacement for Capt. White.

General Sladen, commanding the Philippine Department, and Colonel Herron, Chief of Staff, made an official visit to Camp Stotsenburg early in August. An informal inspection was made of Clark Field and the Chief of Staff expressed himself as being well pleased with the condition of the equipment and appearance of the post.

Golf continues to be the most popular sport and diversion and with the approach of the dry season, increased interest and improved scores are expected.

Kindley Field, Fort Mills, Corregidor Island.

Orders were received for the transfer of First Lieut. Ames S. Albro from this station to duty at Department Headquarters as Assistant Air Officer, effective September 1st. "Tis with much regret that the command sees Ames S. depart the 'appy' home. Lieut. Mollison will take over Lieut. Albro's many duties, including those of Operations, Communications, Intelligence, Information, Summary Court and Schools Officer.

As was the case last month, a year ago, the year before that, and so on, the weather man decreed that flying activities would be confined to just that necessary for those on flying status, in consequence of the usually prevailing surf, frequent downpours of rain from an innocent looking sky and young gales blowing up from nowhere on beautifully calm days, the aircraft flying time reports for the month show little enough.

The Kindley Field officers recently swung a "Kid's Party" in fine style. To quote the Manila Sunday Times:

"Led by Captain Adler, the Air Corps deserted Kindley Field, Thursday night, zoomed down on the Corregidor Club, gave a party -- reproduced Coney Island's Steeplechase, the Moulin Rouge, Armistice Night. A Kid's Party. Hot ziggity!

Guests entered by a chute -- shot into the club through the mouth of a painted canvas devil, but tarried not at the bottom where electricity distributed prickly thrills. Swings and seesaws lined the walls. From a large monoplane at one end the orchestra sent out a musical barrage, spotlights swept the floor, three cleverly arranged small planes simultaneously bombed the dancers with confetti, horns and popguns.

Came the Air Corps Variety Show. Mrs. Watkins starred in "Schooldays". Lieut. Patrick and company rendered a scene from a musical production; some said it was from "La Tosca", others said it was from the Floridora Sextette, all said it was great.

Then entered a lone dancer with rollicking steps. Applause brought her back again and again. It was Mary Hay.

Guests glanced at the walls, stopped, stared, laughed. The mural decorations were from the gifted crayon of Lieut. Vincent Meloy, airman-artist. Panels done with a humorous touch; a duck wearing rubbers, a crick necked dodó, cats, bears, sheep, dogs, roosters, mice -- all the mother goose family, their countenances expressive.

The party was given by airmen -- Captain Adler, Lt. Albro, Lt. Meloy, Lt. Hodges, Lt. Mollison, Lt. Patrick, Lt. Watkins, Lt. Holland and their wives. They brought as guests former Kindley Field commander, Captain L.R. Knight, Mrs. Knight and Miss Lurline Rencher of Camp Nichols, Lt. and Mrs. P.W. Wolf, Lt. and Mrs. Hez McClellan, Lt. and Mrs. A.S. Heffley, all Air Corps, and Captain Frank L. Reagan, Inf."

The basket-ball team is again going through the Detachment League like fire, and is expected to cop the championship again this season. The last game played was very close and was not won until the last minute of play. The Ordnance Detachment team was leading 8 to 7 until our bunch managed to hoop one in just before the whistle blew which made the final tally 9 to 8. Kindley Field has one more game to play on the schedule, which happens to be with the Ordnance Detachment, so another real game is expected, but the team has been practicing hard and is quite confident as regards the outcome -- a win meaning the championship.

The Bowling Team is going along in great shape and is at present tied with the Headquarters Battery, 59 th Coast Artillery, for first place. The team is getting accustomed to the alleys at the Service Club and are keeping the pin boys setting 'em up ten at a time. We are looking for the team to cop the cup in bowling, thus bringing another championship to the Air Corps on the "Rock".

The remains of the late Corporal Clyde A. Rutherford, who died July 16th, as a result of injuries received on that date in a motor bus accident, were laid to rest with full military honors, on August 16th, at Fort William McKinley, Rizal, representatives of this command making the trip to that station to attend these final rites. The many beautiful floral offerings gave mute testimony of the high esteem in which Corporal Rutherford was held by all who knew him.

Crissy Field, Presidio of San Francisco, Calif., Oct. 28.

The personnel of Crissy Field sincerely regret the loss of Staff Sergeant Paul L. Woodruff, who was ordered to duty as a Second Lieutenant, A.C., at March Field, California. The members of the field, knowing Lieut. Woodruff, have had every reason to believe that he had successfully passed the examination for a commission. No one, however, expected him to be ordered away so soon.

Lieut. Eoo C. Allen left for Vancouver Barracks, Washington. The trip was a case of combining business and pleasure, for it was necessary on the return trip to inspect some government property at Eugene, Oregon. Lieut. Allen had an opportunity to see the country he had not traversed before. Comment on return, "Grandiose".

Lieut. Taylor left October 13th for Los Angeles, having as his passenger the Hon. B.T. Fitts, Lieutenant-Governor of California.

Thirty-one enlisted men were examined during the week for the new ratings in the Air Corps, i.e., Air Mechanics 1st and 2nd Class, with the following results:

Corporal Feeney, Peter M.	Air Mechanic 1/Cl.	Armament Department
Corporal Hudelson, Howard H.	" "	Machinist.
Pvt. 1/Cl. Gilbert, Harold F.	Air Mechanic 2/Cl.	Repairer, Radio
Pvt. 1/Cl. Schmidt, Frank A.	" "	Repairer, Radio

Pvt. 1/Cl. Schmidt, Henry A.	Air Mechanic 2/Cl.	Operator, Radio
Pvt. 1/Cl. Robinson, John A.	" "	Welder
Pvt. 1/Cl. Clark, Murl M.	" "	Armorer
Pvt. Thompson, Jay L.	" "	Mech., Gas Engine
Pvt. Brownstein, Jacob H.	" "	Welder

Scott Field, Belleville, Ill., October 28.

The present year has not been favorable for flying. In fact, statistics of the field show that this year has had more unfavorable flight days than any previous year since the field was opened. The weather man relented at last, however, and gave us two weeks of excellent flying weather.

The school has made the most of the time available and our student body has progressed this year to a point, in flying, several months ahead of any previous year.

Of the 773 man hours and 154 airship hours, the larger portion was flown in the past two weeks.

So far this season the Scott Field football team has made an excellent showing. They handed Chanute Field the surprise of their lives when they defeated them 26 to 2 at Chanute Field on October 23rd.

Mitchel Field, Long Island, N.Y., October 12.

The trans-Atlantic flying season closed locally on October 11th, when Captain George Haldeman, Air Corps Reserve, and Miss Ruth Elder, recently licensed as a private pilot, took off from Roosevelt Field in a Stinson monoplane for Paris.

On the preceding day Mrs. Francis W. Grayson with her pilot, Wilmer Stultz, and her navigator, Brice Goldsborough, took off for Old Orchard, Maine, on the first leg of a proposed flight to Copenhagen, Denmark. "The Dawn", as Mrs. Grayson had christened her Sikorsky Amphibian, is equipped with two Wright Whirlwind motors, a particularly complete radio receiving and sending set and other equipment which should aid her in her effort to prove the safety of trans-Atlantic flying when attempted in a plane built especially for the purpose.

Wilmer Stultz was a sergeant on flying status during the World War, serving most of the time with the 113th Aero Squadron, and Brice Goldsborough for eight years prior to the war was a chief radio operator in the U.S. Navy. Of recent years Mr. Goldsborough was engaged in the manufacture and installation of airplane navigation instruments.



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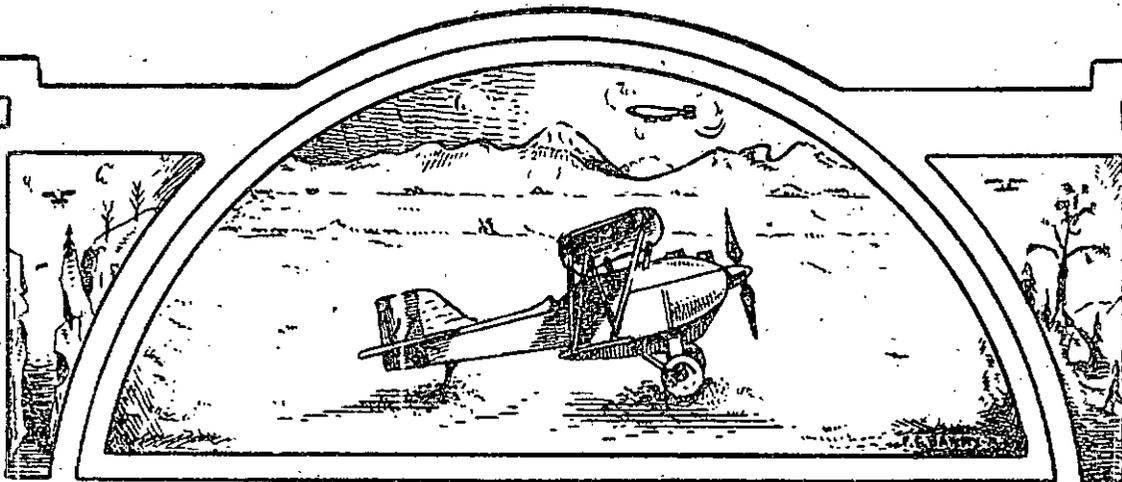
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Air Corps

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Letter



- ISSUED BY -
OFFICE CHIEF OF AIR CORPS
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WASHINGTON, D.C.

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Information Division
Air Corps

December 8, 1927

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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CATERPILLAR CLUB CONTINUES TO GROW

Once more Kelly Field pilots participated in a double parachute jump. This is the third time that two pilots have taken the parachute route to safety as the result of mid-air collisions between two planes. This third double jump occurred on October 27th, about five miles north of Kelly Field, at an altitude of about 2500 feet, between Cadets J. D. Cleveland and E. A. Sanborn, who were flying AT-4 pursuit planes. They were performing simulated aerial combat when Cadet Cleveland ran into the tail of Cadet Sanborn's plane, cutting the tail off. Both pilots immediately went over the sides of their planes and pulled that magic ring, which gave them back their lives and enables us to get their own version of what happened.

Cadet Sanborn had this to say of his experience: "I began pulling up, but as far as climbing ability was concerned the other ship had it on me. When I was up at about the same altitude it seemed that things developed into a general mix-up and when I tried to get away my ship stalled. I banked to the left and Cleveland would follow me in, then I would do a reversal up to the right, trying to do a 'chandelle', at the same time trying to gain all the altitude I could. I did five or six of these and Cleveland would follow me right on thru. Then I did quite a steep one, and Cleveland was close up, right behind me. My ship seemed to stall and I saw he was awfully close and knew we were going to hit; there was nothing to do but wait. Cleveland, just at the last second, tried to turn his ship to the left and come in behind me when his propeller hit my right stabilizer with a terrible jar. In fact, it was so strong it threw my head back against the stream lining on the fuselage, and it felt just about like somebody on the ground had picked me up and thrown me about 30 feet. Then my ship, I think, turned over and Cleveland's right wing locked in my right wing and it seemed to me that the ship started spinning very rapidly. When I tried to unfasten my safety belt the elastic on the strap held it locked, but on my second try I got it open, got my feet in under me and clear of the ship. I never did see Cleveland; I didn't know what had become of him. The ships were spinning on my right side. Once I thought they were going to hit me. After I dropped it seemed like 600 or 700 feet, I pulled the cord and I thought 'Gee! I've got to keep this now,' and I held on to the ring. I heard the ships crash below me and shortly afterwards I hit the ground a short distance from them. I heard someone say: 'Hey! Sandy, get the hell out of the way,' and there was Cleveland. I first lit on my feet, then sat down rather hard, then I hit right on the back of my head. However, the ground was soft. In about ten minutes people were coming from all directions; in fact, there were two or three private planes, and about thirty civilians - mostly Mexicans. In about half an hour the Engineering Officer of the Squadron that the planes belonged to came over and we had to tell him how it happened. Then finally the Operations Officer, Lieut. Kuntz, came over and we told him our story. We came back to Kelly with Sgt. Jones on the wrecking truck."

Cadet Cleveland's version of the accident was as follows: "Cadet Sanborn made a pass at me, whereupon I turned and started chasing him around, trying to get him in a position where I could turn my guns on his tail. After numerous maneuvers I thought I had him in a fairly good position. As it later turned out I had him in an excellent position, as he could not get out of the way at the end of a climbing turn, and my AT proceeded to chew the tail off of his. The next moment the air was filled with flying bits of sticks and wing fabric, and everything seemed to fly loose except the pilot who, after pulling and climbing, finally succeeded in getting out. With a sigh of relief I was about to pull the rip cord when I realized I was in Sanborn's ship, with one foot struck thru something, probably the wing. I fought frantically and it seemed

the more I kicked the less I seemed to free myself. I had no idea of the altitude, but it seemed like it was about time we were on the ground. From some unknown reason I found myself free from everything and just laying back in the air. I thought it would be probably the first and last quick movement I would ever make, so I pulled the rip cord and it came out in my hand so easily that I can remember in the 'split' second of looking at it and thinking, 'My God, it's broke! About that instant the 'chute opened. I think I had a grin on just about the size of the 'chute and promptly forgot about the rip cord and threw it away. I looked below me and realized for the second time that I was about to have Sanborn in a fairly good position again, but this time it was his head. In a joking way I yelled at him to get out of the way, but as the last words were out of my mouth I landed ankle deep in nice soft ground and the parachute completely covered me."

Three more members of the Air Corps joined the Caterpillar Club as the result of an unfortunate collision on November 9th at 10:45 a.m., between an LB-5 bomber and a Naval pursuit plane. The Bomber was piloted by Lieut. D.H. Stuart, Air Corps Reserve, with Technical Sgt. A.B. Jewell and Staff Sgt. F.P. Miller, both of the 20th Bombardment Squadron, Langley Field, Va., as passengers.

Flying a radio mission towards Norfolk, Va., the bomber was approached by a three-plane formation from VX-5 Squadron of the Naval Air Station, Hampton Roads, Va. The leader, Lieut. S.G. Nelson, crashed into the right wing of the bomber. The pursuit plane continued in a dive to the ground, crashing in about six feet of water and killing Lieut. Nelson instantly. Lieut. Stuart and Sgts. Jewell and Miller took to their parachutes, all landing safely. Lieut. Stuart's parachute became tangled in the radio antennae, broke the end off the antennae and tore a hole in the top of the parachute which, however, did not prevent its operating safely. Sgts. Jewell and Miller both landed in the water, the former having a hard time to swim to shallow water in his heavy flying suit. Sgt. Miller was fortunate to land in shallow water near the bank. Both planes were demolished.

A total of 75 life-saving emergency parachute jumps were made in this country up to and including November 9, 1927, and seventy lives saved. Col. Charles A. Lindbergh jumped on four occasions and Lieut. Eugene H. Barksdale (deceased) and Capt. Frank O'D. Hunter jumped twice.

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PLUGS OIL LEAK WITH THUMB AND ENABLES PILOT TO MAKE SAFE LANDING ✓

While making observations of some I.W.W. meetings from an altitude of about 100 feet, the tachometer plug in the camshaft housing of the plane piloted by 1st Lieut. Ralph J. Hall, A.C., Colorado National Guard, came out, permitting the oil to escape. Realizing the dangers of a forced landing under the conditions then present, Lieut. Wilson, observer, climbed out of the rear cockpit and worked his way forward to the motor. He then held his thumb in the hole from which the oil was running, while the pilot returned to the field, a distance of about thirty miles, and which was reached with an altitude of about 2500 feet. Lieut. Wilson then climbed back into the cockpit while the motor was throttled, and the pilot was able to make a normal landing before the remaining oil escaped.

For several weeks the Colorado National Guard Air Corps was patrolling the Colorado Coal Fields in connection with the strike and the I.W.W. activities in those fields. Most of the flying incident to this duty was over mountainous country above the 6,000 foot level.

On the particular flight above mentioned, Lieut. Hall took off about half an hour before sunrise in a PT-1, with 1st Lieut. Raymond M. Wilson, A.C., Colorado National Guard, as observer.

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FIRST AIR CORPS BAND ORGANIZED IN PANAMA

The War Department has authorized the organization of the First Air Corps Band, to be stationed at France Field, Panama Canal Zone. This band will have a

strength of 28 men - the uniform strength of Army bands.

Wilford G. Archambeault was appointed a Warrant Officer, band leader, and ordered to France Field for duty as leader of this band. He is a graduate of the band leaders' course, Army Music School, and has considerable experience as a band leader. Additional grades and specialists ratings have not yet been authorized for this band, and until such time as such authorization is made the grades and ratings will be furnished from other Air Corps units in the Canal Department.

It is expected that two additional Air Corps bands will be authorized on March 1, 1929, for station at Chamute Field and Kelly Field, respectively.

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NEW MODEL TARGET GLIDER ✓

By A. M. Jacobs

The new target glider demonstrated at Wright Field on Dedication Day is a development worked out under Captain Brower of the Airplane Branch, Materiel Division. This equipment is used for target practice and has been under test at Selfridge and Langley Fields for air combat practice and at Aberdeen Proving Grounds for anti-aircraft practice. The glider is a high-wing monoplane, having a span of 12 feet, of box-spar construction. The old glider was of I-beam construction. The skeleton of the fuselage and tail surfaces is built of steel tubing instead of wood as in the former gliders. It was the frailty of the old glider, in fact, that made a more rugged type advisable. The present glider has collided with a stone wall with no great damage to itself except a slightly flattened nose.

Another advantage of the present glider is that the wing and fuselage are designed to separate in case of a head-on landing, being fastened together merely by inch-wide rubber bands cut from 36 by 8 inner tubes. This construction makes a shock-absorbing element unnecessary. Usually the glider is carried on top of a DH airplane from which it has been released at altitudes varying from 800 to 10,000 feet. An automatic elevator and tab, in one piece, make possible a certain degree of control. By bending the tab, various angles of descent may be predetermined. If the elevator is entirely removed, the glider will perform almost all the maneuvers of a pursuit airplane, thus increasing its value as a target. Its rate of descent from 2,000 feet is six minutes and twenty seconds, and it is possible for the releasing ship, by skidding and giving it the blast from the propeller to weathercock it around to a desired direction, thus guiding it away from crowds and buildings.

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DUNCAN FIELD BECOMES AN ATTRACTIVE SPOT ✓

Through the continued efforts of the Depot Commander, Duncan Field is becoming one of the most attractively located areas in the vicinity of San Antonio, Texas, a feature which is very much to the interests of the Army as well as the city. Much work has been done on the post under the direction of the Quartermaster. During the past month some forty-odd ligustrum trees, as well as water ferns and evergreens, were added to those formerly planted, materially enhancing the general appearance of the Air Depot. Approximately one mile of gravel road was constructed during the past two months, considerably improving service hauling conditions of the post.

With the completion of two sets of married officers' quarters (one on November 1st and one about December 15th), the housing situation at this station will have been practically taken care of, with the exception of one married officer who is at present occupying bachelor officers' quarters. Including the newly constructed Depot Commander's quarters (completed last July), three sets of married officers' quarters of the bungalow type will have been completed by December 15th at a minimum cost, through the use of approximately 75% of material obtained from the salvaging of war-time constructed buildings, deteriorated to such an extent as not to be worth the cost of repairs.

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AIRPLANE PILOTS GRADUATED FROM KELLY FIELD

It is interesting to note that since June 30, 1923, the Air Corps Advanced Flying School at Kelly Field, San Antonio, Texas, graduated a total of 375 students in the regular pilot's course. Among these graduated pilots were 167 officers of the Regular Army, 10 enlisted men, 180 Flying Cadets, 3 Naval officers, 8 Marine Corps officers, 6 foreign officers and one foreign cadet.

Since the date above mentioned, eight foreign countries have sent students to the Advanced Flying School, viz: Peru, Chile, Argentine, Colombia, Mexico, Siam, Norway and Cuba.

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SPECIAL OBSERVERS CLASS AT KELLY FIELD.

The Special Observers Class recently started at the Advanced Flying School at Kelly Field, Texas, with the following-named Air Corps officers as students:

Lieut.-Colonel Seth W. Cook, Major Ira Longanecker, Captains Vernon L. Burge, Edmund W. Hill, 1st Lieuts. Charles H. Dowman, Gilbert S. Graves, Harvey H. Holland, James E. Adams, Alfred L. Jewett, Bennett E. Meyers, Charles T. Skow, 2nd Lieuts. James F. J. Early, John G. Salzman, John A. Tarro and Warrant Officer Leland D. Bradshaw.

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GERMAN AIR COMMISSION VISITS LANGLEY FIELD, VA.

The German Air Commission, which is making a tour of the United States, recently visited Langley Field, Va., for the purpose of inspecting the laboratories of the National Advisory Committee for Aeronautics. The Commission came down from Washington in a three-motored monoplane, piloted by Lieuts. H. R. Bowes and W. C. Fitzpatrick, U.S. Navy, who are stationed at the Anacostia Naval Air Station, Washington. They reached Langley Field at about 11:30 a.m., and took off on the return trip shortly after 3:00 o'clock. Upon arrival the visitors were met by H. J. E. Ried, Chief Engineer of the laboratories, who took them to the Officers' Club for lunch. Later they inspected the plant of the National Advisory Committee for Aeronautics.

In the party were Prof. Engineer Dr. Hoff, Chairman of the German Air Research Laboratory at Aldushoff; Dr. A. Mählig-Hoffman, from the German Air Ministry; Dr. Engineer Kamn, Chief Engineer of the German Research Laboratory, and Dr. Engineer F. Seewald, in charge of the aerodynamics section of the German Research of the National Advisory Committee.

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LANGLEY FIELD AIRMEN ATTEND OPENING OF MUNICIPAL AIRPORT AT AUGUSTA, GA. ✓

A flight of 25 planes and one airship recently took off from Langley Field, Va., for Augusta, Ga., to assist in the opening of the municipal airport in that city. The Air Corps Tactical School almost went in a body, as twenty planes left that organization. Three bombers, the C-1 Transport and the DH4M2P photo ship were sent from the Second Bombardment Group. All but the C-2's landed at Pope Field for fuel, and on both legs of the journey, out and back, special interception and attack missions were carried out by the Air Corps Tactical School officers.

Arriving at Augusta, the personnel were the guests of the City and were very comfortably taken care of by them. The next day the official dedicatory exercises were held, and the Army pilots participated in several exhibitions of formation flying, attack missions and pursuit combat, as well as airship maneuvers by the TC-254.

After the exercises some of the planes took off for home, but the majority enjoyed the hospitality of the City of Augusta for another night and returned the following day.

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NEW FLYING TRAINING CLASS AT BROOKS FIELD

Approximately eighty student officers, including 30 members of the 1927 graduating class of the U.S. Military Academy, reported at the Primary Flying School, Brooks Field, San Antonio, Texas, for training with the new class which started on November 1st. Thirty Flying Cadets also reported and, according to the News Letter Correspondent, more were expected daily. Final examinations as to the physical and mental qualifications of the students were in progress since the above date, the successful candidates being scheduled to start their training on or before November 15th.

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MODEL AIRPLANE BUILDERS AWARDED PRIZES ✓

Major S.W. FitzGerald, Commanding Officer of Brooks Field, Texas, awarded prizes to the winners of a Model Airplane Builders' Contest, sponsored by the San Antonio EVENING NEWS, on the morning of October 29th. These contestants also visited Brooks Field to witness the mass take-off of practically every pilot and PT airplane on the field. This maneuver was included in a movie being filmed at Brooks Field by order of the Chief of Air Corps and directed by Lieuts. C.Y. Banfill and H.K. Ramey, in which the life of a student pilot at the Air Corps Training Center is depicted.

It is understood that the film is to be shown in schools and colleges where eligible student materiel for flying training may be found. The picture is designed to give these prospective candidates some idea of what they might expect to find at the Training Center and to awaken their desire to apply for training.

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THE PHILIPPINE AIR DEPOT ✓

The activities of the Philippine Air Depot were increased to include an Air Corps Repair Depot for major repairs and overhaul of all Air Corps equipment in use or in storage. The Depot will in future be responsible for supply and maintenance, serving all Air Corps stations in the Philippine Department. The buildings and equipment of the Engineering Department of the 66th Service Squadron, Camp Nichols, together with the Air Corps Station Supply and the Parachute Department, were transferred to the Depot, and the enlisted men operating these departments are detailed in special duty status.

Three officers were added to the roster of the Depot, viz: 1st Lieut. Austin W. Martenstein to Depot Station Supply Officer; 1st Lieut. John D. Corkille to Depot Engineer Officer and 1st Lieut. Hugh A. Bivins to Assistant Depot Engineer Officer.

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COLD WEATHER FLYING IN THE PHILIPPINES ✓

Cold weather flying equipment was much in evidence at Clark Field, Pampanga, P.I., during September. This condition was brought about by the conduct of problems and exercises in which the squadron at that field operated in the vicinity of 15,000 feet altitude. The temperature at this altitude even in the Philippine Islands makes the wearing of sweaters and flying suits a necessity. One problem carried out demonstrated very nicely the use of clouds as concealment. In this problem the Squadron, consisting of eight PW-9's, proceeded at about 12,000 feet altitude to Camp Nichols and simulated an attack and furnished excellent concealment for the simulated bombing and machine gun work. A similar attack was made on Kindley Field but was not so fortunate in having clouds for concealment.

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LANDING AN AMPHIBIAN IN THE WATER WITH ONE WHEEL DOWN ✓

By the News Letter Correspondent

We've all read of the "Caterpillar Club" and "One Wheel Landing Club", and now along comes Captain Adler in an attempt to inaugurate still another.

Captain Adler, leading a formation of three amphibians, left on a cross-country flight for Clark Field. Upon preparing to land at Clark Field, one wheel only consented to do its duty, with the result that Captain Adler high-tailed it for home. Not unlike a duck in flight with a stiff leg (if one was ever seen), he circled over Kindley Field with one wheel up and one down, with Private Thomas G. Wise out on the wing doing his best to heave the contrary wheel up and into its bed in the hull. But it refused to budge. A landing with one wheel down was the only alternative to staying up all day or forever, even if the gas had held out, and a prettier or more skillful landing one never beheld. Captain Adler set her down in the water on the right wing pontoon and the tail skid and by the time the left wheel took its baptism in the briny the speed had been sufficiently slackened to cause no damage to plane or personnel other than a ducking from the splash kicked up when the wheel went under.

Private Wise is deserving of much credit for his commendable display of nerve in crawling out on the wing and attempting to replace the wheel in the process of which he was slightly burned by the exhaust.

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DESTRUCTION OF CONCRETE BRIDGE WITH MILITARY WEAPONS

A project sought to be accomplished for some time past and much discussed has been the destruction of a 700-ft. concrete bridge over the Pee Dee River above Mt. Gilead, N.C. with the aid of military weapons.

A final decision was made on November 15th by a board of officers which met at the bridge. This board was composed of General Bowley, Major Steward, Ordnance, of Washington, D.C.; Major Young, Ordnance, Fort Bragg, N.C.; Capt. Hoffstæder, Ordnance, Langley Field, Va.; Captain Swick, Corps of Engineers, and Captain Duncan and Lieut. Holden of the Air Corps. The board met with the representatives of the Carolina Light and Power Co., owners of the bridge, and the representatives of the State Highway Department.

With the cooperation of these gentlemen the final decision and plans were made. The tests conducted by the Highway officials and engineers will be completed on or about December 15th, when the bridge will be turned over to the Army for further tests of Ordnance and Engineer demolition explosives. It is contemplated dropping 300, 600 and 1100-pound bombs, both sand and TNT loaded, from the new Keystone LE-5 bombers and six CBS-1's sent from Langley Field, Va. for that purpose. Lieuts. Walker and Beaton, Air Corps, were at Pope Field recently and spent several days making preliminary preparations for loading bombs.

As Pope Field is only 55 miles from the bridge, it will be the base of operations. Consequently, the last half of December will be a busy one at this field.

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NEW TRI-MOTOR AIRPLANE LAUNCHED AT ROCKWELL FIELD

The launching of a new airplane marks another milestone in the history of aviation and is an interesting and enthusiastic event in any community. The new "Prudden" all-metal tri-motor airplane manufactured in San Diego, Calif., recently took the air at Rockwell Field. Permission had been obtained for the tests to be made at Rockwell Field, and 1st Lieut. Ray Clark, Air Corps, piloted the airplane on its initial flight. The plane is of the monoplane type and is powered with three Siemens radial air-cooled engines. The ship will carry six passengers and its pilot in comfortable wicker chairs in a cabin with upholstered walls and ceiling and all modern conveniences. It has been designed for use on passenger, freight and express lines.

Mr. George H. Prudden, who is head of the new San Diego industry, composed of local capitalists, paid high tribute to Lieut. Clark and testified to the efficiency and courtesy of Rockwell Field personnel in cooperating with his company in testing and inspecting the new plane.

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ASSISTANT SECRETARY OF WAR LANDS AT EAST RIVER, N.Y. AIRPORT

Proving the feasibility of using the East River as an airport, the Hon. Hanford MacNider, Assistant Secretary of War, landed recently in a Loening

Amphibian at the dock at the foot of 31st Street and East River.

Mr. MacNider was piloted from Washington to Mitchel Field by Captain Ira C. Baker, Air Corps, in an hour and 45 minutes, and the Amphibian then took off the land field and was flown to the East River in eighteen minutes, thus saving almost an hour over the time that it would have taken to drive in, or take a train from Mitchel Field to the heart of New York City.

Despite gusty wind conditions and adverse tides, there was no difficulty in bringing the Amphibian to an easy mooring at the Loening dock.

The East River has been recommended for an airport site for amphibians and seaplanes, and Mr. MacNider is the first Government Official to test out the practicability of this convenient location.

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INVENTOR SEEKS TO OVERCOME FRICTION

The following letter, quoted verbatim, was recently received by the Commanding Officer of Langley Field, Va., which should be of interest to Air Corps personnel. The writer's name will be given, on request, to anyone who can aid the gentleman in solving the question in which he is interested - how to overcome friction. Science is looking for such a man.

"Gentlemen:

A few days ago I wrote you a letter in which I made several promises, like making an airplane, or any plane rise like a bird does by using a very small compressor on the plane. I also said any plane can fly 500 miles an hour with no change in motor power and carrying a light load of gasoline. Today I tell you a plane could fly 1,000 miles an hour for aviation is only in its infancy. It took a 100 years to develop the locomotive and with my principle a train can as easily be propelled by compressed air as it is stopt. How to overcome friction is the only nut which I am unable to crack, or speed could be unlimited.

Like Will Rogers, all I know I see in the papers and I see where German pilots in gliders stay in the air for hours and soar to great heights. With an air compressor on board and no other motor, they could navigate and stay in the air for a week and perhaps cross the Atlantic - I don't know. All the models I make, I make out of paste board paper in a 5 x 8 shack. I have no laboratory like you birds have.

And I am writing to tell you all my discoveries; all of them based on infallible laws, for the right to wear the uniform and the salary of a Second Lieutenant, but I wish to cut out all the red tape for I was a Corporal in the Prussian Field Artillery one time long ago and we had no red tape there, we could mobilize in three days. I know because I was a scribe in the regimental and brigade office.

I do not believe in war, yet in the last war I tried to enlist in Uncle Sam's army at the age of 52 but was rejected, the guy who rejected me was a damn fool. I know my business without training. We never forget the iron discipline of Prussia and Washington used it with the Hessians if I remember right. The discipline the youth of America receives in the service is worth of the money the Army and Navy costs, if neither as I hope, never goes to war. One hazard always remains in everything - a railroad engineer or an aviation pilot may lose control of his mind; otherwise a plane can be made fool proof. You have no idea how hard it is for an inventor to sell an idea and so I would give them all away to Uncle Sam, but I am not and a hobo and damn it, I want to chase shickens and raise hell just as you fellows do. Iron discipline did not prevent me from raising hell in the Prussian Army; one time a veteran of one of the wars wanted a pension and the Adjutant sent me and the veteran to look through the old archives in the cellar of the post, but there were many beer gardens and on the way we fell out. He got no pension and I had to curry horses again but not for long. You can't keep a good man down and in a few weeks I was back at my desk and now I envy you fellows, and I wish you could mobilize as quick as we old Prussians did, and come to the help of an American who by accident was born in Poland under William I, when Bismark the man of Iron ruled.

Your most obedient friend, servant, and kamerad."

ADVANCED FLYING STUDENTS COMPLETE GUNNERY PRACTICE

The Gunnery Stage, Air Corps Advanced Flying School, under the command of Captain John I. Moore, completed its work on November 20th and left Fort Crockett for Kelly Field on the following day. Captain Moore, with the assistance of his staff, completed his schedule ahead of time, in spite of adverse weather conditions for several days.

The command consisted of 31 airplanes, 14 instructors, 56 student officers and flying cadets, 94 enlisted men and a truck train of eight vehicles. The reports show results surpassing those of any previous gunnery stage, in spite of bad weather and no housing facilities other than tents.

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BOY, PAGE JOE MURPHY!

In a recent issue of the Liberty Magazine there appeared in the column "Vox Pop" an article written by a Joe Murphy, Flying Cadet, Army Air Service, Kelly Field, Texas, entitled "The Harshness of Youth." The article follows: "Kelly Field, Texas.- A fellow in Vox Pop asked if Richtofen played safe. He played safer than all h____, the dog. There was no lump in my throat when I learned he bit the dust."

Despite the fact that there is no Joe Murphy, Flying Cadet, Army Air Service, located at Kelly Field, nor has there been since 1925, this article has caused the mail of the Information Officer, Kelly Field, to materially increase. Letters from various parts of the country addressed to Joe Murphy, and the Commanding Officer, Kelly Field, have been received - some praising Murphy for the stand he took, others criticizing him, and some asking his advice as to the course of training at Kelly Field.

The following letter from John Doe was received by the Information Officer, Kelly Field, addressed to the Commanding Officer: "New York City, 10/24/27: Army Air Service, Kelly Field, Texas. Is Joe Murphy really worthy to call himself a flying cadet? A brain - and thoughtless boy, throwing dirt at a dead master of the air, like Murphy, will never be a good pilot. Maybe the master and the 'embryo aviator' will meet some day above or in the clouds and I am afraid that 'Joe' will be the loser. Truly yours, John Doe, Pilot."

The above letter is characteristic of some of the correspondence received criticizing Murphy for the stand he took. The News Letter Correspondent states that "Kelly Field is not seeking publicity of this nature and we are at a loss to know who was the author of the original article. However, the supposed Joe Murphy can be placed along with Lindbergh, Chamberlain and Maitland, in so far as he has caused Kelly Field again to be brought to the attention of the youth of the nation."

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AVIGATION ✓

By A.M. Jacobs

It is a word we have been seeing more and more frequently as descriptions of flights whose routes are not kept by landmarks are becoming more common. The instruments by which these flights have been made possible, - the compasses of various types, sextants, etc.; have been known through the short life of aeronautics as "navigation instruments", and the art of directing an aircraft over definite air routes without reference to landmarks has been called "air navigation."

At one of the weekly conferences of the Instrument Branch of the Materiel Division back in the Spring of 1925, the absurdity of the expression "air navigation" arose. The word "navigation" is derived from two Latin roots; "navis" meaning "ship" and "agere" meaning "to go" or "to direct". The English combination - "navigate" - is defined as "to journey by water; sail or manage a vessel." The word "navigation" is defined as the "act of navigating." The application of the word throughout the history of the language has been wholly to water and watercraft. To speak of "air navigation" seemed a misnomer scarcely intelligent.

Mr. C.L. Stover, of the Stover-Lang Company, instrument manufacturers, happened to be present at the conference, and he suggested the word "avigation" or

"aerogation" as a substitute for the ill-used "air navigation".

"Avigation" would be a combination of the words "avis" meaning "bird", and "agere" meaning "to go", and aerogation would combine in meaning "air" and "to go". "Avigation", it was argued, would retain the form and association of meaning of the old word "navigation", and its basic meaning, "to go as a bird", would suggest flight.

In 1924 a letter was sent to the National Advisory Committee for Aeronautics, recommending that a new word "avigation", or "aerogation", meaning the "science of directing an aircraft from one point to another", be included in the Report on Nomenclature for Aeronautics. This recommendation was not followed and the new term was not included in the nomenclature report of the N.A.C.A. But words that fit have a way of catching the ear and the imagination and of coming into their own. The word was revived when Lieut. Hegenberger used it in his article describing the California-Hawaii Flight. He had been chief of the Instrument Branch at the time of its coinage. Recently we have seen the word "avigation" any number of times and with various explanations and origins ascribed to it in press and magazines. Hence, it is with a sense of satisfaction that we can vouch for the accuracy of the foregoing little history.

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ENLARGEMENT OF POPE FIELD, N.C.

The work of enlarging and improving Pope Field has received additional consideration in view of the fact that it is to be used as a base of operations by the Langley Field bombers. Proposals for clearing and grading approximately sixty additional acres will be out in a few days and the contractor will soon be at work. These sixty acres have on them a large number of stumps, the clearing of which will constitute the greatest part of the work. In addition, the old machine gun butt which is close to the present runway, is to be leveled.

After this work is completed the field, which at present is L shaped, will become almost triangular in shape by removing the bad area in the angle of the L. The field will then provide a landing from any direction.

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AIRSHIP LANDS ON A BUILDING ✓

The first successful landing on a building by a lighter-than-air craft was accomplished recently by Captain Charles P. Clark, Air Corps, and crew on the roof of the Newport News High School. As far as known, this is the first time this feat has been accomplished in the history of aviation, and it is considered even more remarkable in that it was accomplished with practically no head wind, whereas a wind speed of eight miles per hour is considered ideal for a landing.

News Reel photographers were on hand to record the feat, as well as news representatives to broadcast the story of the landing. Local officers were highly pleased with the test and stated that its success will lend greatly to the development of aerostation, proving that the landing and taking on of passengers, freight and mail from a building is entirely possible.

Captain Clark, who is in charge of lighter-than-air activities at Langley Field, Va., was ably assisted by Lieuts. B.T. Starkey and J.M. Perkins in handling the airship, and a detachment of fifty men, under Lieut. R.M. Anderson and Master Sergeant H. Chapman, manned the guide ropes as they were dropped from the ship on to the roof.

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GLENN MARTIN'S VISIT BRINGS RECOLLECTIONS OF EARLY AVIATION DAYS

Mr. Glenn Martin, California pioneer airplane builder, visited Rockwell Field, Coronado, Calif., recently. His visit brought back recollections of by-gone days when his first military plane was brought to Rockwell Field from Santa Ana, Calif., some fourteen years ago. It is said that he demonstrated his plane for three months before it was finally accepted by the Government. After visiting his old home at Santa Ana he will return to Cleveland, Ohio, where his extensive airplane industries are located.

CALIFORNIA AIRMEN CAPTURE ANNUAL AIR RACE AT CLOVER FIELD, CALIF.

The Third Annual Commemoration Meet in honor of the Round-the-World Flight was held on November 20th at Clover Field, Santa Monica, Calif., under the auspices of the National Aeronautic Association. A crowd of approximately 100,000 interested spectators were on hand and a series of interesting aerial events were carried out without accident.

The big event of the Meet was the Army, Navy, Marine Corps cross-country race for Douglas O-2 observation airplanes. The Air Corps, California National Guard, won first and third places in this important event, 1st Lieut. Climton Burroughs capturing first place, and 1st Lieut. Jimmie James third place. Second place was captured by Capt. H. D. Campbell, famous Marine Corps pilot, who just recently returned from active fighting duty in Nicaragua. Lieut. Burroughs in winning this race gives the 40th Division Air Corps, California National Guard, possession for one year of the coveted huge solid silver Round-the-World Commemoration Flight Trophy.

Lieut. Burroughs is a graduate of the Army Flying Schools at Brooks and Kelly Fields in the class of 1925. He was communications officer of the Calif. National Guard Air Corps since his graduation from Kelly Field. He was on a aerial forest fire patrol duty for the last two years.

Lieut. James, winner of third place in the big race, served overseas and aerial forest patrol in 1924 and 1925. He is navigation and meteorological officer for the squadron and has been a member of it for three years. He is also an air mail pilot for the Western Air Express, Inc., flying the 600-mile air mail route between Los Angeles and Salt Lake City. He holds the record for the Los Angeles-Salt Lake run of four hours and three minutes. He has flown Douglas air mail planes 130,000 miles with the mail for the Western Air Express, Inc. in the last twenty months without an accident of any kind.

The California National Guard Air Corps has its own flying field at Griffith Park, Los Angeles. The squadron is commanded by Major C. C. Moseley, formerly of the Air Corps Regular Army, and now Vice President in charge of Operations of the eminently successful Western Air Express, Inc. Lieut. James B. Carroll, Air Corps Regular Army, was recently assigned as instructor. The Squadron has 21 officers and 110 enlisted men. Four Douglas O-2 observation planes and two PT's are assigned the squadron. This organization was given the highest efficiency rating of any National Guard organization in the State of California at the recent annual inspection during summer maneuvers and encampment.

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COOPERATION OF LANGLEY FIELD FLIERS APPRECIATED

Below are quoted two letters received by Lieut.-Colonel C. C. Culver, Commanding Officer of Langley Field, Va., regarding demonstrations participated in by pilots of that field, viz:

"WALTER REED MEMORIAL COMMISSION,
Newport News, Virginia,
October 17, 1927.

Sir:

I am directed by the Walter Reed Memorial Commission to thank you for the splendid cooperation you gave the commission on October 15th at the Dedication of Belroi, the birthplace of Walter Reed.

The large fleet of planes you sent us was of tremendous value. As soon as the planes began to buzz, it seems that nearly everybody in Gloucester County immediately repaired to Belroi. An hour before the services were supposed to have been started there were well over a thousand people present. We had an immense throng and everything went over in great shape.

The Commission would like to personally thank each aviator, and Major Warriner, for his courtesy and cooperation.

With great respect, I am:

Sincerely yours,

Clarence Porter Jones,
Secretary and Treasurer,
Walter Reed Memorial Commission."

"THE CITY COUNCIL OF AUGUSTA, GEORGIA,
November 2, 1927.

Dear Colonel Culver:

May I take this means of extending to you on behalf of Official Augusta, and on my own behalf, our thanks for the cooperation of your units from Langley Field in making the opening of our Municipal Airport such a signal success. Augustans have seen the greatest demonstration of aircraft that they perhaps will ever see, and for this they are largely indebted to you.

The conduct of your officers and men was of an exceptionally high order. While the long flight to Augusta and maneuvers here and the long return back to Langley Field without a single mishap of any kind is elegant testimony to the efficiency of your command.

We hope to have the pleasure of entertaining you personally.

Sincerely yours,

R. H. DANIEL,

Mayor, City of Augusta."

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ANOTHER ERRAND OF MERCY FOR FRANCE FIELD FLIERS

France Field, Panama Canal Zone, received a request on November 2nd from David, about 250 miles in the interior of Panama, for airplane transportation. A baby was seriously ill and not expected to live. Lieut. Martin, with the Cl-C Transport, accompanied by Lieut. J. N. Jones in a DH, immediately took off for David. The baby, its mother (Mrs. Jurado) and the doctor flew from David to Albrook Field. From there the baby was put in the Ancon Hospital and at present is recovering very rapidly. Missions of this kind have endeared the France Field fliers in the hearts of the people of Panama.

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A DISAPPOINTMENT FOR WHEELER FIELD PILOTS

The sad news came in the other day at Wheeler Field, Schofield Barracks, T.H. that four of their new PW-9C's were intended for the boys in the Philippines and had been dropped off at Schofield Barracks by mistake. Back into their little boxes they went, once more to take up their journey to their rightful destination.

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THE WORK OF THE AIR CORPS IN THE VERMONT FLOOD AREA

The following report was submitted by Lieut.-Col. B. D. Foullois, Air Corps, on the work of the Air Corps detachment ordered for duty in the Vermont flood area:

Saturday, November 5, 1927. Between 12:20 p.m. and 1:00 p.m. 1st Lieut. Guy H. Gale, Pilot; Staff Sgt. William McQuillan, Photographer, in a DH4M2-P; 1st Lieut. Orville L. Stephens, pilot, 2nd Lieut. Frank Wolfe, Observer, in an O-2; 2nd Lieut. Charles B. Overacker, Pilot, Private Hendrickson, Mechanic, in an O-2, left Mitchel Field, L.I., New York, on one hour's notice with orders to report to the Commanding General, First Corps Area at Boston Airport for flood relief duty in New England.

Reporting to Major General Preston Brown at about 3:00 o'clock, they were joined by 2nd Lieut. Richard E. Cobb in a VE-9 plane. The latter reported that he had made a reconnaissance to Montpelier, Vt., that morning. The airmen were ordered by General Brown to proceed to Concord, N.H. Airport and, using that port as a base, to make reconnaissance to Montpelier, Vt., landing a plane there if possible; to drop a message at Ludlow, Vt., to ascertain if the residence and family of Attorney General Sargent was injured by the flood; to drop a message and find out if the family of Assistant Secretary of War Davison at Bethel, Vt., was endangered by the flood; to take photographs of Ludlow, Bethel, Montpelier and such other places as showed flood damage, and to collect such information as could be secured from the air.

The four planes proceeded to Concord, N.H., arriving at 5:00 p.m. Lieut. Gale, the senior officer present, was in command.

Sunday, Nov. 6th. Capt. D.P. Yeuell, with L Company, 13th Infantry, with truck train, arrived at Concord about 2:00 a.m. Lieut. Cobb in a VE-9 flew solo with message from General Brown to Governor Weeks of Vermont and a small supply of typhoid serum. He left for Montpelier at 7:45 a.m., landed there, got a message from Gov. Weeks to General Brown and returned at 12:55 p.m. Lieut. Cobb should be commended for his devotion to duty in flying through clouds, rain and snow in a mountainous country to deliver an urgent message. He had the advantage of knowing the country.

Lieut. Wolfe, pilot, and Lieut. Stephens, observer, left for Montpelier in an O-2 at 7:45 with duplicates of the message that Lieut. Cobb was carrying, with orders to drop their messages if Lieut. Cobb did not get through, and to make visual reconnaissance of Montpelier and Barre, Vt., and to collect such information as they could en route. Returned at 10:30, reporting that Lieut. Cobb had landed at Montpelier. Made report of mission to H.Q. 1st C.A. Lts. Wolfe and Stephens should be commended for devotion to duty in flying under dangerous conditions through rain, snow and clouds in mountainous country, which was strange to them, to collect information which was understood to be of great importance.

Lieut. Overacker, Pvt. Henderson, in O-2, left for Ludlow and Bethel at 8:15 with message bags and messages to families of Attorney General Sargent and Secretary of War Davis. Returned at 8:55, forced back by low clouds over high mountains east of Ludlow.

Lieut. Gale, Sgt. McQuillan, left in DH at 10:10 to take photographs and to accomplish Lieut. Overacker's mission. Forced back by low clouds and high mountains at Clermont, N.H. Returned at 11:00.

Lieut. Donald S. Duke, pilot, Major-General Preston Brown, observer, and 1st Lieut. Newton Longfellow, pilot, and Lieut.-Col. Benjamin Foulis, observer, in a Loening Amphibian, arrived at Concord at 11:05 enroute to Burlington, Vt. Left Concord at 1:00 P.M., arriving at Burlington at 3:00 p.m., after flying through rain, snow and low clouds for distance of 150 miles.

Capt. C. Ford in a FT arrived from Boston with drugs for Montpelier at 1:15, returning to Boston at 2:15.

Lieut. Overacker and Pvt. Hendrickson in an O-2 left at 1:20 for Northfield, Vt. with yeast. Returned at 1:50, being forced back by snow.

Lieuts. White and Price, piloting Amphibians, with press representatives as passengers, arrived at Concord at about 2:30.

Lieut. Stephens, pilot, Lieut. Wolfe, observer, left in O-2 with message for Ludlow, Gayville and Bethel at 2:55. Forced back by snow. Arrived at 3:45 p.m.

Lieut. White and passenger in Amphibian left for flooded area at 2:50. Forced back by bad weather.

Monday, November 7th: Lieut. Cobb in a VE-9 left 7:45 on round trip to Montpelier, carrying salt, yeast and saccharine, as requested by Governor of Vermont in message to General Brown. He landed at Montpelier.

Lieut. Stephens, pilot, Lieut. Wolfe, observer, in O-2, left 8:15 for Northfield, Vt., with yeast and messages to family of Secretary Davison at Bethel, Vt., and Secretary of War Davis at Gayville, Vt. Returned at 11:00 a.m., mission successful.

Lieut. Overacker, pilot, Capt. Yeuell, 13th Inf., a volunteer observer, left for Ludlow, Vt. in O-2 at 8:45 with message to Ludlow, and to observe effects of a fire that was rumored to have burnt part of the town. Returned at 10:25, having successfully accomplished this mission. All pilots reported extremely rough weather for all missions and insufficient light for taking aerial photographs.

Received orders from 1st C.A. to return all personnel and planes except Lieut. Cobb and VE-9 to Boston Airport at 10:00 a.m. Nov. 8th. Received authority to try to get pictures if weather looked favorable. Lieut. Cobb in VE-9 to proceed to Fort Ethan Allen.

Tuesday, November 8th: Lieut. Gale, Staff Sgt. McQuillan in DE4M2-P, left at 8:10 to take pictures of flooded area. Took pictures of Sharon, Bethel, Gayville, Randolph, Ludlow and any points whioing washed out bridges, roads or railroads. Returned to Concord at 11:00 a.m.

Lieut. Cobb in VE-9 left for Montpelier, enroute to Fort Ethan Allen, with sacharine and drugs for Montpelier at 11:10.

Lieut. Stephens, Lieut. Wolfe, in O-2; Lieut. Overacker, Pvt. Hendrickson in O-2, Lieut. Price with press representative in Amphibian; Lieut. White and press representative in Amphibian, left for Boston Airport during the morning.

Lieut. Gale, Staff Sgt. McQuillan in DH4M2-P, left Boston Airport at 2:00 p.m., after Lieut. Gale had closed the business of the Air Corps Detachment, at Concord. Arrived Boston at 2:50 p.m. Joined at Boston by 2nd Lieut. Austin, A.C. Reserve, Mitchel Field, in Douglas transport.

Wednesday, November 9th: Bad weather; waited for orders and worked on planes. Sent film already exposed to Mitchel Field by mail.

Thursday, November 10th: Lieut. Gale, Staff Sgt. McQuillan, in DH4M2-P, left Boston Airport for Fort Ethan Allen at 10:00 a.m. Took pictures of Montpelier and Barre, Vt., enroute. Arrived at 12:50.

Lieut. Duke, General Brown, in an Amphibian; Lieut. Stephens, Lt.-Col. Foulois in O-2; Lieut. Overacker and Warrant Officer in O-2, arrived at Fort Ethan Allen in afternoon. Col. Foulois in command of Air Corps Detachment.

Lieut. Wolfe in PT left Boston and was forced to land at Concord; N.H.

Friday, November 11th: Lieut. Duke, pilot, Capt. Noonan, Cavalry, in Amphibian, assigned to make detailed report on bridges in and out between Hyde Park, Hardwick, Greenboro, Boston, Orleans, Newport, Richbad, Enosburg Falls. Left 9:00 a.m. Forced back by bad weather at Greenboro.

Lieut. Overacker, pilot, Lieut. Farrend, F.A. observer, in O-2 left at 9:10 to make detailed report on roads and bridges at Essex Junction, Underhill, Jeffersonville, Johnson, Cambridge, Junction, Fairfield, Enosburg Falls, Sheldon Junction, Swanton, St. Albans and return to Essex Junction. Mission successful.

Lieut. Stephens, pilot, Lieut. Fallansbee, Cav., observer, in O-2, left 11:00 to make detailed report on roads and bridges from Waterbury south to Bethel, west to Rutland, North to Burlington. Turned back by bad weather and missing motor.

Saturday, November 12th: Lieut. Stephens, pilot, Lieut. Fallansbee, obs., left at 9:15 to accomplish their incompleated mission of November 11th and to drop emergency message codes in drop message bags to Moretown, Waitfield, Warren, Granville, Rochester, Riverside and Sudbury, while en route. Mission successful in spite of very rough flying conditions.

Lieut. Gale, pilot, Staff Sgt. McQuillan, observer, in DH4M2-P, leaving at 10:45, made obliques of pontoon bridge at Burlington, dropped message bag at St. Albans, and made obliques of washed out roads and bridges from Burlington to Barre, Vt., along railroad and highway.

Lieut. Cobb in VE-9, ferried Major-General Brown to Montpelier to confer with Governor Weeks of Vermont. Returned him to Fort Ethan Allen. Lieut. Wolfe in a PT arrived from Concord. Lieut. Zalfour and mechanic in O-1 arrived from Mitchel Field.

ATTEMPT TO BREAK PARACHUTE DROP RECORD FAILS

A parachute drop was recently made at Rockwell Field, Coronado, Calif., with one of the new Russell chutes from a civilian airplane. The drop was made from an altitude of ten thousand feet by Ralph Douglas, who was out to break the world's record for parachute dropping of 4200 feet now held by Sgt. Doves of the Army Air Corps. Mr. Douglas found it necessary, however, to pull the cord after he had fallen 1800 feet. Major J.H. Houghton assisted the local Chapter of the N.A.A. in determining whether or not the world's record for "free" fall had been broken. The pilot landed in the main harbor channel in the deepest section of the bay and was rescued by a civilian speed boat, having been in the water for only a few seconds. He plans to try again to break Sergeant Doves' record.

CONSTRUCTION WORK AT MITCHEL FIELD

The contract for the construction of the new brick barracks at Mitchel

Field was awarded to March Bros. Construction Company of St. Louis on a bid of \$265,000. The firm has done considerable work for the U.S. Veterans Bureau and at present is constructing their hospital at Bedford, Mass.

Excavation for the first unit, Barracks No. 3, started on October 24th, followed a few days later by the starting of Barracks No. 4. The builders are now assembling material and equipment and have started placing concrete for the footings of Barracks No. 3. Work will continue during the winter as weather permits. While the contract calls for the completion of both buildings by October 11, 1928, it is expected that the barracks will be ready for occupancy sometime during the summer. The biggest preliminary job is making the changes in the sewers and steam lines.

Both barracks will be complete with kitchen, mess hall, day room and shower baths, and will have individual hot water heating plants. Barracks No. 3 will accommodate 132 men, and Barracks No. 4 will accommodate 163 men. Both will be of concrete, brick faced, with concrete floors and plastered walls.

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JAPANESE OFFICER INSPECTS FORT CROCKETT

Captain Nobuichi Kumusoki, Japanese Army, Assistant Military Attache, Japanese Embassy, Washington, paid a visit to Fort Crockett, inspecting the Third Attack Group, its airdrome, hangars and airplanes, and the pilots conducting operations. Captain Kumusoki showed keen interest in the Group itself and in attack aviation. He was entertained at the Air Corps Club at luncheon with General Lahm, another visitor of the day, as a guest of the officers of the Attack Group. His visit afforded an opportunity to Group personnel to learn something of Japanese aviation.

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WORK OF THE AMBULANCE PLANE AT MARCH FIELD ✓

Major C.L. Chase, Medical Corps, on duty at March Field, Riverside, Calif., recently submitted the following report on the use of a Douglas Transport as an ambulance plane at that station:

"There is at this station a Douglas Transport, which has been designated as an ambulance, capable of carrying two litter cases.

This plane was first put in operation as an airplane ambulance on August 19, 1927, at which time a transfer of an Air Corps officer, 1st Lieut. Wm. L. Boyd, was made to the Naval Base Hospital, San Diego, California, for an appendectomy. This was an acute attack, and unfavorable symptoms appearing very rapidly an immediate operation was necessary. This hospital not being equipped for major operations at that time, the transfer to the nearest available government hospital was made. The flight required 50 minutes, with little discomfort to the patient. Within two hours of the take-off, this officer was on the operating table and a gangrenous appendix, about to rupture, was removed.

Again, on October 5, 1927, Private, 1st Class, Nathan Mack, Medical Department, was transferred to the Naval Base Hospital, San Diego, Calif., for immediate operation. Diagnosis: Gastric ulcer, chronic, with colpocystitis, chronic, suppurative. This trip was made comfortably in about the same time as the preceding trip.

The condition of these two cases, as shown upon the operating table, demanded prompt surgical attention which, under the conditions, could not have been handled without a transfer to a civilian hospital, distant some ten miles, by motor transportation which, under the conditions, would have been accompanied by great discomfort and considerable danger to the patient. The use of the airplane ambulance in the transfer of the above two cases has demonstrated the feasibility and practicability of this means of transportation from stations more or less isolated and removed from a general hospital.

Again, on October 14, 1927, Private, 1st Class, George D. Dyer, 47th School Squadron, Air Corps, was transferred to Letterman General Hospital, Presidio of San Francisco, Calif. Diagnosis: Tuberculosis, chronic, pulmonary, upper lobe, left lung. This case was a litter case, having persistent hemorrhages, so that in the transporting of this case to Letterman by any other

means would have been unwise and practically prohibitive, inasmuch as trip by rail would necessarily have included a ten-mile transfer by motor to the first station and two other transfers en route, with a final ambulance trip from the station to the hospital, thus entailing considerable hardship upon the patient and disturbance of him and requiring a drawing room or section made down for the entire trip, in addition to one or two attendants, requiring eighteen hours travel. As it was, this trip was made in five hours, with no inconvenience to the patient, who was placed aboard the airplane ambulance 200 yards from the hospital and landed a distance a little more than that at the place of destination. This was a case that required adequate facilities for observation and treatment not available at this station. In other words, this patient was placed in a position to get as good treatment as the Government can give, although he was transferred 500 miles from the original place of admission."

Major Chase added that while the Douglas Transport in service at March Field as an airplane ambulance does not contain all of the facilities an ambulance of this nature might be expected to have, yet it satisfies a definite need; that there should be some improved means or facilities of loading and unloading litter cases, the door or opening not being altogether suitable; that there should be some parachute arrangement for the patient, so that in case of necessity he and the litter could be put overboard and have the protection of the parachute arrangement so that he would have a chance of saving his life. Major Chase believes that an airplane ambulance need not possess great speed, but should possess stability and be capable of operation from small landing fields, also that a bi-motor or tri-motor plane will lessen the possibility of forced landings.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station

1st Lieut. Roscoe C. Wriston from Kelly Field to Maxwell Field.
1st Lieut. Leland W. Miller from Maxwell Field to Office Chief of Air Corps.
1st Lieut. Alfred A. Kessler, Jr. from Brooks Field to San Antonio Air Depot.
Major Clarence L. Tinker from Office Chief of Air Corps to Kelly Field, for duty as Assistant Commandant, Advanced Flying School.
Captain Hugh M. Elmendorf from Selfridge Field to Kelly Field.
1st Lieut. Frank B. Tyndall from duty at Keystone Aircraft Factory, Bristol, Pa., to Langley Field, Va.
1st Lieut. Edwin R. McReynolds from Langley Field to duty at Keystone Aircraft Factory, Bristol, Pa.

Following officers, upon expiration of tour of duty in Hawaiian Department, to proceed to stations indicated:

1st Lieut. John L. Davidson to Fort Crockett, Texas.
1st Lieut. James D. Givens to Langley Field, Va.
1st Lieut. Robert S. Heald to Chanute Field, Ill.
Captain Clyde V. Finter to Wright Field, Dayton, Ohio.
Captain Lester T. Miller to Scott Field, Ill.
1st Lieut. George H. Brown to Marshall Field, Fort Riley, Kansas.
1st Lieut. John K. Cannon to Selfridge Field, Mich.
1st Lieut. Howard A. Craig to Office Chief of Air Corps, Washington, D.C.
1st Lieut. John F. McClain to Fort Crockett, Texas.
1st Lieut. Harold A. McGinnis to Bolling Field, D.C.
1st Lieut. Jack J. O'Connell to Fort Crockett, Texas.
1st Lieut. Donald F. Stace to Wright Field, Dayton, Ohio.
Captain Hubert V. Hopkins to Wright Field, Dayton, Ohio.

The following officers, upon expiration of tour of duty in Panama Canal Department, to proceed to stations indicated:

Major Roy M. Jones to Wright Field, Dayton, Ohio.
1st Lieut. Frederick W. Evans to Mitchel Field, N.Y.
1st Lieut. Kenneth C. McGregor to Middletown Air Depot.
1st Lieut. Louis M. Merrick to Bolling Field, D.C.

Relief from duty with Air Corps

1st Lieut. Arthur L. Moore to 25th Infantry, Douglas, Arizona.
2nd Lieut. Wm. E. Doan, Jr. to Field Artillery, 2d Div. Fort Sam Houston, Tex.
2nd Lieut. Robert M. Cannon, to 3rd Field Artillery, Fort Sheridan, Ill.

Promotions

1st Lieut. Samuel C. Skemp to Captain, with rank from November 5, 1927.
1st Lieut. Robert G. Breene to Captain, with rank from November 6, 1927.
2nd Lieut. Ralph A. Snavely to 1st Lieut. with rank from November 2, 1927.
2nd Lieut. Glen T. Lampton to 1st Lieut. with rank from November 6, 1927.
2nd Lieut. Howard M. Fey to 1st Lieut. with rank from November 6, 1927.
2nd Lieut. Robert B. William to 1st Lieut. with rank from November 11, 1927.

Reserve Officers Relieved from Active Duty

2nd Lieuts. John P. Burkhardt, Henry Jervay Kelly and John Reede Jaques from Brooks Field.

2nd Lieut. Henry August Frese from Maxwell Field.

1st Lieut. William Carleton Williams, Jr. from Fort Sam Houston, Texas.

Retirement

Captain Russell L. Meredith.

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BOARD OF OFFICERS TO CONSIDER DESIGN OF ATTACK AIRPLANE

A Board of Officers, consisting of Majors Frank D. Lackland and Carl Spatz, 1st Lieuts. Ernest W. Dichman, Raymond G. Zettel and Barney M. Giles was appointed to meet at the Materiel Division, Wright Field, Dayton, Ohio, on or about December 1st for the purpose of judging the designs submitted, under Circular No. 389, applicable to the development of an attack airplane, and making recommendations to the Secretary of War as to the winner or winners of the designs in this competition under Section 10 (a) of the Air Corps Act, and for the further purpose of making recommendations with regard to the procurement of airplanes to be built in accordance with designs submitted under Section 10 (k) of the Air Corps Act.

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CRISSY FIELD MEN HAVE A THANKSGIVING FEAST

The 91st Observation Squadron and the 15th Photo Section at Crissy Field, Presidio of San Francisco, Calif., published a very attractive menu folder on the occasion of the celebration of Thanksgiving Day, 1927. The cover page, in attractive colors, shows a full rigged schooner plowing its way through choppy sea past a rocky promontory, while soaring overhead are three planes. On pages 3 and 6 of the folder are enumerated the commissioned and enlisted personnel of the above two organizations. Page 4 contains three drawings. One in the upper left hand corner of the page shows an enlisted man, with one of those soft caps pulled over his eyes, chest sticking out, and flicking the ashes off a fat cigar in his right hand. Before him stands a ragged newsboy with an awed expression on his face. He gives this urchin the following earful: "Who? Me? I'm a First Class Air Mechanic." On the opposite corner of the page is shown an enlisted man, apparently in a hurry, halted on his way because his wrapped leggings became unraveled. "I'll never make it now," he says.

In the center, lower half of the page is shown an apparently freshly made grave with a wreath resting against the cross. The inscription on the cross comprises but six letters - J.N.S. with R.I.P. beneath. Below this drawing appear four lines, viz:

"Here lies old "Jenny", her days they were many

And may she rest in pieces.

Docs held pros and cons as to what ail-'er-ons

And so she just up and deceases."

The "eats" are listed on page 5. It makes one hungry to read it. It is presumed the Crissy Field boys did full justice to this sumptuous repast.

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THE FLIGHT OF CAPTAIN CHALLE, FRENCH AIR SERVICE

The flight of Captain Challe and his mechanic Rapin, which began at Paris on October 11th, was exceptionally well planned and was made with the idea of seriously studying the possibility of linking France with her colonies in the

extreme Orient, by air. The original plan called for a series of 12 flights to be made on consecutive days. Captain Challe, however, was able to eliminate two of the stops and landed at Saigon on the tenth day after leaving Paris. The plane used was a Potez XV, equipped with a Lorraine Dietrich 450 h.p. motor.

Captain Challe flew an average of 7 hours per day and at an average speed of slightly more than 100 miles an hour. The plane and motor functioned perfectly throughout the trip, although considerable bad weather was encountered. The following is the schedule as completed:

Date	Place of Departure	Time	Place of Arrival	Time	Distance
Oct. 11	Paris	9:55 a.m.	Rome	3:00 p.m.	715 miles
Oct. 12	Rome		Athens	4:20 p.m.	715 "
Oct. 13	Athens	9:30 a.m.	Aleppo	5:00 p.m.	775 "
Oct. 14	Aleppo		Bassorah	5:00 p.m.	805 "
Oct. 15	Bassorah	7:00 a.m.	Bandar Abbas	1:30 p.m.	590 "
Oct. 16	Bandar Abbas		Karachi	3:00 p.m.	715 "
Oct. 17	Karachi	7:30 a.m.	Allahabad	4:00 p.m.	960 "
Oct. 18	Allahabad		Calcutta	11:40 a.m.	560 "
Oct. 19	Calcutta	8:00 a.m.	Bangkok	6:00 p.m.	1085 "
Oct. 20	Bangkok		Saigon	5:00 p.m.	465 "

Practically the same flight was made three years ago by the French pilot Pelletier D'Orisy and took 17 days to complete. This is a good indication of the progress which has been made in aviation during the three-year period.

Captain Challe will fly the plane to Bangkok where it will be delivered to the Siamese Government. He plans to return to France by air via Teheran, where he will inspect the Persian aviation.

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LIGHT AIRPLANE CONTESTS IN FRANCE ✓

There has been considerable feeling in France that the development of the light airplane has been neglected. In order to overcome this feeling, the French Department of Commerce recently instituted three contests for light planes of different classes. The first entrant for planes of less than 400 Kgs. (882 lbs.) was the French pilot Finat who, with a passenger, flew a closed course of 1150 kms. (715 miles) in 11 hours and 15 minutes. The airplane was a Caudron avionnette C-109, equipped with a 40 h.p. Salmson air-cooled motor. This is a world's record for planes of that class.

The next day, with his wife as a passenger, he broke the world's record for straightaway flight for planes of the 400 Kgs. class by making a nonstop flight from Paris to Berlin.

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MATCH IN AERIAL ACROBATICS ✓

An interesting match in aerial acrobatics took place at Tempelhof Field, Berlin, October 23rd, between Doret, the most famous French acrobatic flier, and Fieseler, an equally famous German acrobatic pilot. The judges, who were chosen from "neutral countries", awarded the victory to Doret.

Each pilot was required to fly his own plane and then perform the same "stunts" in the plane of his adversary. Fieseler performed better in his own plane, and in the contest for "spot landings", but Doret was given the higher average on the entire performance.

Doret flew a Dewoitine plane, equipped with a 300 h.p. Hispano-Suiza motor, while Fieseler flew a light Raabe-Siemens plane, carrying an 80 h.p. motor.

It is interesting to note that Franco-German relations have reached such a point that a contest of this nature is possible. A crowd of 100,000 people witnessed the match.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, Nov. 14th.

Another little "pilot" made a perfect 3-point landing. On October 25th Lieut. and Mrs. Shavely became the proud parents of a nine-pound boy, James Edward. Along with Captain B.S. Wright's youngest son, James Edward will become a Flying Cadet with the class starting at Brooks Field on November 1, 1947, and upon graduation will probably take the examination for the Regular Army. By that time Ralph should be a 1st Lieutenant and will be a great help to his son in obtaining a commission.

The court-martial trial of Flying Cadet Elmer P. Rose, who accidentally killed Private Griffin, 7th Cavalry, at Fort Bliss, Texas, July 26th, when the undercarriage of Cadet Rose's plane hit Griffin in the head, resulted in an acquittal. Rose was No. 2 of an attack formation led by Master Sergeant Sergeant Wallace, when, in flying low over troops, Rose's plane hit a bump throwing his plane toward the ground. Before he could recover, his undercarriage hit Griffin's head. Sergeant Wallace, the leader of the formation, was also tried and acquitted.

Captain H.H. George and 2nd Lieut. Y.H. Taylor ferried two PT-1's to March Field on October 29th.

The present class at the Air Corps Advanced Flying School now consists of 3 officers and 29 cadets. The class started with 9 officers, 1 foreign officer, 1 noncommissioned officer, and 43 cadets.

On October 28th the officers and ladies of Kelly Field gave a costume dance in Hangar #13, inviting the Air Corps troops in the vicinity of San Antonio. Over 300 people attended. Everyone was required to enter the hall by way of a very dark mystic maze, thence up some stairs and down a slide onto the dance floor. Electrified chairs, compressed air blowers in the floor, and other mechanical devices added to the fun of the evening. The hangar was decorated in corn shocks, pumpkins and greens. Stalls with cows, mules, and a sow with a litter of 9 pigs, were arranged about the hall. Prizes were given to the best dressed man and lady. Cider (sweet), doughnuts, hot dogs and coffee comprised the refreshments.

Lieut. Sutton, of Wright Field, visited here November 7th and 8th with the new Douglas O2-H. A number of Kelly Field pilots had an opportunity to fly it and expressed an opinion that it was a very good flying ship.

Major Frederick L. Martin arrived at Kelly Field October 24th and spent a week on an inspection mission.

Captain A.E. Easterbrook left November 8th for March Field, Calif., ferrying a PT-1 for use at the new Basic School.

On the afternoon of November 10th General Heye, German Chief of Staff, with his aides-de-camp, visited Kelly Field and made an inspection of the training facilities here.

The officers from the northern fields are fortunate in taking the course at this time of the year, as they will get away from the northern blizzards and spend the winter in Sunny (?) San Antonio - America's Playground - "Where the sunshine spends the winter" - and all of those funny things. Maxwell Field please copy.

Brooks Field, San Antonio, Texas, November 1st.

Captain Charles B. Oldfield, Executive Officer of Brooks Field, was married to Miss Margarite Marie Illing at Little Rock, Ark., on October 1st. Captain and Mrs. Oldfield were at home at Brooks Field after October 15th.

The Brooks Field football team started a very successful season by winning the opening game with the 15th Field Artillery, score 14 to 6, and playing the 12th Field Artillery and the 9th Infantry teams to tie scores of 6 to 6 and 12 to 12, respectively. These three teams are the most formidable rivals for the Fort Sam Houston League Championship. Lieuts. "Moe" Daly, "Chic" Harding and "Boscoe" Schmidt, all of the 1926 West Point team, are coaching. Lieuts. C.T. Myers, Jr., and Harvey R. Ogden are piloting the team on the field. "Red" DeFord and "Buckie" Hughes, of the 52nd School Squadron (formerly at Langley Field as the 50th Bombardment Squadron) are showing up well.

Brooks Field, San Antonio, Texas, November 21st.

The November 1st class of student officers and cadets started their flying training. From a total of 54 Regular Army officers, one National Guard officer, one foreign officer and 47 cadets, the only casualties were two cadets who were disqualified physically, and Lieut. J. A. Schwab, of the last class of graduates from the Military Academy, resigned.

Master Sgt. Erwin H. Nichols left this station for Wright Field, Ohio, for temporary duty in the parachute department of that station. His duties there for about two months will be in connection with various improvements in the present parachute used by the Air Corps. He has originated several improvements on parachutes and has had several years' experience along this line.

Captain Kusunoki, Japanese Attache, from Washington, made an inspection of this field on November 15th, and from all information the writer is able to obtain, was very much pleased with the Air Corps Primary Flying School as a whole.

General Heye and his personal aide, Captain Heye, of the German Army, made an inspection of the Primary Flying School and seemed very interested in the Ruggles Orientator and the School of Aviation Medicine.

Lieut. T. J. Holmes, of this station, suffered the loss of part of one finger while working on his Packard. He was taken immediately to the Fort Sam Houston Base Hospital where the injury was dressed. Just ten days previously he had fractured an arm while playing basket ball. If he dropped a mirror, we certainly hope this luck won't stay with him for seven years.

Major S. W. FitzGerald, Post Commander, and Major Frederick L. Martin, departed for Matagorda Island and Sabinol, Texas, on a two-day hunting trip. It is anticipated the trip will be more than successful, as it is reported that game is plentiful in that vicinity.

Captain Alfred F. King, Jr., returned from an extensive hunting trip around Kerrville, Texas, where he reported plenty of game. His trip was very successful.

Lieuts. D. D. Watson and A. H. Rich went down to Matagorda Island on the 18th and made a one-day stand hunting ducks and geese, reporting on return that they had bagged their limit.

The new Post Exchange filling station, which was under construction for the past week, is rapidly nearing completion, and when placed in operation will include all modern fixtures and conveniences.

Major Frederick L. Martin, from the Chief's Office, spent several days here and at other fields in this vicinity making minor changes and corrections in the visual inspection system recently installed at various Air Corps stations. While here Major Martin was the guest of Major FitzGerald.

Lieut. Harvey K. Greenlaw returned from a trip to March Field, Calif., where he ferried a PT training plane for use at that station. Lieut. Greenlaw also took advantage of several days' leave while there.

Lieut. Harvey R. Ogden was transferred to the Air Corps Training Center on November 14th and was appointed Assistant Adjutant and Supply Officer of that station.

A Tea Dance was given at the Brooks Field Officers' Club by the officers and ladies of the post on the afternoon of November 12th, from 1:00 to 6:00 o'clock. Returns of the Army-Notre Dame football game were received by wire and the game charted play by play for the benefit of numerous guests from Kelly Field and Fort Sam Houston. Dancing and refreshments completed the arrangements of an enjoyable afternoon.

Langley Field, Hampton, Va., November 4th.

During the past few weeks Langley Field was honored by visits from numerous persons of national and international prominence. Those who were previously mentioned include Sir Phillip Sassoon, British Under Secretary of State for Air, and the German Air Commission. Then we have had calls from several of our own prominent personages in the United States Air Service. Secretary of Commerce for Aviation, McCracken, stopped for a few minutes on his way from Washington to Augusta. Major-General Mason M. Patrick was here for an hour or so on business; and Major H. A. Dargue, former commander of our Pan-American

Flight, and Lieut. L.J. Maitland, of trans-Pacific fame, both stopped off at various times for a short visit.

19th Airship Company: The Airship TC-254 left Langley Field for Augusta, Ga., via Pope Field, N.C., on the morning of October 28th, for the purpose of participating in the celebration incident to the opening of the new municipal airport. The crew on the flight consisted of 2nd Lieut. U.G. Ent, in command, with 2nd Lieut. R.M. Anderson, Air Corps Reserve, and Warrant Officer R.E. Lassiter as pilots; Major C.H. Cunningham and Captain S. Cutler, of the Air Corps Tactical School as passengers; Staff Sergeant A. Wheeler, rigger; and Staff Sergeant R.E. Quinn and Sgt. H. Camire, engineers. Arriving at Augusta, the airship made several training demonstrations on the afternoon of the 28th and the morning of the 29th, and its exhibition was much appreciated. In the afternoon it was flown back to Langley Field, arriving after dark.

On the afternoon of October 28th the TC-255 was flown on a navigation mission to Emporia, Virginia, and return, by 2nd Lieut. B.T. Starkey. Other activities during the week were much curtailed due to shortage of gasoline.

96th Bombardment Squadron: A total of 50 hours and 5 minutes, with 128 flights, was made by this Squadron during the past week. The aerial gunnery section of the 2nd Bombardment Group Training program was completed and camera obscura training started. Next week the squadron will begin aerial bombing.

The squadron participated in the opening of the new municipal airport at Augusta, Ga., on October 28th. Captain Rust, Lieuts. Walker and Wolfenbarger each piloted an NBS-1 bomber on the trip, returning the next day.

Lieut. E.R. McKeynolds is again on duty with the squadron after an absence of two months on detached service at Wilbur Wright Field, Dayton, O.

Langley Field, Hampton, Va., November 12th.

19th Airship Company: In addition to the regular flying activities, a special demonstration of bombing was given for Brig. General R.H. Van Deman, who observed from the roof of the airship hangar. After the demonstration, the General was given a flight over the lower peninsula in the TC-255, piloted by 2nd Lieut. B.T. Starkey, Air Corps, and Warrant Officer R.E. Lassiter, USA. The General expressed his pleasure and seemed to enjoy the flight greatly. On November 9th both airships made a round trip flight to Bolling Field, returning after dark.

96th Bombardment Squadron: During the week ending November 4th, 49 hours and 45 minutes, with 83 flights, was the record of this organization, in accordance with the Group training schedule. The Squadron started bombing practice and is showing satisfactory progress in scores made.

Captain Charles E. Rust, Squadron Commander, is on 15 days' leave, his place being taken by Captain Wm. H. Francisco, Air Corps Reserve.

2nd Bombardment Group: A special bombing demonstration was given General Van Deman by this Group. Three planes flew in formation, the first carrying six 300-pound demolition bombs, each of the other two carrying ten 100-pound demolition bombs. Crossing the bombing range on first round at 5,000 feet, one sighting shot was dropped from each plane. On the second round a salvo of all the remaining bombs was dropped. As this made 3300 pounds of bombs exploding at once, the detonation was extremely heavy. The General seemed much impressed with the display and especially with the accuracy of the fire, which was delivered exactly as planned.

Other activities of the Group have been going on as usual, except that particular attention is being paid to high altitude bombing. Good scores are being made, the average score being very close to expert rating.

Rockwell Air Depot, Coronado, Calif., November 4th.

Major H.B. Claggett, Air Officer, 9th Corps Area, was a welcome visitor to the Depot a few days ago. He was driving a new Willys-Knight instead of his usual Douglas O-2.

Major J.H. Houghton and Lieut. Oliver P. Gothlin, Jr., returned from their trip to Wright Field, Dayton. They reported having had a wonderful time and profited a great deal from the conference held at Headquarters.

Lieut. A.L. Lyon, of Wright Field, reported October 14th for temporary duty for the purpose of inspection and etching of aluminum propellers.

Major A.E. Von Harten, A.C. Reserve, of Salt Lake City, Utah, and Captain R.C. Pierce, A.C. Reserve, of Clovis, New Mexico, were on fifteen days' active duty at Rockwell for an abbreviated course in practical Engineering and supply work. Both officers felt they had received much benefit from the course taken.

Rockwell Air Depot, Coronado, Calif., November 17th.

Major A.L. Sneed reported at this Depot for duty on November 15th and assumed command, vice Major J.H. Houghton, who had been acting Commanding Officer. Major Houghton remains as Engineer Officer here.

The Depot always feels honored when a statesman from Washington to pay his respects and to show its appreciation usually takes him for a little hop. The last of our distinguished guests was Hon. Phil D. Swing, representative from the 11th Congressional District of California, who, on October 20th, was taken to Imperial, Calif. Congressman Swing was very appreciative of his ride and stated he never had had a smoother or more satisfactory trip through the air.

Lieut. C.V. Haynes, Instructor of the Washington National Guard at Parkwater, Washington, near Spokane, arrived via train recently and ferried back a DH4 plane for his personal use as Instructor. Those of us who were not fortunate enough to attend the National Air Races at Spokane in October got first hand information on the "meat" from Lieut. Haynes, who has a very interesting personality.

The last of the DH-4 mail planes, which were loaned to the Forest Fire Patrol for the season, was returned to Rockwell. Lieut. Burrows, O.R.C., with passenger, arrived from Griffith Park on November 3rd, and Captain Boggs, O.R.C., brought in the last one from Mather Field. These two Reserve officers were among those who were employed on the Forest Patrol work during the season just closed.

Captain Sutton, O.R.C., with Mr. Douglas of the Douglas Company, Santa Monica, arrived November 3rd in an O2-H, the newest type of plane manufactured by Mr. Douglas. They came down for ammunition for machine gun testing and returned to Santa Monica the next afternoon.

On November 11th, Armistice Day, Lieut. Oliver P. Gothlin, Jr., with Lieut. Van Dusen, O.R.C., dropped flowers and wreaths from a plane over San Diego Bay and Fort Rosecrans cemetery in remembrance of those who gave their lives for their country.

Lieut. H.A. Halverson arrived Nov. 11th from Kelly Field en route to March Field. He was piloting a PT-1 airplane. After an engine change he continued his arduous journey to our newest activity of this Corps Area.

As usual, there were numerous flights between March Field and this Depot, and also Clover Field. The C-1C transport type of airplane is proving its worth in transporting supplies from the Depot to March Field in emergencies. The bulk of supplies and equipment are shipped via rail, but now and then a truck will wind its way down from March Field, and when it is ready to leave the Depot it finds it is loaded to the gills.

This Depot received a communication from Peter J. Brady, President of the American Federation of Labor, dated New York, October 24th, expressing his appreciation of the courtesies he received from Rockwell during the recent convention held at Los Angeles. A plane was assigned for work with the convention, and many flights were made in which delegates took part.

Pope Field, Fort Bragg, N.C., November 21st.

The past month was one of unusual activity at this field. The opening of Daniel Field at Augusta, Ga., on October 27th gave us and our limited personnel and equipment ample opportunity to demonstrate our ability in servicing no less than forty planes which stopped here en route to Augusta. Major Lutz, in command of a flight of Marine planes from Quantico, Va., arrived October 26th. The planes were serviced and cleared within half an hour. On the following day three flights of AT-4's, some 14 or 15 O-2's, a transport, and last, but not least, the unexpected TC-4, arrived from Langley. Arriving as they did shortly after eleven o'clock, it required the greater part of our detachment of 42 men to service them and enable the last ship to clear the field a few minutes before

two in the afternoon. This, in addition to furnishing an emergency landing party for the "Blimp", seemed to us a job well done. Our visitors were gracious for not once did we hear a voice of complaint. Their close cooperation enabled us to give a fair test of our ability to service a large number of planes and to attend to the innumerable details incident to such a number of cross-country visitors.

Among the last to leave for Augusta from this field were Lieuts. Holden and Scott in our Douglas O-2. They, as do the others who were at Augusta, have nothing but words of praise to offer concerning the reception at Daniel Field and the general benefit derived by the Air Corps in being represented at such an occasion. Lieuts. Holden and Scott returned the following day to help in preparations for another servicing of planes returning to their home stations via Pope Field.

Major Bagley, Corps of Engineers, from Fort Humphreys, has been at Fort Bragg checking the triangulation points on the reservation, in order that Lieut. Jones, our Photographic Officer, may use these as control for the map on which he is now working. In the meantime, Lieut. Turner arrived from Maxwell Field with a completely equipped DH photo ship, sent here on detached service for the time necessary to photograph the reservation. With his arrival came clouds, rain and fog. Apparently the elements have not dampened his spirit, for he is on the field every morning casting anxious looks at the sky and humming "There's a Silver Lining". Maxwell Field can rest assured that their member is well taken care of, for he has been provided with a hunting permit, rubber boots, a map and an earth inductor compass, also the latest rumors as to the location of game on the reservation.

Lieut. Murphy has been very busy arranging his supply department according to the most modern plan. We all agree that he is making a success of it.

Under the direction of Lieut. Robinson, our O2-A received several coats of paint, varnish and shellac, and is now "all dressed up" preparatory to a trip to Fairfield for radio shielding.

During the past month examinations for rating as Air Mechanics, 1st and 2nd Class, were given to five members of this detachment. Sgt. Hall, Corp. Miller, Pvt. 1st Cl. Howell and Pvt. Cunningham are the four men who received the ratings, leaving one vacancy to be filled at a future examination. Sgt. Griffis also qualified as Air Mechanic, 1st Class.

Staff Sgt. Bishop returned to duty after 45 days' leave. He and Mrs. Bishop, a recent bride, were assigned quarters in Block six.

France Field, Panama Canal Zone, November 5th.

The Bombardment Squadron had more than its share of cross-country flights this month. Lieuts. Howard and Evans flew to David with six mechanics on Oct. 13th. On the 21st, Lieuts. Davidson, Evans, E.D. Jones and Souza, with four Martins, left on the week end for Boquette. They took Mr. Milhado of the West India Oil Co., Capt. Hollingsworth, G-3, Capt. Sullivan, A.G.O., and General Graves' aide with them. From all accounts of the trip, every one had a good time. They brought back the six mechanics who had been on a hunting leave in that country.

The party of officers and ladies of France Field who took the boat to Pedragol and thence to Boquette by train had a wonderful time. Aside from a few cases of seasickness, everything went along beautifully. The success of this trip was due largely to the courtesies shown us by the United Fruit Co. and Mr. Salvador Jusado, of David. Boquette, it was found, would make an ideal rest camp for the Air Corps.

On October 2nd, Lieuts. Canfield and Park flew to David to bring back a deserter from the 33rd Infantry at Fort Clayton. Almost any week the Air Corps at France Field is used to some new advantage for the good of the service.

Gatun Lake was charged up with another ship on October 7th. Major Paul Bock was returning from Albrook Field with Major Oldfield of the Coast Artillery as a passenger, when the throttle of their DH decided to break. There was nothing to do but pancake the plane into the water near Darien, the Naval Radio Station. All of our Majors have now had the experience of landing in the lake. It is regretted that we have no picture to send of two Majors perched on the top wing waiting for rescue.

Major Prescott, Chief of the Panama Telephone & Telegraph System, was ferried to Agudulce by Lieut. Cronau. Lieut. Williams flew him back three days later.

The 24th Pursuit Squadron was busy daily on the gunnery and bombing ranges. They are endeavoring to finish shooting by Christmas. Then, Captain Simonin says, the airlines of the Republic of Panama will be full of PW-9's.

Lieuts. Williams, Percy and King found time for a hurried cross-country flight to Anton on Oct. 19th.

Lieuts. Harbeck and Ballard, with Lieut. Welch and Sgt. Berg as passengers, flew two of our amphibians into the San Blas Country on the 12th. The amphibians are ideal for cross-country work in Panama.

Lieuts. Gaffney and Larson are on a two months' vacation in the interior, hunting and fishing with Mr. Benson, a collector of birds for the American Museum, New York. Capt. Herold and Lieut. Harbeck ferried them to Almirante on the Atlantic Coast in amphibians. While at Almirante, Capt. Herold's plane developed trouble, and it was necessary for Lieut. Ballard to take a mechanic and a few spares to repair the ship. After several days work, the flight started home. Lieut. Ballard broke a wheel on landing at France Field. The plane's final resting place was on its side, with the fuselage between the right wings. Lieut. Ballard and his mechanic did not get out of the plane and signal that they were unhurt. Instead, they were seated on the ground between the wings in a heated discussion. This caused some alarm at first, but neither of the men were injured. Lieut. Hutchins informs us that he will rebuild the ship and that it will be flying in a few months.

Major Kilner and Lieut. Carroll were visitors on the post when the ST. MICHIEL arrived here from New York. All of the officers enjoyed seeing them and wished them bon voyage when the transport sailed for San Francisco.

The Japanese Training Squadron was in port on October 25th and 26th. The officers were entertained at the Strangers Club on the 25th, and they in turn reciprocated by throwing a real party on their flagship ASAMA. Everyone thoroughly enjoyed the entertainment, as it was a departure from the usual routine.

We now have with us as a regular member of our Command Chaplain John R. Carroll. We expect him to be with us until next April, and from present indications that time will be all too short.

Wedding bells again! Another confirmed bachelor foxtrotting down the aisle. We are all prepared to extend a royal welcome to Lieut. Burton F. Lewis and his bride. Just give us time to get used to it.

Camp Nichols, Rizal, P.I., October 8th.

56th Service Squadron: Master Sgt. John Dolan and family arrived on the September transport, replacing Master Sgt. Clyde B. Hamlin, who was transferred to the 3rd Pursuit Squadron, Clark Field, P.I.

Staff Sgts. Fletcher H. Cox and Clement A. Kelly also arrived on the Sept. transport, replacing Staff Sgts. Ralph McNelly and Leonard F. Girard.

1st Sgt. Ewald Davias returned to the States on the September transport, en route to the Letterman General Hospital, San Francisco, for further observation and treatment. We all hope for his speedy recovery and that he will soon be back in the Islands for duty.

28th Bombardment Squadron: Members of this organization celebrated Squadron Day by a picnic at Mentalban. Through cooperation of Post Commander, all men on special duty were privileged to attend, thereby permitting the squadron to be together for the first time since its arrival at Camp Nichols.

Our new "Top Kick", Sgt. Van Houton, who arrived on the last THOMAS, had an opportunity to observe a sample of our work before he landed, as seven NBS-1's in squadron formation met the incoming transport in the Verde Island passage.

4th Composite Group Headquarters: The Transport THOMAS arrived on Sept. 13th, and its passenger list included Captains Wm. D. Wheeler and Donald Wilson. The former was assigned to the 4th Composite Group Hqrs. and assumed command of the post during the temporary absence of Major Clinton W. Howard, on leave, and Captain Dudley B. Howard, on detached service. The latter was assigned to Flight "B", 2nd Observation Squadron, and assumed command of that organization.

The month of September introduced "General Clean UP" to all members of the

organization, who tackled with determination the task with all the vigor, enthusiasm and good spirit which could possibly be displayed by a group of men. Upon completion of the work of painting, remodeling and repairing, etc., Headquarters Barracks, no doubt, will in appearance conspicuously set off the others at this field. The efforts shown to gain such distinction are to be commended.

6th Photo Section: The Photo Hut is now completed and the repair work has come to an end. The Section sure looks like a "million".

Upon the arrival of the THOMAS the Section acquired a new Top Kick in the person of Tech. Sgt. Raymond Stockwell. He is full of pep and promises to make things hum. We all wish him all the success a "Doughboy Citizen" can wish.

When the Boat pulled anchor the Section lost the services of two men - Staff Sgt. H.H. Williams and Sgt. William Johnson. The former goes back for discharge and the latter as a patient to Letterman Hospital.

Philippine Air Depot: A hearty welcome awaited Lieut. and Mrs. Charles E. Thomas, Jr., and son, "Junior" Thomas, who returned from leave in the States on the Transport THOMAS, arriving Sept. 15th. Lieut. Thomas arrived in time to take over the duties of Depot Supply Officer from Lieut. Merrick G. Estabrook, who with Mrs. Estabrook and daughter, Mary, departed on the THOMAS for the return trip to the States, where he will assume his new duties at Wright Field. Lieut. Estabrook, while on duty at the Depot, established a high mark of excellence and considerably advanced the standard in Air Corps Supply and Procurement in the Philippine Department.

Members of the Depot official family who sailed on the THOMAS for China, to assist in maintaining trade relations with that country, are Mrs. Austin W. Martenstein and Lieut. and Mrs. Hugh A. Bivins. It is presumed there will be a bullish tendency in the Chinese Rug and linen market in the near future.

Clark Field, Pampanga, P.I.

Captain Hart reported last month for duty as Flight Surgeon at this field. In addition to looking after the condition of the pilots, he has organized a calisthenic class for the ladies which promises to be very popular and beneficial.

Major General and Mrs. Lewis visited at Clark Field while the September Transport was lying over in Manila. They are making a trip to China and Japan accompanied by their daughter, Mrs. Clements McMullen.

Lieuts. K.B. Wolfe, P.W. Wolfe and M.E. Finn left on the September transport for a trip to China and Japan, to be gone about a month.

Lieut. Harry H. Mills just returned from a trip to the Southern Islands on the U.S.S. JASON. He made several flights in the seaplane and reports a very interesting voyage.

Kindley Field, Fort Mills, Corregidor Island, P.I.

We are sorry to lose Lieut. Ames S. Albro, who left on the first of the month to take up his new duties in the Department Air Office at Manila.

A flight of two amphibians left on the 13th to greet our old friend, the Transport THOMAS, as she nosed her way through the waters of Southern Luzon. The flight merged with a flight from Camp Nichols and extended the hearty greetings from the Philippines to the new arrivals.

Kindley Field has again been honored by the visit of another of our country's solons, Congressman Maas, of Minnesota, in an amphibian piloted by Lieut. Albro. The latter flew over from Manila, made a rendezvous with Capt. Adler in another amphibian over Kindley Field, and proceeded to Olongapo. On the return journey he inspected the "Rock", including this field.

Lieut. Watkins ferried Amphibian No. 41, which had been undergoing repairs at Camp Nichols, back to Kindley Field on the 14th, thus bringing our aircraft strength back to the usual number.

Week end guests of the Field during the month included Major W.B. Duty, Department Air Officer; Mrs. C.E. Thomas, Mrs. Hez McClellan and Mrs. E.P. Hickey, of Camp Nichols, and Lieut. and Mrs. E.B. Bozien of Clark Field.

18th Pursuit Group, Schofield Barracks, T.H. November 8th.

The Group indulged in an interesting flight to the Island of Lanai on October 25th, returning the same day, eighteen planes participating. A radio

plane from Luke Field accompanied the flight. Lieut. Berry, Reserve, was forced down on the Island of Molokai during the return trip. No damage was done, however, and after replacing a defective oil gauge he returned to Wheeler Field the next day.

We have a new Post Exchange now, all bright and shiny, equipped with an A #1 soda fountain. The Post Exchange Officer, Lieut. McAllister, has been heard moaning plaintively, trying to induce the hard-hearted squadron C.O.'s to increase the amount of credit usually extended to enlisted men, in view of approaching holidays.

As the end of the old three-year tour approaches in this land of liquid sunshine, those concerned begin to get anxious about their orders to new stations on the mainland. The other day Captain Finter (the Roman Senator) was sobbing about the place wondering where in H--- he was going; so our obliging Adjutant, Lieut. "Yes Colonel" Dayton took his typewriter in hand and fixed him up with an obscure post in Texas (I forget whether it was Kelly Field or not). Upon receipt of above orders by Captain Finter, his "Top Kick" and office force were seen to emerge rapidly from the orderly room with their fingers in their ears. The Senator (Kewpie) later remarked that he thought he was through with foreign service after this three-year tour and wanted to know what part of Mexico Texas was in, and further that he did not "choose" to go there.

Major Miller, our A.W.O.L., C.O. returns on the 10th of November from two months' leave and practically all the officers of the Group are going down to the boat and bring him ashore and make him realize that he is back in the land of Poi and Okolehao. A dinner and dance will be given in honor of Major and Mrs. Miller on the same night by the members of the Group.

All joking to 1 side, as George Bernard Shaw used to say, the Eighteenth Pursuit Group is a pretty hot outfit and we will take on any other Group in the Hawaiian Islands at anything from Volley Ball to stud poker or marbles, and we would appreciate it greatly if the Air Corps News Editor would kindly print the address of that outfit called the Fifth Composite Group, which we hear mentioned frequently in this periodical, as maybe we could then get some action with them. Aloha.

Hqrs. Luke Field and Fifth Composite Group, T.H., October 24th.

Anyone approaching the 4th Observation Squadron nowadays is justified in assuming that he has encountered a convention of disciples of Euclid. Pilots and observers go around drawing circles, arcs and angles, muttering phrases which on being interpreted are found to have some vague reference to sines, cosines and tangents. Careful investigation develops the information that our friends, the Coast Artillery, are responsible for this temporary mental aberration. It seems that they have some sort of an idea that long range guns should have their fire observed, also, apparently being lineal descendants of Tom Sawyer, they want someone else to do it. Who better to pick on than their easy going next door neighbors, the Air Corps.

The joker in the game is that they maintained that the airplane should not go over the target to observe the shots for fear some inconsiderate Navy gunner might get peevish and shoot at them.

However, all this mathematical activity on the part of those whose previous mathematical experience had been confined to counting property, and whose only concern with degrees was in finding how far past center an engine fired, hasn't resulted in much, and the problem is still unsolved.

Lieut. Doug Givens, after working half a day on the problem, arrived at a brilliant solution: "We'll take the shells over and dump them ourselves." Doug bought the drinks at the new Post Exchange soda fountain for breaking the rules of the game.

4th Observation Squadron: This Squadron, with eight DH4M-1's in two flights, one of five planes and one of three, left Luke Field at 8:30 a.m., and landed at Lanai City at 9:40 a.m. Seven Martin Bombers, carrying mechanics and equipment, arrived at Lanai at 10:30 a.m. Equipment was transported to the camp site and camp established. The tug CUBA arrived at 12:00 noon, carrying Gen. Wolf of the Hawaiian Division and three staff officers as passengers, also gas, oil and equipment of the squadron. A radio set was erected and communication established with Luke Field.

At 7:45 a.m. October 4th, the following personnel flew a photographic and command mission to the Island of Kahoolawe for General Wolf, - pilots, Lieuts. Rivers, Williamson and McBlain; observers, Staff Sgt. Arsenault, Captain Bell and

Lieut. Cressey. Communication was maintained with Luke Field.

At 9:00 a.m., the following personnel flew a patrol mission around the Islands of Lanai, Molokai and Maui; - pilots, Lieuts. Kemmer, Goodrich and Ferris; observers, Lieuts. Brown, Farnum and Heald. Communication was maintained with Luke Field. The afternoon was spent servicing planes and in recreation. Several spots were found between the islands where the radio would not function. Press reports were received over the radio from Luke Field.

On October 5th, at 7:30 a.m., Major Van Nostrand and two staff officers arrived from Luke Field in three DH's and inspected the camp. At 9:00 a.m., the following personnel flew a photographic mission to Molokai and Maui: pilots, Lieuts. Rivers, Williamson and Goodrich; observers, Staff Sergeant Arsenault, Capt. McCullough and Lieut. Lober. At 9:15 a.m., the following personnel inspected landing fields on Lanai, Molokai and Maui: pilots, Lieuts. Givens, McBlain, Kemmer, Ferris and Moon; observers, Capt. Miller, Lieuts. Cressy, Shively, Heald and Staff Sgt. Bobulski. Radio communication was maintained between both flights and Luke Field.

On October 6th, at 8:00 a.m., the following personnel flew a photographic mission to Maui: pilots, Lieuts. Rivers, McBlain and Moon; observers, Staff Sgt. Arsenault, Lieut. Shively and Sgt. Dahnke.

The following personnel flew to the Leper Settlement on Molokai, inspected the field, and were entertained by the Settlement Doctor: pilots, Lieuts. Williamson, Ferris and Goodrich; observers, Capt. Beeson, Lieuts. G.H. Brown and W.C. Farnum.

At 3:15 p.m., orders were received by radio to use every effort to locate the tug CUEA and warn her of under water obstructions in Kahului Harbor. At 3:55 p.m., the following personnel took off to search for the tug: pilots, Lieuts. Givens, Ferris and Williamson; observers, Staff Sgt. Bobulski, Pvt. Ventilla and Sgt. Ashley. After searching the sea around Lanai, Molokai and Maui, the CUEA was found tied up to the wharf at Kahului. Messages were dropped on the dock at that place.

On October 7th, the following personnel took off at 8:30 a.m. for a photographic mission to Maui: Pilots, Lieuts. Rivers, Kemmer and Ferris; observers, Staff Sgt. Arsenault, Lieut. Farnum and Sgt. Doe. Due to engine trouble, the flight returned and the mission was called off. In the afternoon the officers defeated the enlisted men in a baseball game - 4 to 2.

On October 8th no flying missions were scheduled. Camp was policed and gas and oil drums were transported to the wharf.

On October 9th, when the radio ground station failed to raise the tug CUBA, Lieut. Moon and Staff Sgt. Bobulski took off and gained contact with her from the air. Gen. Wolf returned on the tug CUBA and spent the night in camp.

On October 10th camp was struck at 5:45 a.m., and all equipment packed, part being loaded on the CUBA and the rest to await the Martins. The bombers arrived at 9:25 a.m., were loaded and took off at 10:15 a.m.

The 4th Observation Squadron took off at 10:00 a.m. in two flights, one of 5 planes and the other of 3. The five-plane flight landed at Luke Field at 11:10 a.m. The second flight, due to engine trouble in Lieut. Rivers' plane, landed at Homestead Field, Molokai. The engine was repaired and the flight took off at 12:30 p.m., landing at Luke Field at 1:15 p.m.

Unofficial reports of Lanai Camp: Capt. Beeson and Lieut. Givens superintended the erection of tents. Lieut. George Cressey caught five pounds of gold fish off the wharf, and the said fish, along with a few corned willies, were prepared for supper. Compliments passed were too numerous to mention.

Lieut. Rivers was assigned to the same tent with Capt. Beeson and Lieut. Kemmer, but Lena's deep sonorous tones prevented Doc and Paul from sleeping, so they moved Lena, bed and all, out upon our camp green, and he spent the remainder of the night beneath the falling dew.

Lieuts. Lena Rivers and Goodrich found a crimson canine the first night, and the majority of Capt. Miller's gentlemen spent the remainder of the stay entertaining the find. Special performers were Lieuts. Doug Givens, George Cressey and Bob Heald. It is reported that Doc Beeson enjoyed the gold fish so much that he radioed Mrs. Beeson to have a salmon loaf prepared for him the day he returned.

Quoits and horseshoes were enjoyed by all, and after a tournament Lieuts.

Jim Shively and George Crossey were crowned camp champions. It seemed that the lighter-than-air had the ballistics down to a fine point.

Mr. Monroe, Ranch Manager, permitted Lieut. Moon to install a radio set in one of his buildings and rendered great assistance in many other ways. One of his men, Mr. Gibson, made a special hunt to shoot a young goat for the mess.

Capt. Beeson and Lieuts. Williamson, Ferris, Goodrich, Brown, and Farnum, who composed the flight to the Leper Settlement on Molokai, reported a very enjoyable trip, which included a steak dinner. One or more mess kits were missed each day and the offender was not discovered until Lena Rivers was caught with Gen. Wolf's private kit.

A baseball game was played with the Lanai City nine. After nine hectic innings, the score was discovered to be 26 to 3. Lieuts. Shively and Moon alternated as pitcher, and Sgt. Ashley, Luke Field's star catcher, held down that job. Ferris stopped several grounders between second and third. Williamson had to retire in the third after a long run for a fly ball. Despite the score, a good time was had.

Lanai City was visited nightly. The bright lights called particularly to Lieuts. Lober and George Brown.

With the large amount of over water flying that was done, the need of this squadron being equipped with amphibian type planes was pressed home to the entire personnel.

23rd Bombardment Squadron: On October 3rd seven Martins made an inter-island flight to Lanai, transporting supplies and equipment for the 4th Obs. Squadron. On October 10th, seven Martins transported supplies and equipment for the 72nd Bombardment Squadron to Molokai. On the return trip, equipment of the 4th Observation Squadron was brought back from Lanai. A second trip was made for the 72nd Bombardment Squadron.

On October 17th, two trips were made to Molokai to act as transport planes for the 72nd Bombardment Squadron, which was returning to Luke Field that day. This squadron is continuing the bombing tests started in September. Much valuable information is being obtained.

72nd Bombardment Squadron: Bombing tests are being conducted each day, fifty-pound bombs being used. Preparations are being made for the week of field service on Molokai. Three planes from this squadron were used by the Group Commander on his trip of inspection of the 4th Obs. Sqdn. on Lanai.

Col. Howard, Dept. Air Officer, is still trying to find the smooth place on the flying field that Joe Cannon told him about. Capt. Miller, C.O. of the 4th Obs. Sqdn., suggested that the Colonel might find it with 50th Squadron ship, inasmuch as the 72nd planes have not found it for him.

San Antonio Air Depot, Duncan Field, Texas, November 14th.

General William Heye, Chief of Staff of the German Army, on his tour through this country, visiting the various military activities, paid a visit to this Depot on the afternoon of November 10th, accompanied by Brig. General Frank P. Lahm, C.O. of the Air Corps Training Center.

On November 3rd, Major Frederick L. Martin, Chief of the Inspection Div., Office Chief of Air Corps, inspected the Visual Inspection System installed at this Depot.

Lieut. Barney M. Wiles, of the Materiel Division, Wright Field, on temporary duty ferrying a DH-4M2 to Kelly Field, was a visitor at this Depot from October 31st to November 4th for conferences in reference to the overhaul of D-12 and J-5 engines and overhaul policy on NBS-1 airplanes.

We regret to report that our Adjutant, Lieut. Norman D. Brophy, is at the Station Hospital at Fort Sam Houston for an operation for chronic appendicitis, entering the hospital on November 13th.

Orders were received assigning 1st Lieut. Ames S. Albro at this Depot, effective November 4th, from the Philippine Department, on completion of his tour of foreign service.

Activity is continuing in the ferrying of planes turned out by this Depot for various activities. Lieuts. James G. Taylor, Warren A. Maxwell, Ned Schramm, and James M. Bevans, of March Field, arrived here October 28th and secured four PT-1's for ferrying to the Basic Flying School at March Field. Lt. Cornelius W. Cousland arrived here from Fort Sill and ferried back an O-2 on

November 2nd. Lieut. Halverson, of this Depot, ferried a Douglas O-2C to the 120th Observation Squadron, Colorado National Guard, Denver, Colo., leaving here November 3rd, and returning the 8th; and on Nov. 9th took off in a PT-1 to ferry same to March Field, Calif.

The Engineering Department overhauled and repaired the following airplanes and engines during October, viz: Airplanes - 15 PT-1, 1 DH-4M-2A, 2 DH-4M-2P, 2 DH-4M-2T, 1 DH-4M-1, 1 PW-9, 4 Douglas O-2, 1 Curtiss O-1, 1 NBS-1, 3 Douglas O2-B, 4 Douglas O2-C, 1 Douglas WC, total 36; Engines - 42 Liberty, 44 Wright-E, 2 Curtiss D-12, total 88.

Marshall Field, Fort Riley, Kansas. Submitted by Lt. L.F. Duncan.

For an appropriate beginning of a theme of this type it might be well to say that Marshall Field is still in the ranks. However, to the readers of this Air Corps News Letter it could hardly be known that this little field is still "carrying on". Perhaps the Correspondent has been negligent, sounds logical enough and I wouldn't make a very large bet that he hasn't been that way. Few things have happened that make me realize that the C.O. really wants me to do this work, so the "chances are good" that you will hear more often from this seemingly isolated field.

A few outside pilots were able to drop in on us and pay us an overnight visit. It is good that condition can prevail. We need something along that line to keep us from thinking that we are Cavalrymen.

Lieut. Whitehead slipped in on us Nov. 4th with a Douglas Mail plane. He was ferrying it from Fairfield, Ohio, to the National Guard in Dallas, Texas.

Lieut. Harry Sutton arrived here in one of the new Douglas O-2H's on Nov. 11th and departed the following day for Richards Field, Kansas City. This gave most of the pilots a chance to test the new plane. With a few minor changes we think it will be an ideal plane for observation work.

Lieuts. Hardy and Salisbury, each flying a DH-4M-1, landed here Oct. 31st and departed the following day. They were ferrying these ships from Fort Leavenworth to Denver, Colorado.

Lieut. C.E. O'Connor, of this field, received orders to ferry a DH-4M-1 from Minneapolis, Minn., to March Field, Riverside, Calif. He took off from Chamberlain Field, Minneapolis, on October 30th and flew to Omaha the same day. The following day he flew to Muskogee, Okla., going by way of Fort Riley. On Nov. 1st he went from Muskogee to Brooks Field, Texas, by way of Dallas. On the 5th he left Brooks Field and landed at Tucson, Arizona, completing the journey to March Field the following day. According to "Pat", the return trip on the "Cockle Burr Special" was "not so hot", but it was good to be back home.

Lieut. Halverson, from Duncan Field, San Antonio, Texas, dropped in on us on Nov. 4th, flying an O-2C. He departed the following day enroute for Denver, Colo.

A few days ago we received a circular from the Cavalry School of Fort Riley, giving complete instructions, from A to Z, on how to ride a horse. About the only thing I can remember is to hold the reins tightly, but by all means do not freeze on to them or something of that nature.

We are waiting for a rainy day when all the chores are done and no more airplane riding for the day, then we will take out our priceless horse riding instructions and learn how it is done. We are very fortunate in having Lieut. Martinus Stenseth, an Air Corps officer, taking the Cavalry troop officers' course. After each day's ride he gives me all the dope. Soon I will be a master at Horsemanship. Already I know the very best of salves and medicine to use and the kind of trots and gallops that are the least torturous.

We are still giving the Cavalry officers training in "Aerial Experience". They afford lots of fun for us, but I imagine it's against regulations to laugh aloud.

I remember particularly one morning when the sky was everything but inviting. A well meaning cavalryman was scheduled on a problem. He was dubious about going up, but since he had to go he said, "Well, I would like to get back in a few minutes to take care of my mount." Outside of forgetting to wear a chute, putting on goggles upside down and their helmets backwards like a bonnet, they make good observers. It was necessary, however, for us to

make a "school boy rule" for them to drop their problem in a message bag before landing. They forget that time element is of more importance than artistic maps.

Licut. Charles T. Skow left Nov. 9th for Kelly Field, Texas, where he will take the Special Observers Course.

Several misfortunes happened to different members of this squadron this month. Lieut. C.E. O'Connor and Lieut. Jack Munson had their cars stolen. Jack has heard nothing as yet from his Ford, but "Pat" found his Cadillac on the reservation almost totally burned.

Licut. Skow's house was badly damaged by fire Nov. 16th. The fire department arrived before the fire had progressed far, but much of the furniture was damaged by fire and water.

Lieut. James Daniels, Reserve, who is at the Fitzsimons Hospital at Denver, Colo., is recovering from injuries sustained in a crash while flying executive mail last August 25th. It is thought he will be back for duty about March 1st.

Corporal Lewis, who holds an A.P. rating and is on duty at Chamute Field, landed here Nov. 21st. He served with this Squadron 18 months before he received his appointment as a Flying Cadet.

A bowling team was organized among the Air Corps officers. The first five officers having the highest average for every game played constitute the team until one of them falls below the average of the officer having the next highest score. We played the first official game on Nov. 18th with the 2nd Platoon troop officers. Our opponents are good bowlers but they came out with the little end of the score. The second official game was played with the 1st team, 13th Cavalry, Nov. 25th, and we won easily, having more than 200 points more than our opponents.

Fort Crockett, Galveston, Texas, Nov. 1st.

The Third Attack Group personnel, both officers and enlisted men, on several occasions during the last week end were fortunate to have as their guests officers and members of the crew U.S.S. GALVESTON which visited for the first time in several years the port whose name it bears, in connection with Navy Day, 1927.

On October 26th, at about 10:00 a.m., the Third Attack Group, with a 9-plane attack formation, met the GALVESTON at the entrance to the Galveston Channel, about four miles out in the Gulf of Mexico and, executing various maneuvers, escorted her into Bolivar Roads, Galveston, where she was joined by a flotilla of small boats carrying civil officials. From the decks of the ship, Navy personnel responded enthusiastically to the aerial greeting.

In carrying out the program of Navy Day, a baseball game was played on the Fort Crockett diamond on Oct. 27th between the Third Attack Group and U.S.S. GALVESTON, the former winning 9 to 2. A return game was played the next day the Attack Group again winning - score 21 to 10.

On the evening of Oct. 27th a Navy Day dance was held by the City of Galveston and attended by a large representation from this command and the U.S.S. GALVESTON. On the following day the officers of the GALVESTON were extended an invitation to ride as passengers during the morning's flights, which included individual bombing and machine gunnery. Several of them expressed enthusiasm over Attack flying.

During the baseball game of Oct. 27th, Lieut. Stearley and Shea of Kelly Field who, through courtesy of the Commandant, Air Corps Advanced Flying School, were at this station with two AT-5 single seaters, engaged in spectacular aerial acrobatics, lending toward the completeness of Navy Day celebration.

On the evening of October 29th, officers of the Attack Group joined Naval officers and civilian friends at an enjoyable supper dance at the Galveston Country Club, while the enlisted personnel of the Group were entertaining the crew of the GALVESTON at a ball held at the Post Gymnasium.

On Sunday, Oct. 30th, while the 8th and 19th Attack Squadrons and the 60th Service Squadron entertained the enlisted men of the GALVESTON at midday dinner, the officers and ladies of the Air Corps Club gave a dinner party with Capt. Julius C. Townsend, U.S. Navy, and his officers as guests of honor, about seventy officers and ladies attending. The GALVESTON sailed in the afternoon, after a visit during which all members of this command enjoyed fraternizing

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with friends of the Navy in a most cordial manner, leaving the hope that the visit may be soon repeated.

Satisfactory results attended the completion of the first month of the annual training season. Under the supervision of Lieut. George A. McHenry, Operations and Training Officer, the pilots of the Group were engaged in combat maneuvers; aerial machine gunnery, individual bombing and various other aerial activities, with the result that they are smoothing out and good progress is being made. The large percentage of new pilots this season is somewhat offset by the better situation as regards equipment and facilities over that which existed at the beginning of the training season a year ago. A slightly new development of combat signals is being tried out and, if entirely practical, will be announced.

Ground schools are being attended by every member of this command, with the exception of those particularly qualified, who are used as instructors.

A special school for West Point candidates is being conducted under the supervision of 2nd Lieut. Samuel R. Harris, Jr. It is expected that at least two soldiers will qualify and become eligible for appointment.

On October 21st a three-ship flight, led by Lieut. Wm. R. Sweeley, was made over the week end to Ranger, Texas, to aid in celebration of Golden Oil Jubilee.

On October 21st-23rd, Lieut. Clarence R. MacIver flew to Denison, Texas, in the COA-1 Amphibian, in compliance with request of Denison citizens to The Adjutant General that a "seaplane with U.S. Army on it" be sent to "light in the Red River for a few days to demonstrate that that region is a part of the United States and not a part of the Great Sahara Desert."

A flight of 4 airplanes, led by Lt. A.H. Foster, was made Oct. 29-30 to Lake Charles, La., to attend the dedication of the new flying field there.

Lieut. W.W. Gross and Lieut. K.W. Boyd returned from an extended cross-country flight to Mitchel Field. On their return they stopped in Washington, and while there Lieut. Gross received his commission in the Regular Army.

On October 29th Capt. S.J. Idzorek and Lieut. H.W. Anderson returned from a flight to attend the dedication of Wright Field and the conference at that field and Chamute Field.

Major Frank D. Lackland and Lieut. G.C. McGinley, who left for the Wright Field and Chamute Field conferences, changed ships at Dayton, by reason of the overhaul of their O-2, and flew a new plane to Rantoul and back to Dayton. From there they ferried a plane to Mitchel Field, stopping in Washington en route for conference in the Office Chief of Air Corps concerning the new Curtiss A-3 Attack plane. From Mitchel Field, after inspecting the new plane, they flew to the factory at Buffalo, N.Y. They returned to Fort Crockett by rail, stopping over at Washington for a further conference regarding the new Attack plane.

The Attack Group announces its pleasure upon assignment of several newly commissioned Regular Army officers who served for various periods of time with the organization as Reserve officers or Flying Cadets, viz: 2nd Lieuts. Ivan M. Palmer, George R. Acheson, Donald W. Benner, Herbert W. Newstrom, George H. McNair, Walter W. Gross and Otto C. George.

Captain Franklin B. Loes, Q.M.C., and Lieut. A.L. Dump, Jr., A.C., returned from two months' leave of absence.

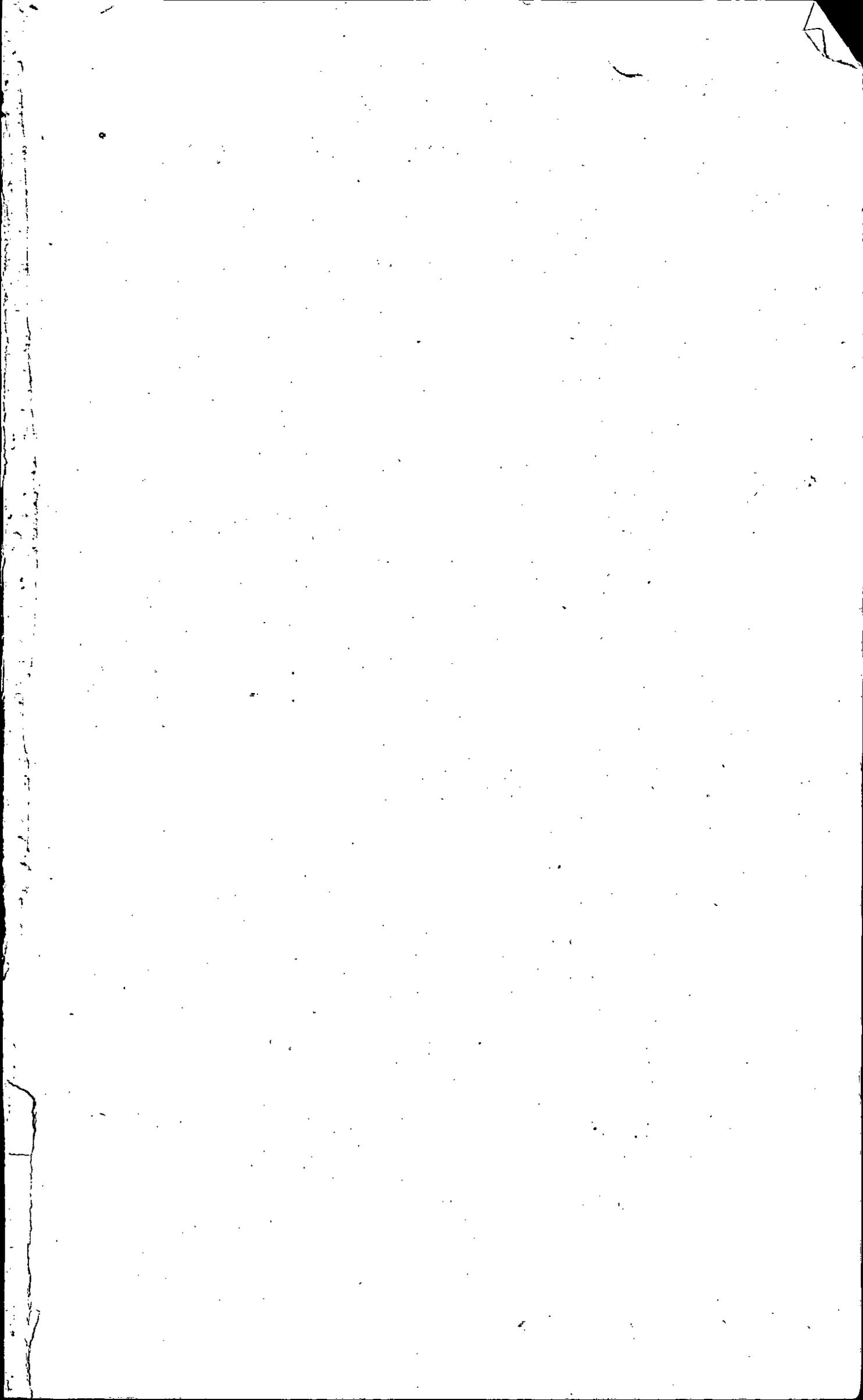
Fall athletics are taking the form of basketball and soccer, both receiving enthusiastic support.

The bowling alley in the Post Exchange building was placed in commission under the supervision of Lieut. Wm. R. Sweeley, Exchange Officer. Two afternoons each week are reserved for ladies and two evenings for officers.

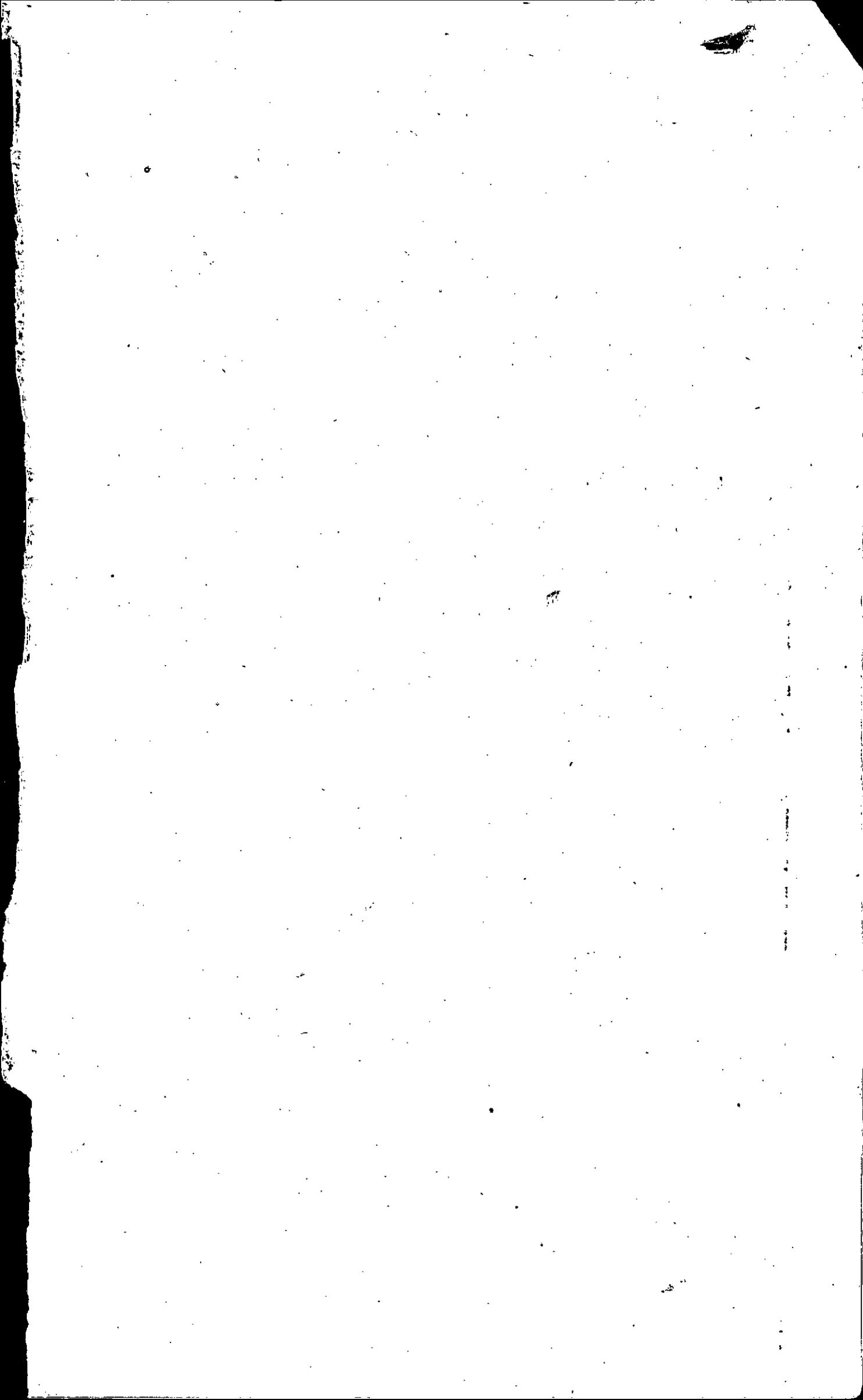
The Post Baseball Trophy for 1927 was won by the 90th Attack Squadron, Lieut. Ed. S. Wood commanding.

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